

ITEM-3	POST EXHIBITION - CASTLE HILL NORTH PRECINCT PLAN (FP38)
THEME:	Balanced Urban Growth
OUTCOME:	7 Responsible planning facilitates a desirable living environment and meets growth targets.
STRATEGY:	7.2 Manage new and existing development with a robust framework of policies, plans and processes that is in accordance with community needs and expectations.
MEETING DATE:	24 NOVEMBER 2015 COUNCIL MEETING
GROUP:	STRATEGIC PLANNING
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EXECUTIVE SUMMARY

This report recommends that Council adopt the Castle Hill North Precinct Plan with post-exhibition amendments and forward a planning proposal to the Department of Planning and Environment for gateway determination to implement changes to zones and development standards and introduce new local provisions to facilitate increased residential development in the Precinct. It is further recommended that draft Development Control Plan, Public Domain Plan and Section 94 Contributions Plan for Castle Hill North be prepared for exhibition concurrently with the planning proposal following receipt of gateway determination.

The draft Castle Hill North Precinct Plan was exhibited in January and February this year, generating significant interest from landowners both within and outside the precinct. Key issues raised include objections to changes in the built form and character of the area, requests for additional properties to be included in the Precinct, requests for additional height to be applied to properties within the Precinct, inconsistency with the North West Rail Link Corridor Strategy and the impacts of increased traffic congestion and on-street car parking.

As a result of the exhibition, submissions received and further analysis of the Precinct, amendments to the draft Castle Hill North Precinct Plan are proposed. The key changes to the Precinct Plan include review of the Structure Plan to express outcomes in terms of 'maximum dwellings per hectare'; increased focus on desired precinct character, streetscape and transit oriented development outcomes; more guidance on implementation and how the desired outcomes will be achieved. It is noted that (potential) yield outcomes for some sites have been reduced and some increased in response to matters raised in submissions and the need to address interface and appropriate transitions in built form.

The planning proposal will implement the strategies identified in the Precinct Plan and will include rezoning of land and changes to standards and mapping for minimum lot size, floor space ratio and height of buildings.

An incentive provision is proposed to allow increased floor space ratio outcomes for development that meets Council's apartment size, mix and (revised) parking requirements. In addition, it is proposed that the existing design excellence clause be amended to apply to all development over 25 metres (8 storeys) with provision for a Design Review Panel. A new local provision is proposed to incentivise site amalgamation at key locations where improved built form outcomes and public domain improvements can be achieved.

Based on the proposed floor space ratio and incentives, it is projected that there will be approximately 3,732 total dwellings, comprising 3,637 apartments and 95 townhouse/terraces within the Precinct. To support the increased residential development of the Castle Hill North Precinct, a draft Development Control Plan, draft Public Domain Plan and draft Section 94 Contributions Plan are under preparation.

Overall, the successful redevelopment of Castle Hill North as envisaged in the Precinct Plan and implemented by the planning proposal and supporting documents will take advantage of the delivery of the high frequency public transport in the Shires premier centre in a way that provides for a quality living environment for future residents.

HISTORY

13/12/2011	Council considered a report on the Pennant Street target site and resolved in part to progress a planning proposal to enable a building height of 54 metres (18 storeys).
	It was further resolved that Council initiate the review of potential sites identified in Council's 2008 Residential Direction for higher density development in the vicinity of the target site.
16/03/2013- 30/04/2013	Exhibition draft North West Rail Link Corridor Strategy.
30/09/2013	Finalisation of the North West Rail Link Corridor Strategy.
09/12/2014	Council considered a report on a draft Precinct Plan for Castle Hill North and resolved that the plan be exhibited.
20/01/2015 – 27/02/2015	Draft Castle Hill North Precinct Plan exhibited.
08/09/2015	Council resolved that the Draft Hills Corridor Strategy be exhibited for a period of 28 days.
22/09/2015 – 23/10/2015	Draft Hills Corridor Strategy exhibited.

BACKGROUND

The draft Precinct Plan was the result of detailed investigations arising from opportunities identified in Council's Local Strategy (Residential Direction), the North West Rail Link Corridor Strategy & Structure Plan and changes to the Pennant Street Target Site controls.

Local Strategy and Strategic Directions

The Local Strategy adopted in 2008 is Council's principal document for communicating the future planning and management of development and growth in the Shire to 2031. It sets out the vision for the Shire in the context of community aspirations and State planning policy and has provided a framework for strategic decision making and the preparation of Council's Standard Instrument Local Environmental Plan (LEP 2012).

Council's 2008 Residential Direction identified that the majority of sites zoned and suitable for apartments, surrounding the Castle Hill major centre, had already been developed. The Direction provided an indication of areas that could be considered for increased residential development opportunities. This work recognised that the future rail link would improve public transport accessibility and increase housing demand within and close to the centre.

North West Rail Link Corridor Strategy

In March 2011 the Government announced its intention to fast track the North West Rail project. Following on from this the Department of Planning and Environment finalised a Corridor Strategy in September 2013 which identified a high-level vision and structure plans for areas around each of the stations. At the same time as the Corridor Strategy was released a Ministerial Direction was issued under Section 117 of the *Environmental Planning and Assessment Act 1979* to promote transit-oriented development and manage growth around the train stations and ensure future development is consistent with the proposals set out in the Corridor Strategy and precinct Structure Plans, including the growth projections and proposed future character of the precincts.

The Structure Plan for Castle Hill indicated a total capacity for Castle Hill of an additional 7,900 dwellings and 18,500 jobs. However based on take up rates of 56% for housing and 52% for employment it was anticipated that by 2036 the projected residential growth would be 4,400 dwellings and the employment growth 9,500 jobs. The identified future character included apartment living surrounding the retail/commercial core with higher density apartment living (7-20 storeys) in areas with direct access to the new station and medium density apartment living (3-6 storeys) on the periphery with townhouses and duplexes beyond this to deliver a diversity of housing.

Draft Precinct Plan for Castle Hill North

The draft Precinct Plan exhibited earlier this year recognises the capacity within the Precinct for higher density residential development opportunities and the strong demand that will exist for apartment and townhouse living in Castle Hill. The draft Precinct Plan indicated a range of different development types as appropriate for the locality being three (3) storey townhouses and residential flat buildings ranging from four (4) storeys to 20 storeys (Figure 1). The location of the higher density housing options was informed by factors such as proximity to the future rail station and the town centre. Lower density outcomes have been identified where land interfaces with other lower density housing, open space and Castle Hill Public School.



Figure 1
Draft Structure Plan for Castle Hill North as exhibited

The exhibition of the draft Castle Hill North Precinct Plan enabled community feedback to be received based on a broad concept of redevelopment potential in the area, and for further investigations to be undertaken, including the development of the draft Hills Corridor Strategy to address strong interest in growth opportunities across the Rail Corridor.

Draft Hills Corridor Strategy

Council, at its meeting on 8 September 2015, resolved to publicly exhibit the draft Hills Corridor Strategy which seeks to guide and facilitate housing and employment growth around each of the seven (7) stations that are within, or close to, the Shire. It is underpinned by guiding principles that reflect the strategic direction of Council as articulated in the Local Strategy including locating high density in easy walking distance of future stations, maintaining low density housing choice in more peripheral locations, providing a diversity of housing choice with a focus on family living, ensuring access to sufficient infrastructure, providing job opportunities suited to Hills residents and maintaining the significance of strategic centres. These principles have been consistently applied both in the formulation of Council's Template Local Environmental Plan, LEP 2012 and in the assessment of planning proposals.

The draft Hills Corridor Strategy expresses future residential outcomes in terms of maximum dwellings per hectare as a first step in defining the desired density, built form and character envisaged around each station. Whilst this approach has caused some concern for landowners that opportunities for higher density have been taken away, removing the focus of attention from maximum heights is enabling wider community discussion on how housing and job targets can be achieved in a way that responds to the established character and creates an attractive lifestyle choice for new residents.

This approach is entirely consistent with the NSW Government's Corridor Strategy as it required careful master planning and character analysis to make sure redevelopment suits the gradual evolution of the precincts. The Strategy defines a wider Castle Hill Precinct of which the Castle Hill North Precinct is a part, and the first to undergo investigations in order to facilitate the preparation of detailed plans to guide future development.

REPORT

The purpose of this report is to consider the outcomes of the Castle Hill North Precinct Plan exhibition within the context of the role of Castle Hill as a strategic centre and its desired future character. It also describes the way forward for implementation of the Precinct Plan by way of amendments to the Local Environmental Plan, Development Control Plan and Contributions Plan framework.

1. ROLE AND FUTURE OF CASTLE HILL

Castle Hill is long regarded as the Shire's "CBD". It already is a desirable place to live and has major retail attractions. With the railway, Castle Hill will become more accessible and more people will want to live, work and socialise in the Precinct.

The State Government's *Plan for Growing Sydney* defines strategic centres as the largest centres in the Sydney Metropolitan Area, when developed. They contain mixed use activity of an amount, density and diversity that is of metropolitan significance, including commercial, civic and cultural uses, government services and higher density housing. They are typically serviced by high frequency public transport and contain at least 10,000 jobs with the potential to accommodate ongoing jobs over the longer term. They are priority locations for employment and retail activity.

Over the next 20 years, Castle Hill will need to revitalise and renew. It will need to attract a comprehensive range of retail, commercial, services, community facilities, entertainment and cultural uses. The \$1 billion redevelopment of Castle Towers will help in providing the retail attraction but more work will need to be done to attract the other non-retail uses. Residential growth is already underway with around 378 apartments approved in the Crane Road development and up to 800 apartments permitted on the Pennant Street Target Site.

To remain vibrant and desirable in the future Castle Hill will need to increase its scale. Within the core, it needs to be high to medium rise with a population density of 40 – 120 dwellings per hectare. The maximum residential component of the mix of uses should not exceed 40% and there is a need to attract commercial and community uses of at least double the retail floor space.

The "core" of Castle Hill is larger than the typical 200 metres due to the pattern of settlement and infrastructure. The core for Castle Hill is the land uses bounded and having frontage to the ring road. This is the area where the greatest heights, most floor space, highest density and strong mixture of uses must occur with strong links and activation at the street level.

The potential growth in commercial office employment provides the opportunity for Castle Hill to evolve as a vibrant hub of activity, particularly if businesses can be attracted that match the professional and managerial skills of residents and offer the opportunity for residents to work close to home. Investment in quality housing and quality amenities for workers and residents such as meeting, shopping, dining and recreation facilities will further assist the evolution of Castle Hill to more than a primarily retail centre to a place that is desirable to live, work and visit for recreational activities.

The State Corridor Strategy defines Transit Oriented Development (TODs) as mixed use communities within walking distance of a transit node that provide a range of residential, commercial, open space and public facilities in a way that makes it convenient and attractive to walk, cycle or use public transport. The benefits of TODs are more compact urban areas, a reduced reliance on private vehicles and creation of liveable, walkable neighbourhoods.

Transit oriented developments are not just density alone and in some of the submissions received, landowners or other interested stakeholders are primarily concerned with maximising density and yield with little or no regard for other aspects that are essential for successful transit oriented developments. The integration and mixture of uses along with enhanced public spaces and streetscapes are all essential elements that must be incorporated within redevelopment plans. For centres similar to Castle Hill the highest densities, strongest land use mix and built form occurs in the core. Castle Hill has a core that is larger than other similar centres, due to the land use pattern that has developed. Therefore areas of highest built form and density should be located within the approximate 400m walking catchment and core of Castle Hill where it can be demonstrated that topography, overlooking, overshadowing and built form allow for it.

Promoting transit oriented development for Castle Hill seeks to achieve:

- A mix of uses in the centre to facilitate vibrant and active places where there is reduced need for additional trips;
- Permeable and legible precincts that are connected and accessible to the new rail;
- Population density within walking distance to provide a threshold for a range of activities and uses. For activity centres like Castle Hill, the core net density per hectare should be 40 – 120 dwellings per hectare;
- Use of public transport by complementary policies such as cycling and parking to reduce private car use;
- Well-designed development that adds to the quality of the centre and promotes a sense of place.

The approach proposed by Council promotes transit oriented development in that it seeks to accommodate both population and employment growth in more contained areas close to the future stations that will facilitate walkability and active public spaces. Transit oriented development is not only about increasing housing density, the fundamental components are pedestrian connectivity, a mix of land uses and quality places for recreation and leisure that provide a lifestyle alternative to the traditional suburban context.

For Castle Hill the key considerations in achieving transit oriented development is the appropriate mix of land uses, improved walking connectivity to the station so that the trip is well defined safe and convenient.

The current mix of land uses within the Castle Hill station precinct (based on zoned land) is as follows:

Land Use	Area	Percentage
Mixed use (primarily retail)	29.6ha	14.47%
General residential (primarily offices)	7.9ha	3.86%
High Density (apartments)	26.0ha	12.71%
Medium Density (townhouses)	60.2ha	29.44%
Low Density (single dwellings)	60.6ha	29.63%
Education (Castle Hill High and Primary schools)	7.7ha	3.77%
Public Recreation (Parks)	5.8ha	2.84%
Private Recreation (RSL)	6.0ha	2.93%
Infrastructure (Police station & road widening)	0.7ha	0.34%
TOTAL	204.5ha	100 %

Table 1
Land Use Mix in Castle Hill Station Precinct

As may be seen there is a predominance of residential uses with high, medium and low density zones making up more than 65% of the zoned land within the Precinct. Castle Hill requires more effort in improving streetscape and increasing opportunities for additional commercial floor space. For it to be a vibrant centre, it needs to focus on attracting employment uses other than retail. Castle Hill will easily fulfil its critical mass for residential but high density residential alone won't make Castle Hill vibrant, people orientated and desirable. A major effort is required to lift commercial uses to around 40% of the floor space and potentially higher in the core. To cement its role as our premier centre a range of cultural, civic and commercial uses need to be attracted. Overall a greater mix and intensity of development within close proximity of the station will assist in providing the necessary activation of spaces. A working population in Castle Hill is equally important to a residential population. Overall, Castle Hill will achieve a residential density of 100 dwellings per net hectare which is well within the accepted critical mass for successful town centres (being 40 – 120 dwellings per hectare).

Another matter requiring careful consideration in the future of Castle Hill is the approach to car parking requirements. Castle Hill currently has a lower car ownership rate (cars per household) when compared to remainder of The Hills Shire and around 16% of employed residents within or in the vicinity of the Castle Hill centre travel to work via public transport. Based on analysis undertaken for the Draft Hills Corridor Strategy it is anticipated that the proportion of residents travelling to work on public transport within Castle Hill centre will increase from 16% to approximately 40% once higher density development starts to occur and following the delivery of the Sydney Metro Northwest.

In recognition of the existing access to public transport services and the future Castle Hill station, the car ownership rate is likely to further reduce as the centre develops. This reduction will be the result of an increase in the number of households without a car and a reduction in the number of households that own two or more cars.

Car ownership though is fundamental to Australian quality of life. It is also fundamental to modern family living. Public transport can only do so much and given the nature of our country, residents will need to own private motor cars. Whilst it is possible to reduce car parking rates for residential developments within transit oriented developments, it should not be eliminated. On the other hand for commercial and retail uses, car parking rates should be significantly reduced. While some argue that the streets will be used for overflow car parking, such an outcome will occur anyway as Castle Hill station is not considered a commuter station and therefore has no commuter parking.

An assessment has been undertaken of the car ownership rates for households within 800 metres of five (5) established transit centres within the Sydney Metropolitan Region (Hornsby, St Leonards, Chatswood, Hurstville, and Meadowbank-West Ryde). Such centres are considered to provide a reasonable indication of the likely future car ownership characteristics of households within the Castle Hill North Precinct. The car ownership rates for the centres at the 2011 Census averaged one (1) car per dwelling compared with more than 1.5 cars per dwelling for the Greater Sydney Region and two (2) cars per household across the Hills Shire.

Of note is that the car ownership within the Castle Hill Precinct is already quite low (1.59 cars per household) which reflects the trend of the other transit centres. As the proportion of high density housing increases and following the delivery of the Sydney Metro Northwest, it is anticipated that the car ownership rate within Castle Hill will reduce to a level consistent with the other established transit centres. The analysis does not necessarily indicate that households with an employed resident who catches public transport to work will have no need for a car. Rather it indicates that households, where one (1) or more employed residents travel to work via public transport, will have a lower demand for car ownership.

Based on the foregoing there is an opportunity to implement a reduced car parking rate which better reflects the typical car ownership rates within transit centres being a flat rate of one (1) space per residential dwelling. This will ensure that the overall quantum of parking spaces for each site is appropriate regardless of the future mix of apartment sizes. This suggested rate is higher than the RMS Guide to Traffic Generating Development (the standard contained within SEPP 65) which would require an average of 0.87 spaces per apartment if Council's apartment mix controls are applied.

For visitor parking, the parking controls at other transit centre locations range between 1 space per 4 apartments and 1 space per 10 apartments. If visitor parking is to be reviewed it is suggested that this be at the higher end of the range of 1 space per 4 units. This would be a reduction on the current rate of 2 per 5 units.

In locations where a mixed use outcome is desired (being retail/commercial at the ground level and residential apartments on the upper levels), measures are proposed to encourage the provision of employment uses. Situations have previously arisen where developers elect to only provide residential floor space in an effort to increase the residential yield of their developments. This would impact on the desired outcome for the Castle Hill North Precinct as opportunities for street level activation and employment generation will be lost.

In order to encourage employment uses it is proposed that no parking requirements apply to 'commercial premises', within the Castle Hill North Precinct. The removal of the car parking requirement at key locations will provide greater flexibility for developers to provide the number of car parking spaces which the future shop operators are likely to require.

The parking rates which are suggested for the Precinct are included within the following table:

Development	Rate
Residential Flat Buildings	1 space per dwelling
Residential Flat Building – Visitor	0.25 spaces per dwelling
Commercial premises-where part of a mixed use development	Max 1 space per 200m ²

Table 2
Suggested Car Parking Provision

2. ROLE AND FUTURE OF CASTLE HILL NORTH

The boundaries of the Castle Hill North Precinct are shown in Figure 2. The boundary was established based on walking distance to the train station, constraints imposed by topography and the existing road network. Consideration was also given to the age and condition of existing housing stock and titling arrangements which are likely to constrain the uptake of development opportunities.



Figure 2
Castle Hill North Precinct

As may be seen in Table 3 the Precinct currently has a total area of 30.5 hectares and a predominance of low and medium density zoned land.

Land Use	Area	Percentage
General residential (primarily offices/undeveloped)	2.6ha	9%
High Density (apartments)	2.2ha	7%
Medium Density (townhouses)	11.1ha	36%
Low Density (single dwellings)	9.2ha	30%
Education (Castle Hill Primary School)	3ha	10%
Public Recreation (Parks)	1.7ha	6%
Infrastructure (Police station & road widening)	0.7ha	2%
TOTAL	30.5ha	100%

Table 3
Land Use Mix in Castle Hill North Precinct

The precinct encompasses part of the core of the Castle Hill centre. It is envisaged that developments in closest proximity to the station (400m core) fronting Pennant Street and McMullen Avenue will be characterised by significant public domain, active streets and higher density residential close to the heart of the centre. This area will be characterised by a unique architectural style and high quality materials and finishes.

For developments outside of the ring road core, it is envisaged that the higher density residential will transition to the surrounding single dwelling residential neighbourhood, characterised by moderate height buildings and landscaped setbacks. Densities will transition from very high to 39 dwellings per hectare at the periphery of the walkable catchment.

Castle Hill North will be pedestrian friendly and interconnected and provide a lifestyle alternative to the traditional suburban context, focused highly on an appropriate scale and attractiveness for pedestrians. This will be achieved by providing buildings at a scale that makes travel by foot an attractive option and a public domain designed to

encourage people to use streets. Developments will have reasonable setbacks and landscaping reflecting the 'garden shire' character.

3. IMPROVEMENTS TO PUBLIC DOMAIN

A key goal of transit oriented developments is to increase the number of people who walk, cycle or use public transport as their main form of transport. Transit oriented developments have densities that result in increased patronage of public transport and provide more opportunities for people to live near the station and reduce their reliance on vehicles. Increased numbers of people walking and using street networks improves vibrancy. These spaces have to be inviting, large enough and safe for people to want to use them.

The current key walking routes to the station would be on street along Old Northern Road, Old Castle Hill Road, Castle Street and Crane Road. The following image shows the current walking catchment of the study area with 400m representing a 5 minute walk, 800m a 10 minute walk.

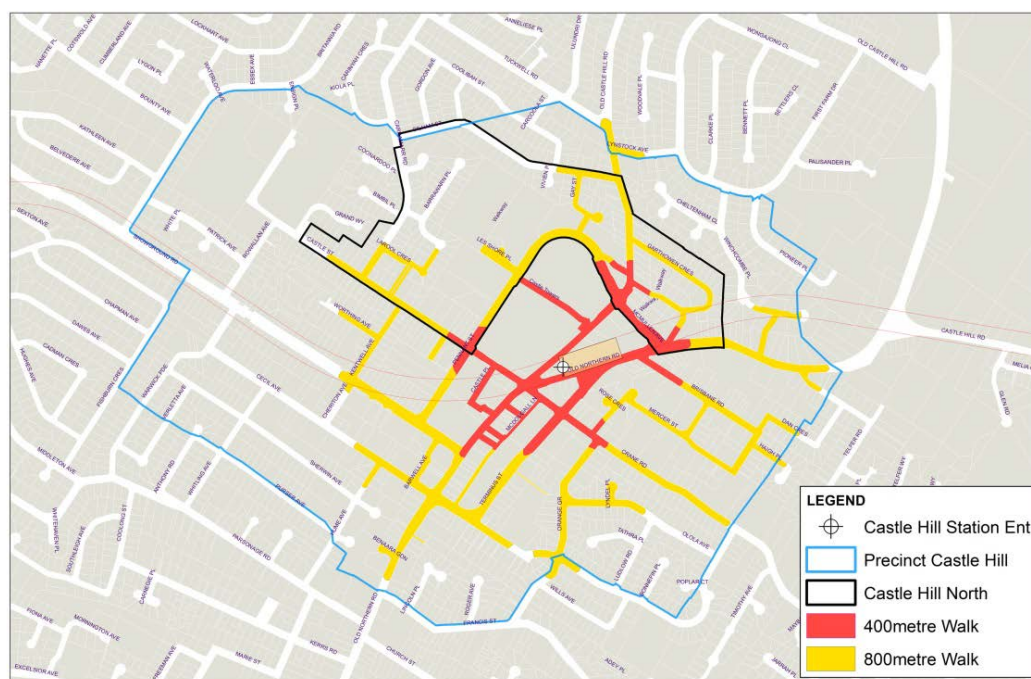


Figure 3
Walkability Catchment within the Castle Hill Precinct

Pedestrian and cycle connectivity is restricted by the large building footprint of Castle Towers, major roads and the local street network which consist of a number of cul-de-sacs. For Castle Hill North the key parts of the road network that will require improved treatment, especially for pedestrians are Castle Street (from RSL to Main Street), Pennant Street, Old Castle Hill Road (from Gilham St to Main Street), Carramarr Road (from Gilham St to Castle St) and Garthowen Crescent.

Whilst potential street links were identified in the draft Castle Hill North Precinct Plan, to achieve transit oriented outcomes more focus is needed on the pedestrian environment. There are opportunities to improve the permeability of the area by providing more direct pedestrian routes from Larool Crescent, Gilham Street and Gay Street towards Pennant Street. Such links could include seating, low level lighting and small plaza areas to enhance the pedestrian experience. With careful design they could provide a frontage for new development and opportunity for casual surveillance.

Within the 400m core area of the station, developments should be encouraged to provide mixed uses at the street interface and/or plaza or landscaped areas that read as public domain. Buildings in these areas should also be of outstanding design with resilient materials especially at the first 3 or 4 storeys that 'speak' of longevity, quality and style.

Key public domain improvements include footpath paving, street trees, street furniture and lighting. Upgrades will be undertaken on all street in the precinct to make them pedestrian friendly desirable places to walk. Eric Felton Reserve, Maurice Hughes Reserve and Larool Crescent Reserve will be embellished to create more usable urban spaces, encourage walking and social interaction.

The intended character for the precinct can only be achieved where a number of properties amalgamate to form a development site. This allows developments to be master planned to deliver dwellings with high levels of amenity and attractive and usable common open spaces.

4. SUBMISSION SUMMARY

The draft Castle Hill North Precinct Plan was publicly exhibited from Tuesday 20 January 2015 to Friday 27 February 2015. Council received a total of 146 submissions comprising four (4) responses from public authorities, 133 public submissions and nine (9) petitions (containing a total of 337 signatures). The key issues raised in public submissions related to:

- A. Site Specific Requests and Consistency with NWRL Corridor Strategy;
- B. Character and Density;
- C. Impacts on Amenity;
- D. Traffic and Parking;
- E. Impact on Schools;
- F. Open Space and Recreation;
- G. Administrative Amendments and Minor Corrections; and
- H. Property Values.

More recently the draft Hills Corridor Strategy exhibited from 22 September to 23 October has generated considerable community discussion and interest, and in many instances landowner concerns. Of the 641 submissions received in response to the draft Corridor Strategy, 71 have related to the Castle Hill North Precinct.

The concerns mainly relate to the relationship of the draft Corridor Strategy to the exhibited draft Castle Hill North Precinct Plan. Some submissions also object to a decrease in the yield identified for their land. These two matters will be addressed within this report as follows:

- I. Relationship with draft Hills Corridor Strategy
- J. Decrease in yield under draft Hills Corridor Strategy

5. PUBLIC SUBMISSIONS

Given the number of submissions received both in relation to the draft Castle Hill North Precinct Plan and the draft Hills Corridor Strategy the consideration of submissions, particularly site specific submissions, has been divided into four categories to ensure consistency. These categories are:

1. No change to Precinct Plan
Matter raised is inconsistent with Council's strategic intent.
2. Potential future planning proposal
Matter raised has some merit but further consideration is needed under a future planning proposal.
3. Change to the Precinct Plan
Matter raised has merit and is supported by Council's strategic intent and/or is a minor correction.
4. Potential Key Site
Matter raised has merit if sites are amalgamated and master planned and a proponent can demonstrate improved outcomes, public domain improvements and the provision of necessary infrastructure.

A. Site Specific Requests and Consistency with NWRL Corridor Strategy

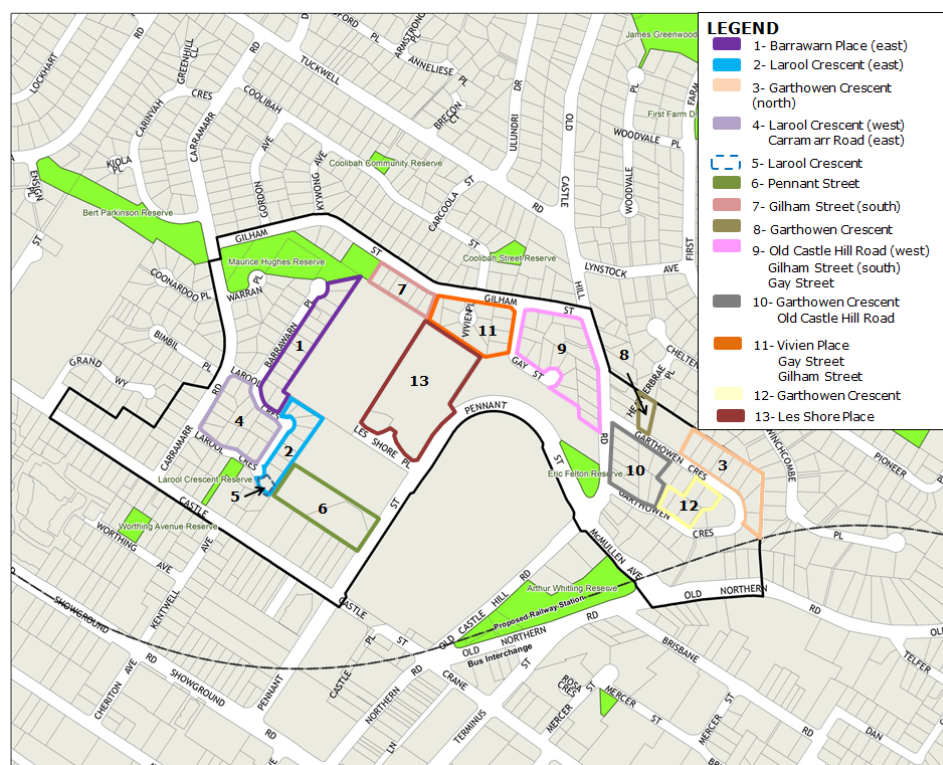
Submissions were received from landowners within the Precinct requesting additional building height, in addition to landowners outside of the Precinct requesting inclusion in the Precinct. Many of these requests resulted from perceived inequality between sites and a perceived inconsistency with the North West Rail Link Corridor Strategy and Structure Plan for Castle Hill.

Site specific requests are addressed in detail in Attachment 2, however a summary of the key issues and the matter of consistency with the State policies is provided below:

i. Additional building height

The site specific requests by landowners or interested parties within the precinct relate to:

1. Land on the eastern side of Barrawarn Place and Larool Crescent
2. Land on the eastern side of Larool Crescent
3. Land on the northern side of Garthowen Crescent
4. Land bound by Larool Crescent and Carramarr Road
5. 15 Larool Crescent
6. 20-22 Pennant Street
7. 14-24 Gilham Street
8. 37 Garthowen Crescent
9. Land on the western side of Old Castle Hill Rd bound by Gilham St and Gay St
10. Land on the eastern side of Old Castle Hill Rd and part of Garthowen Crescent
11. Land in Vivien Place, Gay Street and Gilham Street
12. 6-10 and 16-18 Garthowen Crescent
13. Land on corner of Pennant Street and Les Shore Place

**Figure 4**

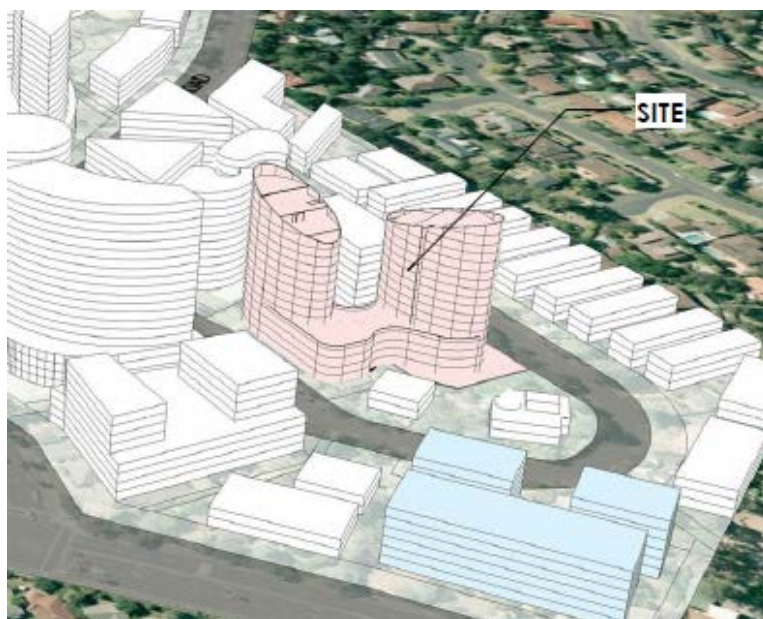
Site specific requests for additional height

Requests for an increase in building height stemmed partly from a desire to achieve the highest yield possible on a site or sites for economic return (by landowners or interested developers), to take advantage of a site's proximity to the centre or possible view opportunities, or to achieve an improved height transition between buildings in the Precinct. Three storey town houses in particular were a primary issue, with many submissions concerned about the relationship of this building type with adjoining or adjacent residential flat buildings, in addition to concerns relating to development feasibility and desirability for land acquisition, or for the amenity of future (or remaining) residents.

In some cases alternative development concepts have been provided as shown below:

**Figure 5**

Proposed development concept for land in Barrowan Place
Identified in Precinct Plan as 39 dwellings per hectare (Terrace Homes)

**Figure 6**

Proposed development concept in Garthowen Crescent
Identified in Precinct Plan as 96 and 192 dwellings per hectare

Comment:

Where more detailed concepts have been provided, preliminary assessments have been carried out. Primary concerns with proposed concepts relate to the sufficiency of useable common open space, solar access impacts on adjoining land in terms of privacy and solar access, and the impact of the development on the desired future character of the area. An undesirable feature is the trend to provide common open space areas that are unsuitable for children's play. There is a trend for providing the common open space on the rooftop. Space suitable for children's play areas should be provided at the ground level. Roof top activation is a new feature of higher density development and needs to be considered in terms of how much should be at ground level and how much can be on rooftops. Rooftop common open space should be provided in addition to carefully designed common open space at the ground level.

If Council were to support such high yields across the Castle Hill North Precinct the precinct would create an extremely dense precinct that does not enjoy similar amenity to current residents, does not retain the 'garden shire' character and would not be able to be serviced with infrastructure. The increase in dwellings anticipated with the precinct is the maximum realistically achievable for Castle Hill North.

The intended outcome for this area is shown below:



Figure 7
Image of 3 storey terrace dwellings



Figure 8
Image of apartment development

ii. Inclusion in the Precinct

Site specific requests by landowners or interested parties for land outside the precinct to be included:

1. Land west of the Castle Hill North precinct boundary (23 properties)
2. Land north of the Castle Hill North precinct boundary (15 properties)
3. Land within Castle Hill centre south of the Castle Hill North precinct boundary (QIC properties)
4. 2-12 Old Castle Hill Road (3 properties)

It is noted that items 1 and 2 above include suggestions from residents within the Precinct that additional land be included.



Figure 9

Site specific requests for inclusion in the precinct

Requests for inclusion in the Precinct stem from a desire for redevelopment opportunities and for consistency with the boundary identified in the North West Rail Link Corridor Strategy and Structure Plan, and concerns relating to amenity, traffic and urban decay if left out of the precinct. Some submissions suggest that building heights in the Precinct could be reduced and other areas included in the Precinct to assist with compensating for slightly lower densities.

It is further suggested that some land is already adjoining land zoned for medium density, is within easy walking distance of the centre and additional laneways would increase accessibility. The interface of single dwellings with 3 storey town houses or residential flat buildings is considered unacceptable.

Comment:

The NWRL Structure Plan provides a very high level investigation of the area around each of the railway stations and is intended to provide a guide as the basis for the more detailed investigations and planning within the Precincts.

It is recognised that the Castle Hill North Precinct boundary does not encompass all of the land identified in the NWRL Structure Plan for the area north of the future Castle Hill Station. The boundaries have been refined based on actual walking distance and the constraints imposed by topography and the existing road network. Consideration has also been afforded to the age and condition of existing housing stock and titling arrangements which are likely to constrain the uptake of development opportunities. In some cases, the existing housing stock and established character warrants retention.

It is proposed that land not within the Precinct boundary will retain its low density character whilst higher densities are consolidated closer to the commercial/retail core and the station. Investigations undertaken in the preparation of the draft Hills Corridor Strategy demonstrate that the area contained within the redefined boundary will maintain appropriate and realistic opportunities for transit oriented development whilst

also recognising and responding to the character of the wider local area. Exclusion of land outside the Precinct at this stage does not preclude future consideration of these areas for higher density development should demand increase.

Should owners wish to have land adjoining the precinct considered for inclusion, it is open for them to prepare and submit a planning proposal. However, the potential yield of the Precinct as defined is capable of achieving a sufficient population increase (to support rail services and employment growth) over a 20-25 year planning horizon. The Draft Hills Corridor Strategy demonstrates that anticipated development within a reduced boundary will provide more than the required number of dwellings in the Castle Hill North Precinct. Areas outside of the Castle Hill North Precinct boundary could be considered for increases in density in the longer term.

iii. Feasibility/site potential

The issue of feasibility is raised, particularly in relation to properties identified with a three storey height limit. Concerns are raised that this form of development is not feasible and developers will not wish to purchase land. It is thought that the Precinct Plan does not account for potential site amalgamation, including the purchase of roads, in order to create larger sites with greater development potential.

Comment:

The decision to sell or redevelop properties is entirely at the discretion of each individual landowner and would likely depend on individual circumstances. In recognition of this, 'uptake rates' have been factored into the growth projections for all Castle Hill North which reflect that not all land identified will in fact be redeveloped due to a range of factors including, but not limited to, the high value of land (factoring in the quality and age of housing stock), ownership patterns, site constraints and the feasibility of redevelopment. Furthermore, it should be noted that given the 20 to 25 year timeframe for redevelopment, some opportunities which are not feasible in the immediate future, may become feasible in the future.

Properties within Castle Hill have high values which have already attracted a premium due to the proximity to the Castle Hill centre and in more recent times the future station. The NWRL Corridor Strategy fuelled speculative land sales that attracted very high land prices within Castle Hill and other station precincts, but these values raise serious questions about viability and are contrary to the intended character of the Precinct.

The precinct offers sufficient yield for redevelopment over the long term and the recommended density incentives or bonuses will assist. Feasibility changes with economic cycles, building life cycles, landowner sentiment and developer interest.

iv. Consistency with the North West Rail Link Corridor Strategy

The issue of consistency with the North West Rail Link Corridor Strategy has been raised in several submissions. Submitters question why the Castle Hill North Precinct Plan does not identify properties in the same manner as the North West Rail Link Corridor Strategy.

Comment:

The intent of the NSW Government's Strategy was to provide a framework, based on 'higher-level' study into precinct development capability, for each proposed station. It's key objectives were to consult, to examine high-level growth scenarios, establish frameworks for managing future land use change and project residential and employment growth, to co-ordinate long term infrastructure planning.

The Castle Hill North Precinct Plan has been developed following extensive investigations into the site constraints, dwelling densities and the walkable catchment of the train station. The outcomes provided in the Precinct Plan translate the overall objectives of the North West Rail Link Corridor Strategy into achievable and deliverable densities. The Castle Hill North Precinct Plan is consistent with the overall dwelling targets in the North West Rail Link Corridor Strategy and the framework of the Hills Corridor Strategy.

B. Character and Density

Submissions raise a number of concerns relating to implications of increased densities and changes in building typology or streetscape proposed under the Precinct Plan for the character of Castle Hill.

i. Architecture and built form

Submissions raise concerns regarding the future built form of the Precinct as proposed by the Precinct Plan. Submissions are particularly concerned about the proposed height of buildings and the interface of existing low density development or town houses with future residential flat buildings. The rationale of placing residential flat buildings adjacent to three storey town houses or single dwellings is questioned and land owners are concerned for their amenity into the future.

It is suggested that building heights be reduced, and that better transitions in building height be provided between sites. Submissions are also concerned that redevelopment will result in a loss of Castle Hill's 'leafy appeal' and garden Shire image, and fear the emergence of a 'concrete jungle' with poor urban design outcomes.

Comment:

The Precinct Plan responds to State and local planning policies that seek to accommodate population growth close to jobs, transport and services. The Sydney Metro Northwest creates a significant opportunity to take advantage of a major and high frequency public transport service to increase residential densities in and around the Castle Hill centre. It is appropriate to concentrate the majority of growth, and therefore height of buildings, in central locations which offer walkability, convenient access to services, and to increase efficiencies.

To minimise density increases in the immediate vicinity of the centre would necessitate a wider spread of redevelopment in order to provide the required increase in housing, thereby reducing efficient use of land and infrastructure, and impacting a greater area.

Although the draft Precinct Plan specified building heights to apply to certain land the intention is not for the maximum number of storeys to be developed across an entire site. So whilst a site may be illustrated in the draft plan with an eight (8) storey height limit, immediately adjacent to land with a lower height limit, other controls will dictate an appropriate distribution of heights across a site and an appropriate transition at the interface. The Structure Plan is now expressed as 'maximum dwellings per hectare' to provide an increased focus on built form, precinct character and streetscape, rather than building height.

Council is preparing development controls to guide the form of future development and will address setbacks, architectural style, streetscape character and the public realm, to ensure that the Precinct is characterised by high quality urban design and sustainable development. Controls will address matters such as solar access, setbacks, streetscape and privacy. In addition to such controls, specified floor space ratios will also control the distribution of height and the overall bulk and scale of developments. All of these controls will need to be addressed as part of any future development application.

The Precinct Plan is predicated on providing a range of housing typologies and not just apartments. It has also taken on board topography, current and future desired street character, lot shapes and sizes to make a reasonable assessment of the appropriate built form that should prevail within the Precinct.

ii. Infrastructure Demand

Concerns are raised regarding increased demand on general infrastructure such as water, sewer, electricity, in addition to schools and traffic/parking (which are discussed separately).

Comment:

The Precinct currently has access to a full range of utility services such as electricity, telecommunications, gas, water, sewer and stormwater drainage.

Sydney Water advised that some preliminary assessment of capacity has been undertaken as part of the North West Rail Link Corridor Strategy. The drinking water network will require amplification to the trunk system by 2020 to cater for the ultimate growth envisaged around the Sydney Metro North West. The waste water networks that service the Precinct have capacity to service forecast growth.

Endeavour Energy have advised that there is capacity to service the development but that some asset relocations and distribution substations may be required.

The redevelopment of sites, and particularly those that encompass a substantial land area, may also provide the opportunity for the upgrade of services and infrastructure. All relevant public authorities such as Roads and Maritime Services, Australian Gas, Sydney Water, Telstra and Endeavour Energy were invited to comment on the draft Precinct Plan and will be further notified of a planning proposal or development applications for the Precinct.

iii. Social problems

It is feared that increased concentrations of people and apartment building living will lead to increases in crime and social problems. A living environment that is perceived to be more confined and isolated, coupled with lack of recreational opportunities will lead to anti-social behaviour and a slum-like environment with more pollution and traffic.

Comment:

The social dimension is addressed by insisting the Precinct streets and public spaces be renewed, ensuring appropriate density, a strong mix of uses and a product that matches the family oriented nature of our Shire. Some of the most vibrant places are also some of the densest. If the planning and delivery is right, the Precinct will be well connected, people focussed and a desirable place to work and live and in all likelihood will improve in value over time.

New developments will provide a range of housing options for a variety of household types including families, couples and singles. Development controls relating to the public and private domain will guide future development and address setbacks, architectural style, streetscape character and the public realm, to ensure that the Precinct is characterised by high quality and sustainable urban design. Developments will be required to provide common open space for residents, and some may contribute to new pedestrian linkages, increasing the area's permeability.

iv. Trees / landscaping

The removal of trees throughout the Precinct are of concern to some land owners as it will detract from the existing leafy environment, affect local wildlife and it is thought that developers will remove too many trees. It is requested that setbacks allow for tree retention and walkways allow width for plantings to enhance development. Planned landscaping efforts should be high quality and meaningful rather than pot plants.

Comment:

The 'garden shire' is a well-regarded and accepted description. Key outcomes for the Precinct include improved streetscapes including street tree planting and maintenance of landscaped front setbacks. Councils landscaping standard within its development controls has maintained a landscape setting notwithstanding redevelopment.

High quality landscaping will be a key element of the desired future character of the Castle Hill North Precinct. Coordinated public domain works will ensure a consistent high quality approach to landscaping within streets.

C. Impacts on Amenity*i. Privacy, noise, overshadowing, views*

Submissions anticipate that the Precinct Plan will result in reduced amenity for existing residents, particularly those located outside of the Precinct, in relation to loss of privacy, noise, overshadowing and changes to views. It is noted that some of these concerns would no longer be relevant should the Precinct be enlarged to include more land. Land owners are particularly concerned where their land adjoins or is adjacent to the Precinct where densities are proposed to increase. It is felt that yards and private areas will be overlooked, overshadowed and dominated by new development and that noise from balconies, garbage disposal, traffic and increased population will have negative impacts.

Comment:

Development controls will be prepared to guide future development and address setbacks, architectural style, streetscape character and the public realm, to ensure that the Precinct is characterised by high quality and sustainable urban design. Development controls will also establish requirements and minimum standards with respect to acoustic and visual privacy, overlooking and overshadowing.

Impacts in relation to traffic and car parking are addressed below.

D. Traffic and Parking

Traffic and parking is a recurring theme throughout the submissions, primarily in relation to increased congestion in the road network, increase in on-street parking and implications for pedestrian safety.

i. Congestion and pedestrian safety

Submissions raise concern that development anticipated under the Precinct Plan will increase congestion in an already overloaded and narrow road network and the pedestrian environment will be unsafe. Residents indicate they will still rely on cars despite the rail and additional cars will have noise and pollution implications. Entering and exiting existing streets will become more difficult. Suggested solutions include road widening and roundabouts however there is some doubt that such solutions are not adequate.

Comment:

The Sydney Metro Northwest will relieve some capacity on road networks. The transition of the centre into a high density transit centre will improve the availability of jobs close to home. However, with any successful transit centre, it is imperative that the street network is designed with people in mind and not just traffic. It is anticipated that as the Castle Hill centre transitions into a high density transit centre there will be a significant modal shift from private cars to alternative forms of transport such public transport. This will result in increased public transport patronage and a reduction in the rate of car ownership.

Notwithstanding the projected change in travel behaviour, it is imperative that appropriate traffic management measures and intersection treatments are implemented to achieve satisfactory traffic management outcomes as a result of future development.

Based on preliminary traffic analysis, the Showground Road/Pennant Street intersection and the Castle Street/Pennant Street intersection are currently failing. Major arterial road upgrades are already planned for in the vicinity of the Precinct as part of broader regional traffic improvements. The upgrade of Showground Road (including improvements to the Pennant Street and Showground Road intersection) is likely to be delivered in the near future. These works are the responsibility of NSW Roads and Maritime Services. These will improve the level of service of the key intersections along Showground Road and Pennant Street. While the Precinct will benefit from these wider traffic upgrades, the need for them is not directly attributed to the development of the precinct.

New roundabouts will be required at three (3) key intersections to meet future vehicular demand whilst ensuring an acceptable level of access, safety and convenience for all street and road users within the Castle Hill North Precinct. These intersections include:

- Carramarr Road/Castle Street;
- Gilham Street/Carramarr Road; and
- Gilham Street/Old Castle Hill Road are proposed.

It is also proposed that the junction of Old Northern Road/McMullen Avenue be upgraded/ re-aligned. This intersection is one of the principal points at which vehicles generated from within the Castle Hill North Precinct will access the arterial road network. The additional traffic volume resulting from the future development within the Precinct, coupled with the broader increase in regional traffic volume will necessitate an upgrade to this intersection. The intersection will be realigned with Brisbane Road to provide a four way signalised intersection with McMullen Avenue. This will provide a much safer intersection for traffic accessing and departing both McMullen Avenue and Brisbane Road.

ii. On-street parking

Concerns are raised that on-street parking will worsen both within the Precinct and in surrounding streets as a result of construction workers, commuter parking, resident overflow and visitors. There will be implications for network flow, residential amenity, and impeded emergency service access.

Comment:

All parking (resident and visitor) generated by future developments will be required to be provided within the development in accordance with adopted parking rates.

It is acknowledged that some parking will occur in local streets surrounding the stations. This is particularly the case as a result of amendments undertaken by the State Government to the Roads Act, the Transport Regulations, and in the Delegation of Authority to Councils through the Local Traffic Committee, that prevent the installation of period parking restrictions within a kilometre of any metropolitan rail station. These amendments were introduced in order to prevent Councils from removing all day parking for commuters.

Notwithstanding this, there is a limit to the actual number of cars that can be accommodated on the street network and further investigation will be completed with respect to appropriate controls that may be put in place to manage parking on-street.

E. Impact on Schools

i. Capacity

Concern are raised that local schools are already at capacity and increased densities will bring more children that need to be accommodated. This applies to primary and high school in addition to additional child care needs. It is feared that education spaces and quality will suffer. Suggested solutions include the relocation of the school with proceeds from the sale of the land, or acquisition of the adjoining car park site.

Comment:

The capacity of schools is a matter for the NSW government. The NSW Department of Education was consulted with the exhibition of the draft Precinct Plan and will be involved in the rezoning process to enable them to plan for growth over the next 20 to 25 years.

ii. Children's health and safety, schoolyard privacy and amenity

Submissions state that buildings of up to 12 storeys should not be built adjacent to the Castle Hill Public School. It is considered they will create an unpleasant and unhealthy environment for children and a reduced height or a buffer is needed between any high density development and schools. There is concern that high density buildings will overlook the school and playground, putting children's safety at risk and giving rise to potential spying or kidnapping in conjunction with increases in pedestrians in the area.

Comment:

Appropriate development controls are to be implemented to manage the interface. In particular, the building heights surrounding Castle Hill Public School are generally limited to 10 metres, except to the west where the site is a sufficient depth to manage a transition. Additional development controls will apply to this site to ensure low scale built form is located adjacent to the school. The development controls will specify interface buffers, setbacks and other controls such as building orientation and screening. In essence, the highest built forms will be concentrated in areas on sites that will have the least impact on the adjoining school.

Under State Environmental Planning Policy (Infrastructure) 2007 a range of development can be carried out on school sites without consent. This includes minor alterations and additions, including structures a least than 5 metres from a boundary and not more than one storey high.

Development that can be undertaken as complying development includes libraries, administration buildings, indoor sporting facilities, halls, classrooms, tuckshop and child care facilities. The standards for complying development include 5 metre side and rear setbacks, no reflective materials, noise standards, overshadowing standards and a

maximum 12 metre height limit. It is recommended to place a 10 metre height limit over the site to ensure any development at Castle Hill Primary School that falls outside of these controls is managed consistently with the development surrounding it.

iii. Traffic and parking

It is considered by submission writers that increased traffic will have implications for school traffic, parking and the safety of children. They feel it will be more difficult to exit Les Shore Place, which is already problematic, and the loss of the overflow parking area to redevelopment will reduce the ability for parents to park, drop off/pick up and attend school functions. Children are dropped off and picked up in neighbouring streets (such as Barrawarn Place, Gilham Street, Carramarr Road and Castle Street) which will become more congested and dangerous. The possibility of a pedestrian overpass over Pennant Street is raised.

Comment:

The redevelopment of the Precinct will result in new footpaths being provided which will improve the pedestrian trips being made to and from Castle Hill Public School.

The existing road design of Gilham Street and Les Shore Place incorporates acceptable traffic calming measures to ensure a safe environment for children walking to school. Traffic calming measures include pedestrian crossings with a speed-hump close to the entrance of the school, chicanes and the application of school zone speed limits of 40km/hr. Other local streets will have renewed footpaths and will facilitate a safe environment for children to walk to school.

The land adjacent to the school that is currently used as an overflow car park for Castle Towers is private land that parents are able to use for school drop off and pick up. It may be developed in the future and not be available for public car parking.

There is currently a signalised intersection at the corner of Les Shore Place and Pennant Street to facilitate crossing the street. An overpass over Pennant Street is not a feasible option for crossing Pennant Street at this time.

F. Open Space and Recreation

Concerns are raised that the Precinct and surrounding area does not contain sufficient open space and recreational facilities to cater for increased population and any upgrades of existing spaces will not be sufficient. Children, youth and adults need spaces for exercise, play and have social functions and it is felt that additional green spaces and links, sports fields, libraries, community gardens and playgrounds are needed. Lack of spaces will put people's lifestyle, health and safety at risk. Suggestions include a pool atop Castle Towers, enlargement of the Pennant Street target site to provide green space adjacent to the primary school, extension of green links through to the train station, including a bike track.

Comment:

The additional population resulting from future development within the Precinct will increase demand for various public facilities and services including passive open space areas and playing fields. One of the key principles underpinning Council's approach to accommodating future growth within the railway corridor is that the future population is to be provided with a similar level of infrastructure provision to that enjoyed by the existing residents within The Hills Shire. Local open space and community facilities are important to the daily lives of residents and will help people feel connected with their local community. Accordingly, it is considered imperative that the future population is provided with an appropriate level of service.

Castle Hill North Precinct is located within an established urban area and already serviced by a number of local parks and playing fields including:

- Fred Caterson Reserve;
- Castle Hill Heritage Park Reserve;
- Bert Parkinson Reserve; and
- Maurice Hughes Reserve.

Achieving a higher amount of open space will present challenges due to the highly urbanised context and the cost of land. Alternative solutions have been investigated to meet the demand for the future population within the precinct. The proposed approach toward the provision and funding of local infrastructure is outlined in greater detail within Section 10 (Contributions Plan) of this report.

The small parks located within the Precinct including Eric Felton Reserve and Larool Crescent Reserve currently have minimal levels of embellishment and as a result are under-utilised. The focus for these areas is increasing the range of activities through improvements such as play equipment, picnic facilities and additional landscaping and seating. The aim is to transform these spaces into more usable urban facilities rather than open spaces.

With respect to playing fields it is considered that the existing facilities within the vicinity of the Precinct are already at capacity and have no potential to accommodate the additional demand. In recognition of the broader growth which is likely to occur within the Castle Hill Precinct and Cherrybrook Precinct it is proposed to investigate a district facility located on rural land at the urban fringe. Approximately 10ha is needed to accommodate four senior playing fields and two (2) cricket ovals, four tennis courts, amenities building and associated car parking. The cost of providing the facility would be apportioned between the Precincts, in-line with the envisaged growth in population. As the Castle Hill North Precinct would provide 47% of the population growth, development within the Precinct would be levied for 47% of the cost of providing the facility.

Passive recreation activities including walking, jogging and cycling will be met through the provision of a network of high quality pedestrian paths and cycleways, some of which are existing. Improvements and additions to the pedestrian paths and cycleways are also proposed to be included and funded within the draft Contributions Plan.

The approach which is proposed for the Castle Hill North Precinct will ensure that the provision of open space meets the needs and expectations of the future population within the Precinct without relying on the existing facilities, which are already generally at capacity.

G. Administrative Amendments and Minor Corrections

In response to individual submissions received and feedback during the public exhibition period, the following administrative amendments and minor corrections are proposed:

Constraints Map

- Deletion of cul-de-sac circles in Larool Crescent in Castle Street, Castle Towers and Pennant Street Target site;
- Addition of full extent of overland flow path over corner of Carramarr Road and Castle Street;

- Colouring of sensitive land uses (being the school and childcares) (mustard colour).

Opportunities Map

- Deletion of potential street linkages and identification of potential pedestrian linkages only;
- Identification of potential pedestrian links from Les Shore Place to Gilham Street, from Les Shore Place to Larool Crescent, and through the Larool Crescent 'island' site;
- Adjusted placement of Castle Street gateway entrance arrow.

H. Property Values

The issue of property values primarily relates to a perceived loss of value for land either outside of the Precinct, or with a height limit of three storeys.

Comment:

Properties within Castle Hill have high values which have already attracted a premium due to the proximity to the Castle Hill centre and in more recent times the future station. The Precinct offers sufficient yield for redevelopment over the long term and the recommended density incentives or bonuses will assist. Feasibility changes with economic cycles, building life cycles, landowner sentiment and developer interest.

For properties outside the Precinct, but nearby to Castle Hill centre it is unlikely that the development of the Precinct will result in reduced property values. Properties close to the future stations are already experiencing uplift in value due to the new infrastructure and transport option. The envisaged high quality redevelopment will make Castle Hill a more desirable place to live and it is expected that the current high values of property within this area will continue, subject to market forces.

I. Relationship with draft Hills Corridor Strategy

Out of the 71 submissions to the draft Hills Corridor Strategy relating to Castle Hill North 63 raised concern about the differences between the draft Strategy and the draft Castle Hill North Precinct Plan. Submissions noted frustration that the draft Strategy was not publicly exhibited either at the same time as, or following the consideration of submissions and finalisation of, the draft Castle Hill North Precinct Plan.

Comment:

The draft Castle Hill North Precinct Plan was publicly exhibited in January and February 2015, generating significant interest from landowners both within and outside of the Precinct. Council commenced planning for Castle Hill North in advance of the completion of the draft Strategy as it was identified in its Local Strategy to do so. The Local Strategy recognised the opportunities to accommodate higher density to the north and south east of the Major Centre of Castle Hill. Following the completion of the public exhibition period for Castle Hill North, a substantial amount of further work has been undertaken by Council as detailed in this report.

Concurrent to the Castle Hill North process, it is important for Council to have an approach for accommodating future growth within the whole rail corridor which gives the community certainty about the extent of growth that is expected and how it is to be managed. The Hills Corridor Strategy provides a holistic and 'high-level' plan which identifies desired outcomes surrounding each station and is the first step in undergoing investigations in order to facilitate the preparation of more detailed plans which guide future development around the stations. Accordingly, the principles and outcomes described in the draft Strategy as well as the matters raised in submissions on the draft

Strategy which related to the Castle Hill North precinct have also been a consideration in finalising the precinct plan.

While delayed by the Corridor Strategy, the Castle Hill North Precinct has the benefit of more detailed work and, if Council agrees, will be one of the first precincts to be rezoned. The Castle Hill North Precinct will be a test case for future implementation of The Hills Corridor Strategy.

A number of submissions attached previous submissions made to Council in response to the public exhibition of the Castle Hill North Precinct Plan. These submissions, as well as all other submissions received in relation to the Castle Hill North Precinct Plan, have been addressed within this report.

J. Decrease in yield under draft Hills Corridor Strategy

Submitters raise concerns regarding a decrease in development potential on sites from the Castle Hill North Precinct Plan to the draft Hills Corridor Strategy. Issues relating to the number of documents and strategies that have been presented by government are also raised.

Comment:

Sites on the eastern side of Carramarr Road have now been identified for a density consistent with the draft Corridor Strategy of 96 dwellings per hectare. This would achieve an average of 4 storey apartments, consistent with medium density apartment living character identified in the North West Rail Link Corridor Strategy (3-6 storey apartments). The exhibited outcomes of 8-18 storeys have not been pursued due to concerns raised by adjacent landowners as to the interface and the need to provide for an appropriate transition in built form.

The Hills Corridor Strategy provides a holistic framework for managing development over the next 20 to 25 years and the Castle Hill North Precinct Plan now fits within this framework. Increase in densities beyond those envisaged in the Castle Hill North Precinct Plan, as amended, and the Hills Corridor Strategy would need to be justified in terms of infrastructure provision, improved built form outcomes and site capability.

6. PUBLIC AUTHORITY SUBMISSIONS

Council received responses from the NSW Department of Education and Communities, Endeavour Energy, Transport for NSW and NSW Health Western Sydney Local Health District - Centre for Population Health. Particular comments made by public authorities are addressed below.

A. NSW Department of Education and Communities

The NSW Department of Education and Communities advised that both Castle Hill Public School and Castle Hill High School are at capacity. The anticipated additional dwellings and population increase will require additional classrooms.

It is suggested that Council consider development controls to prevent overshadowing, traffic, parking, noise and privacy impacts on the Primary School. Design and placement of buildings should aim to minimise risks to student safety through measures such as screening and apartment orientation. Development on land adjacent to the school should be limited to three (3) to four (4) storeys, consistent with the bulk and scale of school buildings.

It is also requested that in making major planning changes Council account for education infrastructure and allow for the lead time required to plan and build new education facilities. The challenge is to cater for expected increases in student population in a balanced and affordable way. The Department is supportive of a shift in planning policies to encourage:

- optimising the size, amenity and function of existing schools;
- out of hours shared use of facilities such as ovals and halls;
- removal of planning policy barriers to school development;
- the costs of additional teaching spaces to be funded from developer contributions;
- land dedications and rezoning in areas where a new school is required; and
- streamlined planning approvals for new education infrastructure.

Comment:

The finalised Precinct Plan and the proposed maximum building height proposes a 10 metre height limit on land immediately adjoining the school to the north, west and south-west which will translate to a maximum of three (3) storeys. Adjoining land to the east and south-east, currently occupied by town houses and an overflow parking area will have potential for development between four (4) to 12 storeys. The development of these sites and any impacts on the school will be managed through floor space ratio limits that will require a sensitive distribution of heights across the site, together with specific interface, setback and building design controls in the DCP.

In consulting with the Department at the earliest stage in the precinct planning process Council has demonstrated a desire to communicate proposed changes that will affect education infrastructure. The Precinct Plan and associated draft plans are a response to the State Government plans for the Sydney Metro North West which flagged increases in population around the new train stations. It is the responsibility of the State Government to provide funding for required upgrades to schools and land acquisition for new schools.

Section 94 developer contributions are used to provide appropriate shared infrastructure and public domain works such as traffic control measures, open space embellishment, stormwater management facilities, footpaths and landscaping. It is not appropriate for these funds to also fund the upgrade of education infrastructure which should be provided by the State Government.

B. Endeavour Energy

Endeavour Energy has no objections to the Precinct Plan. It has planned for the redevelopment of Castle Hill and can accommodate an additional transformer in its nearby Cheriton Avenue substation. However, more detailed assessment of the capacity of the electrical network at the time of future development will be required since capacity is not unlimited. As a minimum, the anticipated total future development will most likely require a number of asset relocations and new distribution substations to cater for the new electrical load.

Comment:

Further consultation with Endeavour Energy will be undertaken if the planning proposal and draft plans proceed to exhibition. Individual developers will be required to submit applications for load to Endeavour Energy in association with each development application.

C. NSW Health Western Sydney Local Health District

The Centre for Population Health supports the draft Castle Hill North Precinct Plan, in particular Council's commitment to high quality urban design, inclusion of mixed use development to encourage walking and reduce vehicle dependence.

Comment:

Support for the Precinct Plan is noted.

D. Transport for New South Wales

Transport for NSW are the lead authority in preparing the *North West Urban Renewal Strategic Transport Study and Plan* and it is suggested that Council and TfNSW collaborate to have a common understanding of transport requirements for the Precinct prior to public exhibition of a formal planning proposal. It is requested that Council develop a station access plan that integrates the Castle Hill North Precinct Plan with the future Castle Hill Station.

Comment:

Transport for NSW is the authority preparing the detailed station design and overarching *North West Urban Renewal Strategic Transport Study and Plan*. Once these documents are finalised Council can incorporate their requirements into the planning documents for Castle Hill North.

The Development Control Plan and Section 94 Contributions Plan will outline infrastructure including footpaths and bicycle paths to be delivered with the Castle Hill North Precinct to match the requirements of a station access plan.

7. PRECINCT PLAN POST EXHIBITION AMENDMENTS

As a result of the public exhibition of the draft Castle Hill North Precinct Plan, further investigations and more detailed analysis of residential densities undertaken in the preparation of the draft The Hills Corridor Strategy, amendments to the Precinct Plan have been identified.

The following key changes to the Precinct Plan are recommended:

- a. Review of the Precinct Plan to express outcomes in terms of 'maximum dwellings per hectare' (Density Plan), rather than a blanket height for each area as was shown in the draft. This approach is consistent with the approach in the draft Hills Corridor Strategy and is considered to provide flexibility for developers in delivering new development by taking the focus off building height and concentrating on achieving the desired built form outcome that responds to individual site opportunities, constraints and context.

It is noted that the potential development outcomes across the majority of the Precinct under the density approach remain consistent with the exhibited Precinct Plan with the following exceptions:

- i. Sites on the eastern side of Carramarr Road have now been identified for a density consistent with the draft Corridor Strategy of 96 dwellings per hectare. This would achieve an average of 4 storey apartments consistent with medium density apartment living character identified in the NWRL Corridor Strategy. The exhibited Precinct Plan outcomes of 8-18 storeys have

not been pursued due to concerns about the interface and the need to provide for an appropriate transition in built form.

- ii. Provision of potential for apartment development at 96 dwellings per hectare for land at the north western corner of Castle Street and Carramarr Road, rather than the exhibited 3 storey townhouses, as such land is considered to have sufficient depth to enable a reasonable apartment outcome consistent with adjacent land in Carramarr Rd.
- iii. Provision of the same density outcome of 240 dwellings per hectare along the western side of Old Castle Hill Road as the land on the eastern side of Gay Street, previously this land had been indicated a 12 storey apartments for Gay Street and 4 storey apartments for Old Castle Hill Road. The revised map, based on density, will encourage the area to be amalgamated and developed as a single site with a range of heights.
- iv. Provision of a higher potential outcome for two sites previously identified for 3 storey townhouses (a 'landlocked' site on Garthowen Crescent and a site on Larool Crescent). Such sites have the capacity to be included in larger development sites.
- v. Provision of an increased yield of 312 dwellings per hectare for sites fronting Old Castle Hill Road and Garthowen Crescent, within the 400m walking catchment of the station.

The proposed Density Plan, including notation of locations where there have been changes in potential yield (items i to v above) is provided in Figure 10.

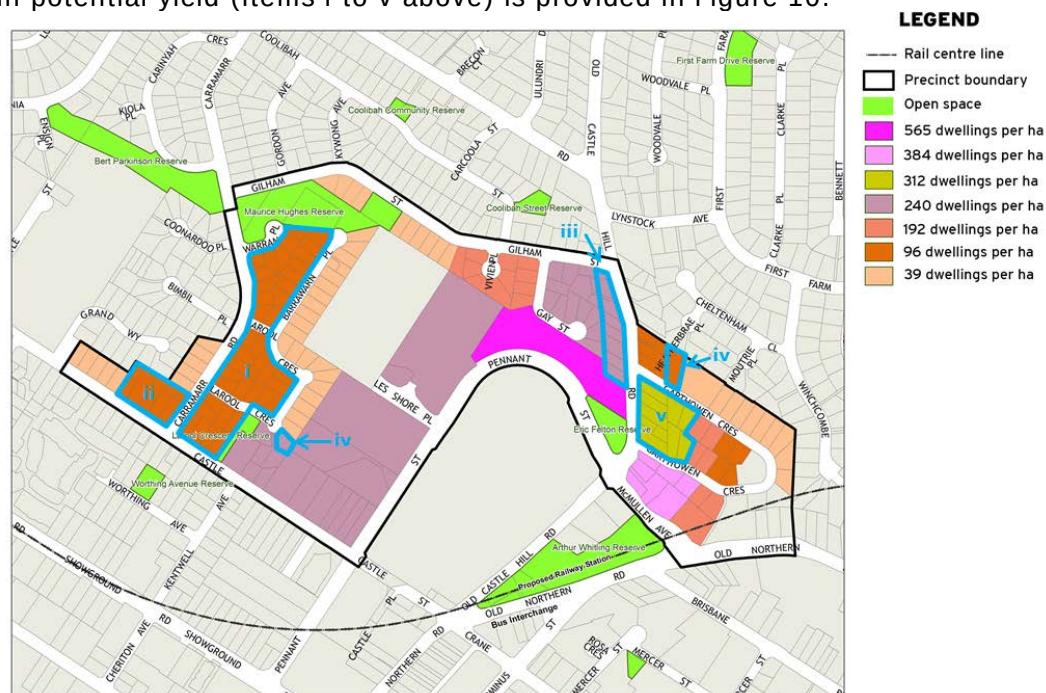


Figure 10
Castle Hill North Density Plan

- b. Increased focus on desired precinct character and streetscape for the precinct to provide clarity for stakeholders as to the outcomes sought and to guide the drafting of Local Environmental Plan and Development Control Plan amendments. The proposed Character Plan and Streetscape Plan are provided in Figures 11 and 12.

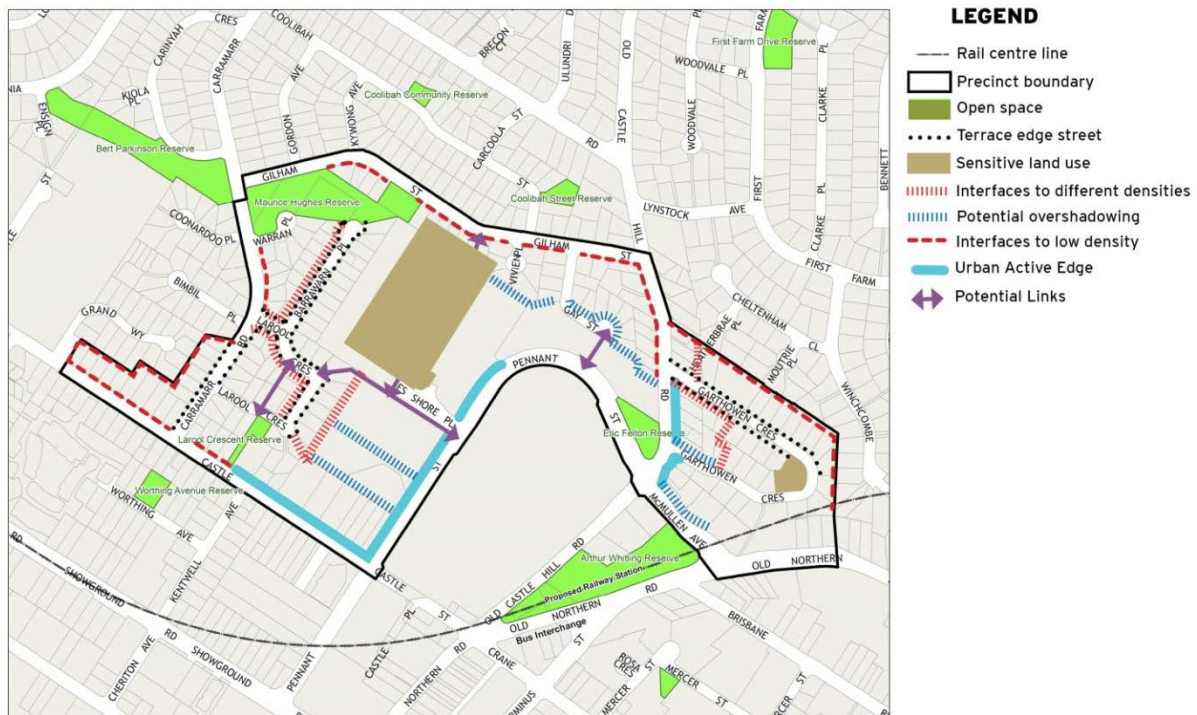


Figure 11
Castle Hill North Character Plan



Figure 12
Castle Hill North Streetscape Plan

- c. Increased focus on transit oriented development outcomes and what this means in terms of potential linkages. In this regard potential street linkages have been removed as the emphasis is on the pedestrian not cars. Pedestrian linkages have

been refined to priority locations to enable more direct pedestrian routes from Larool Crescent, Gilham Street and Gay Street towards Pennant Street. There is also more emphasis on existing streets to improve the pedestrian experience along Castle Street Pennant Street, Old Castle Hill Road Carramarr Road and Gilham Street. The following figure indicates the increased accessibility that will be achieved with new linkages.

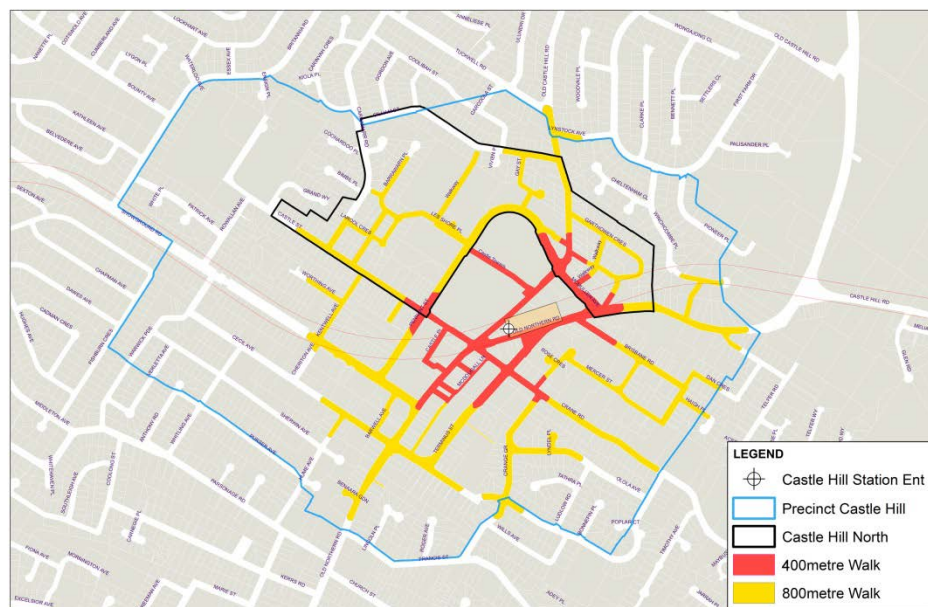


Figure 13

Proposed Walkability Catchment within the Castle Hill Precinct

- d. More guidance on implementation and how the desired outcomes will be achieved. The Precinct Plan includes details of the Local Environmental Plan amendments that include incentives for developers to provide increased apartment sizes, apartment mix and car parking, incentives to provide site amalgamations and requirements for design excellence for apartment building developments.

Potential yield

Based on the revised Precinct Plan the land available for apartment development will increase from 2.2 ha to approximately 20 hectares, comprising 66% of the total precinct (30.5ha).

It is anticipated that the Precinct could accommodate 3,217 dwellings (2,984 additional dwellings) based on an anticipated average uptake of 77% for apartments and 40% for townhouses. This yield together with existing strata developments (which are unlikely to be developed) and the proposed floor space incentive for key sites would increase the total capacity of the Precinct to approximately 3,732 total dwellings (6,200 additional people), comprising 3,637 apartments and 95 townhouse/terraces.

The State Government Corridor Strategy and Castle Hill Structure Plan projected a total capacity, for the whole of the Castle Hill Station Precinct, of an additional 7,900 dwellings by 2036. However, the Corridor Strategy anticipates that only 56% of this capacity will be realised by 2036, delivering an additional 4,400 dwellings. The area of Castle Hill North Precinct (30.5ha) represents approximately 15% of the Castle Hill Structure Plan area (205ha) yet has capacity under the Precinct Plan to yield 67% of the projected residential growth (2,984 dwellings/4,400 dwellings).

8. PLANNING PROPOSAL

To bring the draft Castle Hill North Precinct Plan to fruition a planning proposal is required to amend Local Environmental Plan 2012. The objective of the proposed amendment is to facilitate high and medium density development within the walkable catchment of the future Castle Hill train station. The proposed outcome will be achieved by amending Local Environmental Plan 2012 to:

- i. rezone land in the Precinct from R1 General Residential and R2 Low Density Residential to R1 General Residential, R3 Medium Density Residential and R4 High Density Residential;
- ii. apply a minimum lot size of 1800m² across the precinct;
- iii. apply maximum floor space ratio standards ranging from 0.6:1 to 2.4:1;
- iv. remove height of buildings for land proposed to be zoned R1 General Residential and R4 High Density Residential;
- v. introduce a maximum height of buildings of 10 metres for land proposed to be zoned R3 Medium Density Residential;
- vi. add to clause 4.4 Floor Space Ratio to incentivise development, including a Floor Space Ratio Incentive Map to allow for floor space ratio standards ranging from 1.2:1 to 4.8:1, for development that meets Council's apartment size, mix and parking requirements;
- vii. add to clause 4.4 Floor Space Ratio to provide a floor space incentive for key mapped sites to amalgamate where it can be demonstrated that the amalgamation will deliver improved outcomes and public domain improvements;
- viii. revise clause 7.7 Design Excellence to apply to all development with a height of 25 metres or more, with revised considerations for design excellence and provision for a Design Excellence Panel rather than architectural design competition.

The proposed changes to the Local Environmental Plan written instrument are provided as Attachment 4 to this report.

Land Zoning

The R1 General Residential zone will be retained on sites that currently have this zone and it will be expanded along the eastern side of Old Castle Hill Road to provide opportunity for low scale ground floor retail and café/restaurant opportunities. The R4 High Density Residential zone is applied to facilitate residential flat building development where the building heights within the Castle Hill North Precinct Plan identify this as appropriate. The R3 Medium Density Residential zone is applied to facilitate townhouse (multi dwelling housing) development up to three storeys, to ensure there is a variety of dwelling types located throughout the Precinct.

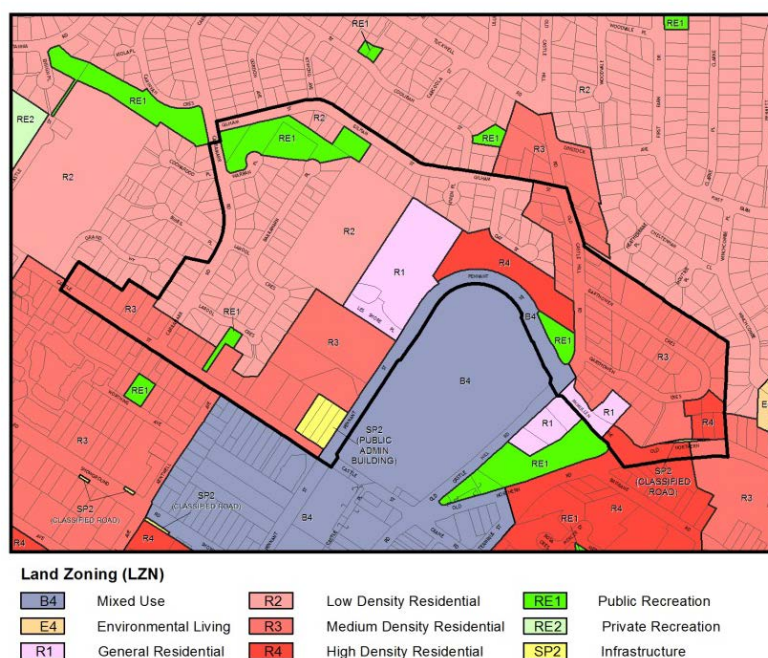


Figure 14
Existing Land Zoning Map

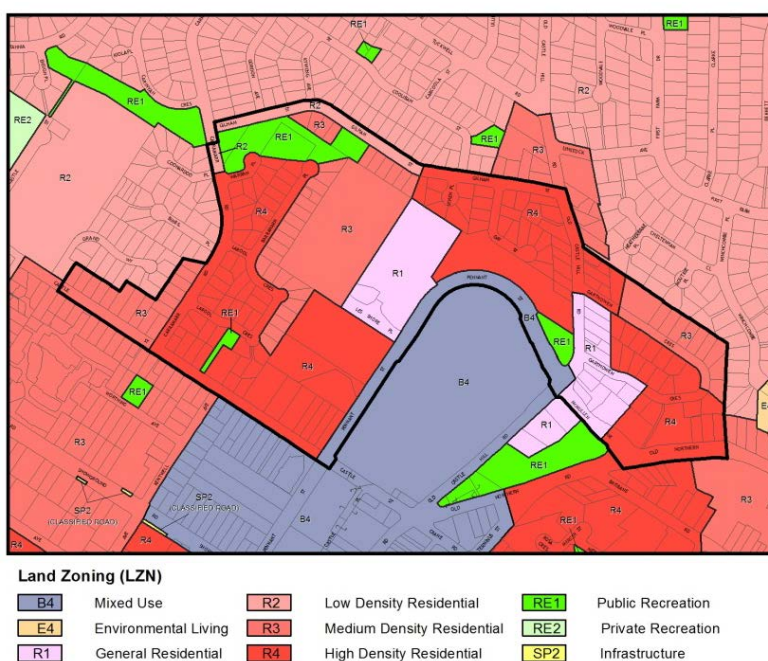


Figure 15
Proposed Land Zoning Map

Minimum Lot Size

The approach to mapping minimum lot size in LEP 2012 has been to include a large 1800m² site area for land zoned for higher density given that conventional subdivision for single lots is not intended in the locality. This approach has been taken across the Precinct to encourage medium and high density outcomes. It does not change the requirement under Clause 4.1A of the LEP for a minimum lot size of 4000m² for residential flat building development.

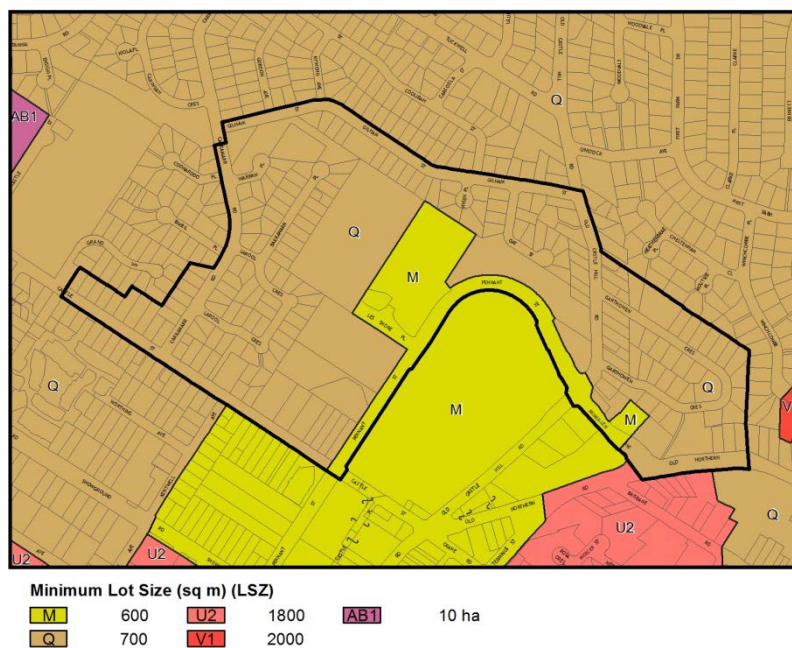


Figure 16
Existing Minimum Lot Size Map

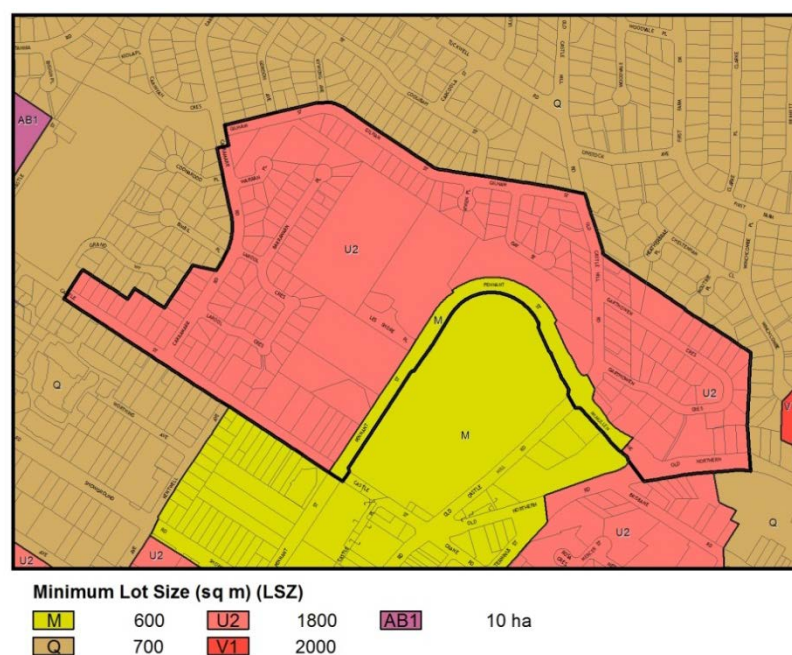


Figure 17
Proposed Minimum Lot Size Map

Maximum Height of Buildings

It is proposed that height will be addressed in the Development Control Plan by way of controls relating to height in storeys, setbacks and landscaped area and the LEP only include height for the proposed three storey townhouse locations and the school. By using floor space ratio as the primary development standard in the LEP and including height in storeys the DCP, there is more flexibility to articulate and guide the desired built form outcomes. For example where a development site is adjacent or adjoining a sensitive land use such as a school or detached housing, the DCP will limit height to 3-4 storeys for part of the site, stepping back to taller buildings more central to the site.

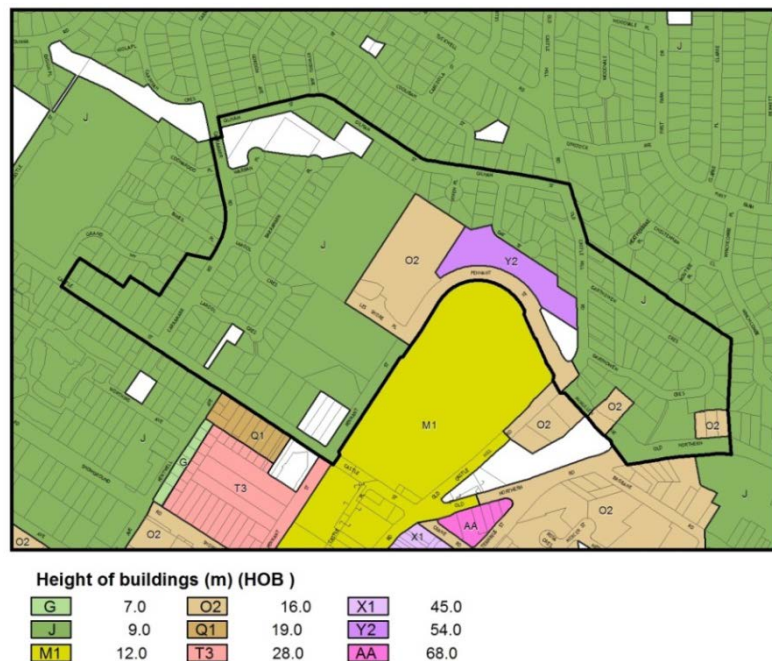


Figure 18
Existing Maximum Height of Buildings Map

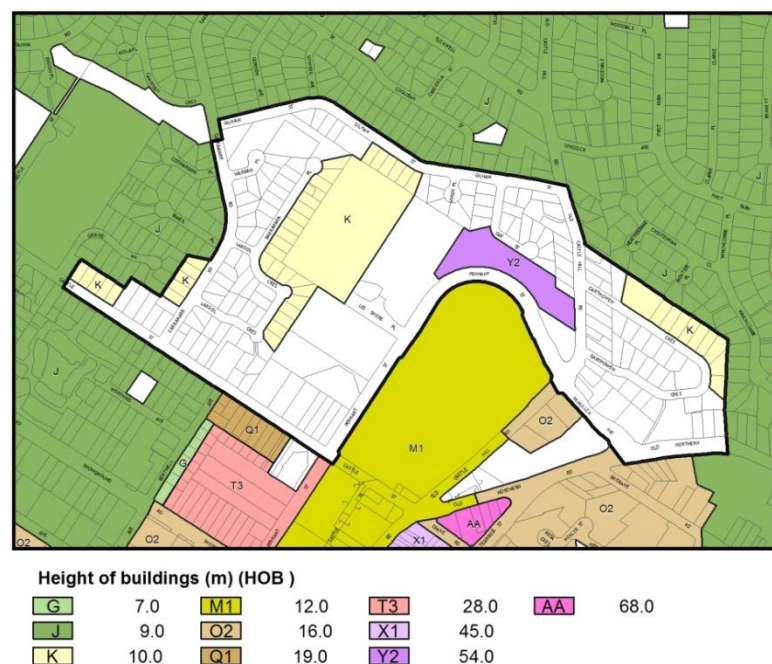


Figure 19
Proposed Maximum Height of Buildings Map

Maximum Floor Space Ratio

It is intended that floor space ratio will be the primary mechanism for controlling the yield on individual sites. The proposed maximum floor space ratio standards range from 0.6:1 for locations on the periphery of the precinct to 2.4:1 for the site closest to the station at the corner of Old Castle Hill Road and McMullen Avenue. These are the base floor space ratios for the precinct. It is recognised that these floor space ratios are low and likely to be unattractive to developers. This is a planned and deliberate approach that seeks to encourage development that meet Council's controls relating to apartment

mix, size and car parking. As discussed in Section 1 of this report revised parking rates are recommended for residential flat buildings and commercial development within the precinct.

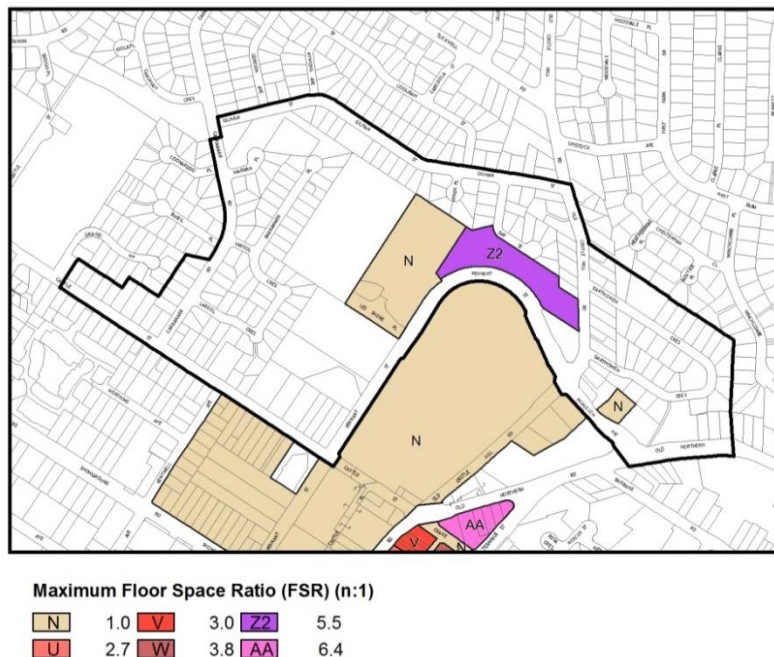


Figure 20
Existing Maximum Floor Space Ratio Map

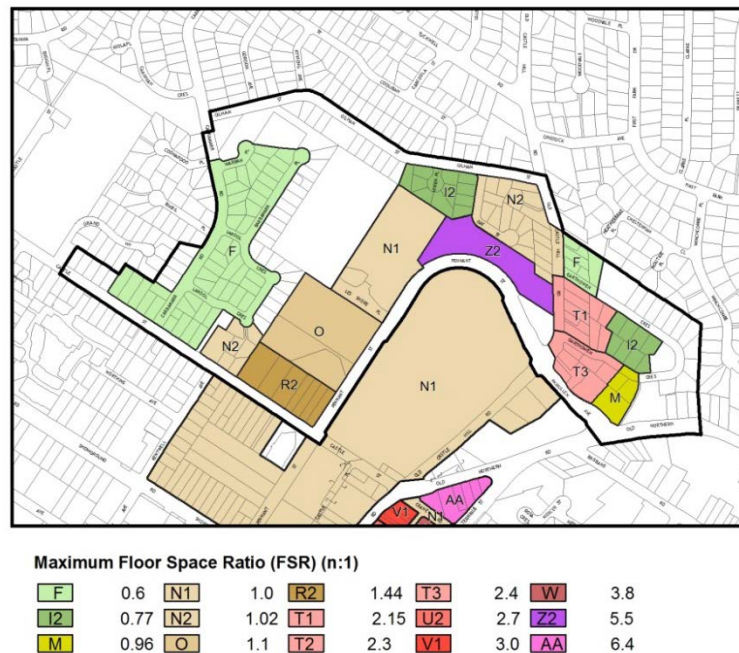


Figure 21
Proposed Maximum Floor Space Ratio Map

Incentive Provision for Housing Mix

An incentive provision has been drafted to promote the housing outcomes advocated by Council to suit the needs of expected future residents. This will allow for additional floor space ratio where developers are willing to deliver the housing product that meets Council's apartment mix, apartment size and centres car parking rate.

The proposed incentive provision is consistent with the outcomes of the discussions with the NSW Planning Minister on 3 June 2015 regarding the application of SEPP 65 to The Hills Shire.

The Minister had agreed to meet Council over its concerns about SEPP 65 which principally are summarised as follows:-

- Council raises issue with Clause 30A of SEPP 65 and how it would prevent consent authorities from refusing a development proposal on apartment size and car parking standards.
- The SEPP 65 minimum size for apartments is acceptable as a “minimum” but clause 30A will allow it to become a “standard”. Developments entirely of the minimum standard do not provide the housing stock that The Hills Shire needs to respond to the expected family demographic in the future.
- The Hills Shire is expected to increase in population by approximately 103,000. Of these, 83% will be in the form of a family unit requiring a family home with an average of 3.1 persons per household – higher than the Sydney average.
- The Hills Shire Local Strategy and LEP has planned for 36,000 new homes primarily in new release areas but also in existing town centres, all supported by Development Control Plans and Contribution Plans. In terms of housing mix, in the new greenfield release areas approximately 40% of the housing stock will be in the form of multi-unit dwellings and in the urban infill areas, almost the entire new dwelling stock will be in the form of apartments.
- The SEPP65 minimum standard does not produce the housing stock needed to support family living and nor will it necessarily entice existing landowners who may live in a family home unnecessarily to move into an apartment. The SEPP 65 minimum is likely to cause The Hills Shire to fail to produce the homes its population will require.

The NSW Minister for Planning understood Council's concerns and was reluctant to provide an exemption to SEPP 65 due to the precedent that could cause. He was however interested in finding solutions to Council's issues given the significant policy work done by Council to meet its housing targets and to understand its demographic needs. Suggestions canvassed included:-

- Reduce the extent of land zoned for multi-unit housing/apartments.
- Reduce the maximum height to three storeys or less to minimise the application of SEPP65.
- Develop a ‘development incentive’ arrangement that is endorsed by the Minister to amend Council's LEP to only provide increased development opportunity provided the development meets Council's standards.

Of the options presented, the third option was considered the most likely to succeed. The approach described in this report is based upon the outcomes of the meeting with the Minister. Based on the incentivised floor space ratios it is anticipated that 3,253 additional apartments could be achieved. If a developer chooses to not take up the incentive, the ‘base’ floor space ratio would allow for 2,319 additional apartments based on SEPP 65 standards. The incentive is considered to provide a degree of certainty to Council, developers and the community as to housing outcomes.

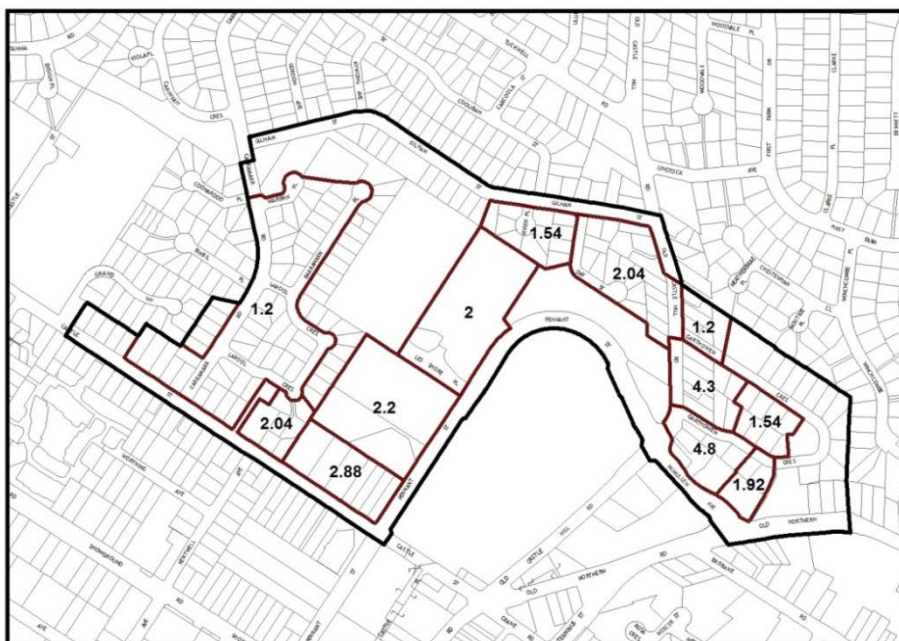


Figure 22
Proposed Floor Space Ratio Incentive map

Additional Incentive for Key Sites

A new clause is proposed to encourage site amalgamation on key sites that have capacity to deliver improved built form outcomes and public domain improvements. Key sites have been selected on the basis that they present one or more of the following characteristics:

- They are strategically located to provide specific built form or public domain improvements;
- They are larger sites that could reasonably be expected to amalgamate; and
- They have potential for increased yield to be accommodated in a way that does not undermine the desired character.

Proposed clause 4.4B as set out in Attachment 4 contains the objectives and an incentive for amalgamation of six (6) identified key sites. Whilst other sites within the Precinct are capable of amalgamation, the opportunity for increased yield has been limited to the sites that are considered to display the above characteristics.

The potential improved outcomes for these sites include publicly accessible common open space, publicly accessible through site links, active frontages, centrally located height or a sensitive response to the heritage item Garthowen House. Active frontages locations will be identified in the Development Control Plan. Development controls relating to active frontages will include a cross section, setbacks, character and materials to ensure that the active frontage provides a high quality pedestrian experience.



Figure 23
Proposed Key Sites Map

Design Excellence

Whilst higher densities are expected, it is important that the built form be outstanding to provide not only the housing we need but a positive contribution to public realm. To this end, clause 7.7 Design Excellence will be amended, aimed at achieving a high standard of quality in built form for buildings with a proposed height of 25 metres (8 storeys) or more within the Shire. This would involve the use of a Design Excellence Panel. The draft Terms of Reference for the Design Excellence Panel are provided at Attachment 5.

9. DEVELOPMENT CONTROL PLAN

While *State Environmental Planning Policy 65* is the overarching document to guide the development of apartment buildings, Council is able to develop controls providing they relate to the design quality principles and have regard to the Apartment Design Guide. The SEPP establishes nine design quality principles which are intended to ensure high quality development outcomes and more liveable urban areas.

- Principle 1 – Context and Neighbourhood Character;
- Principle 2 – Built Form and Scale;
- Principle 3 – Density;
- Principle 4 – Sustainability;
- Principle 5 – Landscape;
- Principle 6 – Amenity;
- Principle 7 – Safety;
- Principle 8 – Housing Diversity and Social Interaction; and
- Principle 9 – Aesthetics.

The development controls for the Precinct will specifically respond to the design quality principles identified in the State Policy.

The Castle Hill North Precinct will have a distinctive character that requires additional controls to guide future development. The current Residential Flat Building Development Control Plan has been formulated to guide development that is approximately 4 storeys

in height. Castle Hill North is envisaged to have a wider range of heights, from 3 storeys up to 20 storeys. Therefore, it is appropriate that Precinct specific Development Controls are prepared to provide appropriate guidance and certainty for developers and the community regarding desired built form and amenity outcomes.

It is intended to set out a framework for high quality buildings and public realm that combine to deliver the fundamental characteristics of liveability, comfort and attractiveness. It also strives to enhance the physical quality and character of the public realm to improve the experience for pedestrians, provide visual pleasure and a range of recreational and leisure opportunities.

The key elements in achieving this goal are:

- High quality design standards for public spaces, buildings and circulation spaces;
- Passive surveillance of the public domain;
- Permeability for pedestrians as a finer grain network; and
- Incorporation of art work into building design to enhance the cultural character of the Centre.

To guide these broader outcomes a number of controls are recommended:

Building Design

Aimed at continuity of street facades (rhythm and smaller vertical sections) at the pedestrian level, retention of views into and out of the Centre, enhancement of vistas to important civic landmarks and emphasise of street corners.

Facades

Encourage high quality building material and details that provide rhythm, scale, architectural features, fenestration, finishes and colour to encourage detail that engages the eye of the pedestrian.

Centre and Roof Profiles

Encourage architectural quality in the Centre's skyline and design as part of the overall building form.

Building Projections

Ensure that building projections such as street awnings occur in a way that allows appropriate solar access and contributes to a high quality and pedestrian oriented streetscape.

Wind and Weather Protection

New buildings provide protection to public plazas and spaces from wind and weather, via awnings over footpaths, shade structures, building design and orientation.

Public Spaces

Castle Hill's public spaces will be high quality, provide a combination of accessible internal and external spaces that form an integral part of the public domain. These spaces include public and privately owned land for public use and may be covered or open to the sky, catering for the needs of a diverse community.

Sunlight to Public Spaces

New buildings and works need to allow good sun penetration to public spaces, ensure that the enjoyment of public spaces is not diminished for pedestrians, particularly during the times of the year when the intensity of use is at its highest. Public spaces and the street environment should be comfortable and enjoyable for pedestrians.

Access and Safety

Ensure that new developments provide safe through site links that enhance the pedestrian permeability and options for pedestrian movements throughout the centre. All public spaces are to have regard to safety in terms of lighting, concealment by landscaping and building form. Street activation and street facing balconies are encouraged to provide passive surveillance.

Housing Typologies

Five distinct housing typologies have been identified as part of the future redevelopment of the Precinct being:

- Terrace homes and townhouses
- Low rise residential apartment buildings (3-6 storey)
- Medium rise apartment buildings (7-12 storey)
- High rise apartment buildings (12-20 storey)
- Mixed Use Development

The Precinct Plan identifies dwelling densities that in some cases will directly translate into housing typologies, such as 39 dwellings per hectare to terraces. However in most cases, large development sites may deliver a number of the identified housing typologies. A site's context, topography, size, depth will all determine the most appropriate housing typology, or combination of housing typologies for each site.

While these types have common factors, development controls specific to each housing typology are needed to ensure that each of the typologies is developed exhibiting high quality architectural design and the best response to site context.

The development controls will seek to ensure developments contribute to a desired built character that encourages site consolidation, optimises solar access, consideration of open space and has conscious design approach that pays attention to orientation and sensitive interfaces. The controls will also seek to achieve a well-connected pedestrian network, active street frontages, high quality architectural style and character, attractive streetscapes and public realm and common open space within developments that add to resident's quality of life.

By addressing building envelope controls, such as height in storeys, setbacks and landscaped area, there is more flexibility to articulate and guide the desired built form outcomes. This approach takes the focus off height as an outcome and re-focusses on achieving desired built forms tailored to the location and context.

Under grounding of Power Lines

All public roads within the Precinct contain overhead power lines (either 22kv, 11kv or Low Voltage lines). As part of the transition of the Castle Hill North Precinct into a high density transit centre, it is proposed that the power lines be located underground. There are a number of benefits to undergrounding power lines as detailed below:

- Improves the appearance of the centre;
- Allows more space within road reserves to install public domain improvements which will improve the quality of the streetscape;
- Less susceptible to poor weather conditions;
- Safer than overhead power lines as there is less potential for unintended human intervention; and
- Removes the need prune street trees.

Based on a preliminary estimate it would cost approximately \$6.4 million to underground the power lines through the entirety of the Castle Hill North Precinct. The proposed undergrounding of power lines is not an item listed on the IPART 'Essential Works List' and for this reason cannot be included within a contributions plan for the Precinct. Accordingly, it is proposed that a development control be included within the Development Control Plan to require the undergrounding of the power lines as part of any redevelopment.

It is likely that it will occur on an ad-hoc basis as it will be tied to future development proposals within the Precinct. A key result of this approach is that for an extended period of time overhead power lines will adjoin undeveloped sites and underground power lines will adjoin developed sites. This would ultimately impact on the aesthetics of the centre. Further investigation will be undertaken to options to fund the undergrounding of power lines adjoining sites which remain undeveloped.

10. PUBLIC DOMAIN PLAN

A key feature of transit oriented development is a high quality public domain. To this end, it is intended that a Public Domain Plan be prepared to provide consistent guidance for the delivery of public domain works. A consistent approach will enhance the image and amenity of the Precinct through the provision of street trees, footpath paving, furniture and landscaping to give the precinct an urban identity as part of the centre, while complementing the character of the surrounding area.

Footpath paving types have been identified to create a hierarchy of pedestrian access, with the widest footpaths, allowing for the most pedestrians along higher order roads such as Old Castle Hill Road, Pennant Street, Carramarr Road and Castle Street. These roads provide the most direct access to the centre and must be delivered to the highest quality to attract pedestrians and encourage increased pedestrian activity. Lower order roads within the Precinct will have renewed footpaths that connect to the wider pedestrian network to ensure pedestrian access within and around the centre is as easy as possible.

In addition, street tree planting has been included to create character areas, respond to different built form types, connect to tree lined street outside of the Precinct and retain the garden shire character of Castle Hill. Street furniture to enhance the urban nature of the Precinct and encourage social interaction will also been included.

11. CONTRIBUTIONS PLAN

The Precinct is located within Contributions Plan No.5 – Castle Hill which was originally created in 1993 and covers a much larger area than the Castle Hill North Precinct. Given that the development expected under Contributions Plan No.5 – Castle Hill is almost complete, it is not proposed to amend the existing plan to include proposed higher density residential development opportunities. Rather it is proposed that the required infrastructure will be delivered through a new Contributions Plan.

The new Contribution Plan will identify the infrastructure required to support the demand generated by the additional population within the Castle Hill North Precinct (including additional yield resulting from the uptake of floor space incentives). Including the additional floor space resulting from incentives, it is anticipated that the Precinct could accommodate 3,732 dwellings which will result in approximately 6,200 additional people. The infrastructure included within the Contributions Plan is considered to be necessary to support a quality of life similar to that enjoyed by existing residents. The contributions plan will provide an appropriate mechanism to ensure that funding of infrastructure is

equitably distributed throughout the Precinct based on the anticipated growth in population. Where the demand for particular infrastructure is not solely generated by future growth within the Precinct, the cost attributed to Castle Hill North will be apportioned, with the remaining costs to be funded via alternative sources.

Council has undertaken a review of the existing infrastructure and determined that upgrades and new facilities are required to support future growth within the Precinct. In particular roundabouts, intersection re-alignments, new playing fields, the embellishment of passive open space and new stormwater management facilities have been included in the draft Contributions Plan. An overview of the approach toward the provision and funding of local infrastructure within the Precinct is detailed below.

Traffic and Transport

Appropriate traffic management measures and intersection treatments are needed at certain locations in order to achieve satisfactory traffic management outcomes as a result of future development. These traffic management upgrades are:

Roundabouts

Roundabouts in three (3) locations are to be provided under the Contributions Plan. The works are considered necessary to meet future demand, whilst ensuring an acceptable level of access, safety and convenience for all street and road users within the Castle Hill North Precinct. The roundabouts are proposed at the following locations:

- Carramarr Road/Castle Street;
- Gilham Street/Carramarr Road; and
- Gilham Street/Old Castle Hill Road are proposed.

The need for these facilities is principally linked to the projected 'Environmental Capacity' of these roadways. The Environmental Capacity (EC) is a measurement of the number of vehicles (including moving and parked) that is considered to be acceptable within an area or individual street, with respect to the impacts on such environmental indicators as pedestrian risk, pedestrian crossing delay, noise and accessibility.

Intersection Realignment

In addition to the proposed roundabouts mentioned above, an intersection upgrade/realignment will be required and the junction of Old Northern Road/McMullen Avenue. This intersection is one of the principal points at which vehicles generated from within the Castle Hill North Precinct will access the arterial road network. The additional traffic volume resulting from the future development within the Precinct, coupled with the broader increase in regional traffic volume will necessitate an upgrade to this intersection. The intersection will be realigned with Brisbane Road to provide a four way signalised intersection with McMullen Avenue. This will provide a much safer intersection for traffic accessing and departing both McMullen Avenue and Brisbane Road.

Pedestrian facilities

It is envisaged that the Castle Hill North Precinct will develop into a high density transit centre. In order for the centre to function effectively as a transit oriented centre, it will be imperative that the future development and public domain works create an environment which is conducive to walking and cycling. The approach proposed being pursued for this Precinct is consistent with TOD principles in that it seeks to accommodate both population and employment growth in more contained areas close to the future stations that will facilitate walkability and active public spaces.

In order for this to be realised, shared pedestrian/bicycle paths are proposed along Carramarr Road, Gilham Street, Castle Street and Pennant Street and Old Castle Hill Road. These shared paths will be approximately 2.5 metres wide. All remaining streets

will contain a single 1.2 metre path on one side at minimum. Appropriate landscaping will be provided in conjunction with these paths to ensure to encourage pedestrian movement through the centre.

Open Space and Recreational Facilities

The future population within the Precinct will be characterised by a predominance of family households. Accordingly, the planning for this Precinct seeks to ensure that residents of new developments are able to access open space and recreation facilities commensurate with the lifestyle enjoyed by existing Hills residents. It is noted that existing playing fields within the Shire are currently used to capacity. To cater for the additional population, new open spaces and additions and improvements to existing open spaces will be required.

Local Open Space

The purpose of local open space is to provide informal play space and opportunities for supervised play within convenient walking distance from any given residence.

An additional population of around 6,200 people will generate demand for approximately 10ha of passive open space, based on the traditional method of determining open space provision. However, achieving a higher amount of passive open space within the Precinct will present challenges due to the highly urbanised context and the cost of land. Accordingly, the approach which is proposed for this Precinct is to improve the function and capacity of the existing passive open space areas which are currently located within the Precinct. The following Reserves will be embellished to create more 'urban' park spaces and encourage short and medium stay usage:

- Maurice Hughes Reserve;
- Larool Crescent Reserve; and
- Eric Felton Reserve.

The small pocket parks located within the Precinct, Eric Felton Reserve and Larool Crescent Reserve, currently have minimal levels of embellishment and as a result are under-utilised. The focus for these areas is increasing the range of activities through the use of improvements such as play equipment, picnic facilities and additional landscaping and seating. The aim is to transform these spaces into more usable urban facilities rather than open spaces.

Playing Fields (Active Open Space)

An additional population of around 6,200 people will generate demand for around 2 playing fields and one (1) cricket oval. As the existing playing fields are already at capacity there is no potential to accommodate the additional demand within these facilities. Additional playing fields will be required to ensure that the future population is provided with appropriate active open space facilities, and not simply provided with a sub-standard level of service due to the difficulties associated with acquiring open space.

The planning work which is currently being undertaken for Castle Hill North presents a significant opportunity to implement a coordinated strategic approach to the provision of open space to meet the requirements of future residents. This approach would secure the provision of a district facility, of a sufficient size, to accommodate the demand which is projected to occur within the entirety of the Castle Hill Precinct (north and south) and the Cherrybrook Precinct.

The combined population growth envisaged within the Castle Hill North, Castle Hill South and Cherrybrook Precincts are included within the following table. It is noted that the population growth for Castle Hill North is based on the incentivised provision of

residential floor space and the growth within Castle Hill South and Cherrybrook Precincts is based on the growth envisaged within Council's draft Corridor Strategy.

	Additional Population	% of Growth
Castle Hill (North)	6,200	47%
Castle Hill (South)	3,576	27%
Cherrybrook	3,389	26%
	13,165	

Table 4

Growth Projection within the Castle Hill and Cherrybrook Precincts

A population of 13,165 people would generate demand for a minimum of four (4) playing fields, two (2) cricket ovals and four (4) tennis courts.

Options are currently being investigated for the provision of a district facility on rural land at the urban fringe in the Glenhaven locality. This area is considered to be appropriate as it is within relatively close proximity to both Castle Hill and Cherrybrook, and would have more capacity to provide the extent of facilities required to meet the demand generated by the new population. The cost of providing any new facility would be apportioned in-line with the envisaged growth within each Precinct.

Indicative land and capital cost estimates are currently being prepared and would be included within the final draft Contributions Plan.

Stormwater Management

A number of overland flowpaths are present within the Precinct. Overland flowpaths are initiated when catchment runoff exceeds the capacity of the existing stormwater drainage system. These flowpaths are a considerable constraint to future development between Les Shore Place and Larool Crescent, and from Carramarr Road to Castle Street. Accordingly, upgrades and enlargements to the stormwater drainage system are required to ease the impacts of overland flowpaths on affected land. Similarly, sensitive management of the remnant flows through innovative design will reduce identified hazards.

Upgrades to the local pipe network are required to mitigate the impact of flooding as a result of new development in the vicinity of Garthowen Crescent, Les Shore Place, Larool Crescent, Carramarr Road and Castle Street. Stormwater drainage upgrade works have been identified based on preliminary estimates of pipe system upgrades required to ease the impacts of overland flowpaths on affected land within the Precinct. The delivery of these upgrades will reduce the identified hazards to future development.

As part of the planning for the Stormwater Management Upgrades Council will be undertaking a Stormwater Network Asset Upgrade Report which will involve the preparation of a detailed flood investigation report, and the development of detailed concept designs and plans for the upgrade of Council owned stormwater assets within the study area. Further refinements to the concept or cost estimates would necessitate a future amendment to the plan.

CONCLUSION

Following the exhibition of the draft Castle Hill North Precinct Plan, further investigations have been undertaken in order to finalise a comprehensive and strategic approach for future redevelopment in response to the significant opportunities that have arisen due to the Sydney Metro Northwest rail link.

Key issues raised in response to the exhibition of the Castle Hill North Precinct Plan include objections to changes in the built form and character of the area, requests for additional properties to be included in the Precinct, requests for additional height to be applied to properties within the Precinct, inconsistency with the North West Rail Link Corridor Strategy and increased traffic congestion and on-street car parking. Some submissions have warranted minor amendments to the draft Castle Hill North Precinct Plan.

This report recommends that Council adopt the Castle Hill North Precinct Plan with post-exhibition amendments and proceed with a planning proposal to make changes to land zoning, maximum building height, floor space ratio and minimum lot size consistent with the amended Precinct Plan. To support the increased residential development of the Castle Hill North Precinct, a draft Development Control Plan, draft Public Domain Plan and draft Section 94 Contributions Plan are under preparation. Together, the proposed policy package will provide a comprehensive plan to facilitate and manage new development in the Precinct in anticipation of rail services to Castle Hill in 2019.

IMPACTS

Financial

Development in the Castle Hill North Precinct will have implications for local infrastructure including roads, open space, community facilities and water cycle management facilities due to the expected additional population. A contributions plan will be prepared to ensure new development funds the necessary local infrastructure.

The Hills Future Community Strategic Plan

The planning proposal will provide additional housing, employment and shopping opportunities focused around public transport. It will contribute to achieving balanced urban growth by facilitating opportunities for high density residential development in a location that is going to be provided with the necessary infrastructure needed to support this growth.

RECOMMENDATION

1. The Castle Hill North Precinct Plan in Attachment 3 be adopted (ECM Document Number 14270792).
2. A planning proposal be forwarded to the Department of Planning and Environment for a Gateway Determination to amend Local Environmental Plan 2012 in the following manner:
 - i. rezone land in the precinct from R1 General Residential and R2 Low Density Residential to R1 General Residential, R3 Medium Density Residential and R4 High Density Residential;
 - ii. apply a minimum lot size of 1800m² across the precinct;
 - iii. apply maximum floor space ratio standards ranging from 0.6:1 to 2.4:1;
 - iv. remove height of buildings for land proposed to be zoned R1 General Residential and R4 High Density Residential;
 - v. introduce a maximum height of buildings of 10 metres for land proposed to be zoned R3 Medium Density Residential;
 - vi. add to clause 4.4 Floor Space Ratio to incentivise development, including a Floor Space Ratio incentive map to allow for floor space ratio standards ranging from 1.2:1 to 4.8:1, for development that meets Council's apartment size, mix and parking requirements;
 - vii. add to clause 4.4 Floor Space Ratio to provide a floor space incentive for key mapped sites to amalgamate where it can be demonstrated that the

amalgamation will deliver improved outcomes, public domain improvements; and

viii. revise clause 7.7 Design Excellence to apply to all development with a height of 25 metres or more, with revised considerations for design excellence and provision for a Design Excellence Panel rather than architectural design competition.

ATTACHMENTS

1. Summary of Submissions to draft Precinct Plan (24 pages)
2. Site Specific Requests for changes to draft Precinct Plan (52 pages)
3. Castle Hill North Precinct Plan (24 pages)
4. Proposed Draft Local Environmental Plan Amendments (5 pages)
5. Proposed Draft Terms of Reference for Design Excellence Panel (7 pages)

ATTACHMENT 1

ATTACHMENT 1 SUMMARY OF SUBMISSIONS

SUMMARY OF PUBLIC SUBMISSIONS

No.	Key Issue	Sub Issue	Issues Raised	Comment
1	Site specific requests	Building Height	Inconsistent with objectives of plan, to use 3 storey townhouses as a transition to periphery of precinct. Request 12 storey apartments to be identified on the eastern side of Larool Crescent.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
1	Site specific requests	Feasibility/site potential	Object to areas with strata ownership being identified as 12 stories while properties with torrens title are 3 storey townhouses. Developers advise that 5 storeys is needed to make the development viable.	This matter is addressed in section 4A(ii) of the report and the site specific requests at Attachment 2.
1	Site specific requests	Feasibility/site potential	Potential amalgamation with Department of Housing site to make a development site. Many owners are in discussion with developers and sites could be amalgamated to create large development sites.	This matter is addressed in section 4A(ii) of the report and the site specific requests at Attachment 2.
1	Site specific requests	Consistency with NWRL Corridor Strategy	Property was identified for 7-20 storeys in State Government NWRL Corridor Strategy, but Council only identifies for 3 storey townhouses. Precinct Plan is inconsistent with NWRL Corridor Strategy by proposing high density where only medium density was identified.	This matter is addressed in section 4A(iv) of the report.
1	Character and Density	Architecture and built form	Objects to site depth being a constraint that limits basement car parking. Should be addressed at the DA stage.	This matter is addressed in section 4B(i) of the report.
1	Amenity	Overshadowing	Concepts submitted to show the worst case scenario for overshadowing over the primary school, showing no impact until 4pm.	This matter is addressed in section 4C(i) of the report.
1	Administrative Amendments and Minor Corrections	Identification of opportunities and constraints	Objects to cul-de-sacs in Larool Crescent being identified as constraints.	This matter is addressed in section 4G of the report.
2	Support for Precinct Plan	Precinct Plan is supported		Noted.
3	Character and Density	Architecture and built form	Different heights on Larool Crescent will be unappealing. Higher buildings should be included to house new people to take advantage of the rail line.	This matter is addressed in section 4B(i) of the report.
4	Site specific requests	Building height	Request to be increased to 12 storeys - mentions 9 and 15 Larool Crescent.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
5	Site specific requests	Building height	Request to be increased to 12 storeys - mentions 13 and 15 Larool Crescent.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
6	Site specific requests	Consistency with NWRL Corridor Strategy	19 Larool Crescent was in NWRL Corridor Strategy as high density, but is now 3 storey townhouses between 12 and 8 storey apartments. Council should be encouraging development.	This matter is addressed in section 4A(iv) of the report.
6	Site specific requests	Consistency with NWRL Corridor Strategy	Property is within 400 metres of Castle Towers	This matter is addressed in section 4A(iv) of the report.

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7	Site specific requests	Inclusion in Precinct	Include Bimbil Place, Coonardoo and Grand Way.	This matter is addressed in section 4A(ii) of the report and the site specific requests at Attachment 2.
8	Site specific requests	Inclusion in Precinct	A resident questions whether Council has zoned land in Cecil Avenue bordering Crane Road and Orange Grove for apartment buildings. The resident also asks why this would be necessary when other areas are currently under consideration	This matter is addressed in section 4A(ii) of the report and the site specific requests at Attachment 2.
9	Character and Density	Social problems	An increase in population will lead to an increase in crime.	This matter is addressed in section 4B(iii) of the report.
9	Amenity	Privacy	Various amendments to the plan are suggested to alleviate overlooking.	This matter is addressed in section 4C(i) of the report.
9	Traffic and parking	On street parking	Parked cars will clog streets.	This matter is addressed in section 4D(i) of the report.
9	Traffic and parking	Congestion and pedestrian safety	Increases in traffic would be disruptive and noisy. Pedestrians and children will be at risk.	This matter is addressed in section 4D(i) of the report.
9	Schools	Capacity	The local schools will struggle with the increased number of children. QIC car park should be acquired to expand the school.	This matter is addressed in section 4E(i) of the report.
9	Schools	Children's safety and health, school yard privacy and amenity	A buffer should be created between any high rise development and the school.	This matter is addressed in section 4E(ii) of the report.
9	Open space and recreation	Lack of facilities and open space	Upgrades of existing spaces will not meet the needs of new residents.	This matter is addressed in section 4F of the report.
10	Site specific requests	Building height	Request 12 storeys, consistent with properties to the rear.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
10	Site specific requests	Feasibility/site potential	3 storey townhouses are not feasible.	This matter is addressed in section 4A(iii) of the report.
10	Support for Precinct Plan	Precinct Plan is supported		Noted.
11	Site specific requests	Building height	Request 12 storeys, consistent with properties to the rear.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
11	Character and Density	Architecture and built form	Area should be more uniform and consistent, with the 12 and 8 storey apartments.	This matter is addressed in section 4B(i) of the report.
12	Site specific requests	Building height	Concern is raised regarding the proposed three (3) storey height limit in Larool Crescent and Barrawarn Place. It will not provide a "family atmosphere". It will turn into a Canyon and be sterile in between 8 and 12 storey buildings. It is requested that this land be identified for buildings of 6-8 storeys.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.

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12	Precinct Plan and Process	No consultation	Concern is raised that no community consultation has occurred in putting together the draft plan.	The draft Precinct Plan was exhibited from 20 January 2015 to 27 February 2015 and included several drop in sessions at the Castle Hill Library. It is usual practice that a draft plan is prepared by Council, following which feedback from the public is sought.
13	Character and Density	Architecture and built form	Buildings of 20 storeys are too high. Any development should be no more than 6 storeys to match Castle Towers. Views will be disrupted by skyscrapers.	This matter is addressed in section 4B(i) of the report.
13	Character and Density	Infrastructure demand	There will be an increase in demand for water, electricity, sewerage, drainage and telephone services.	This matter is addressed in section 4B(ii) of the report.
13	Character and Density	Social problems	The area will become a slum.	This matter is addressed in section 4B(iii) of the report.
13	Traffic and parking	Congestion and pedestrian safety	Difficult to pass cars on Castle Street when vehicles are parked. Extra vehicles on the road from new residents will disrupt quiet lifestyle.	This matter is addressed in section 4D(i) of the report.
13	Open space and recreation	Lack of facilities and open space	The parks in the area are poor quality and children will not have anywhere to play.	This matter is addressed in section 4F of the report.
14	Support for Precinct Plan	Precinct Plan is supported		Noted.
15	Support for Precinct Plan	Precinct Plan is supported		Noted.
16	Site specific requests	Building height	Request increase to 12 storeys consistent with neighbouring properties.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
16	Administrative Amendments and Minor Corrections	Identification of opportunities and constraints	Object to pedestrian linkage through 15 Larool Crescent.	This matter is addressed in section 4G of the report and in the site specific requests at Attachment 2.
17	Character and Density	Architecture and built form	Objects to 18-20 storey apartment buildings.	This matter is addressed in section 4B(i) of the report.
17	Character and Density	Social problems	Creates social problems.	This matter is addressed in section 4B(iii) of the report.
17	Traffic and parking	Congestion and pedestrian safety	Objects to increase in traffic and noise.	This matter is addressed in section 4D(i) of the report.
18	Site specific requests	Inclusion in Precinct	Include properties on Carramar Road opposite the 8 storey apartments between Bimil Place and Connardoo Place.	This matter is addressed in section 4A(ii) of the report and the site specific requests at Attachment 2.
19	Site specific requests	Inclusion in Precinct	Include land further north on First Farm Drive.	This matter is addressed in section 4A(ii) of the report and the site specific requests at Attachment 2.

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20	Character and Density	Architecture and built form	Objects to single dwellings being opposite 8 storey apartments.	This matter is addressed in section 4B(i) of the report.
20	Amenity	Overshadowing	Development will block sunshine in the afternoon.	This matter is addressed in section 4C(i) of the report.
20	Traffic and parking	Congestion and pedestrian safety	Difficult to get out of Carramar Road.	This matter is addressed in section 4D(i) of the report.
20	Traffic and parking	Congestion and pedestrian safety	Will be unsafe for children to play on the street.	This matter is addressed in section 4D(i) of the report.
20	Property values	Devalue property	Property will drop in value from being close to high density.	This matter is addressed in section 4H of the report.
21	Support for Precinct Plan	Precinct Plan is supported		Noted.
22	Amenity	Privacy	Area will be overcrowded.	This matter is addressed in section 4C(i) of the report.
23	Administrative Amendments and Minor Corrections	Identification of opportunities and constraints	Objects to potential walkway from Pennant Street to Larool Crescent. It will be unsafe.	This matter is addressed in section 4G of the report.
24	Site specific requests	Building height	Objects to 3 storey townhouses, as it will be between 8 and 12 storey apartments. Should be amalgamated and planned as one large site.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
25	Site specific requests	Building height	Objects to 3 storey townhouses, will be overshadowed when the primary school is rezoned. Requests 8 storey apartments.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
25	Character and Density	Architecture and built form	Property should not be constrained because of lot depth - can do basement parking.	This matter is addressed in section 4B(i) of the report.
26	Support for Precinct Plan	Precinct Plan is supported		Noted.
27	Character and Density	Trees / Landscaping	Trees in Maurice Hughes Reserve are Sydney Ironbark Turpentine Forest and should be protected.	This matter is addressed in section 4B(iv) of the report.
27	Amenity	Overshadowing	Properties on the eastern side of Barrawarn Place will be overshadowed by 8 storey development opposite.	This matter is addressed in section 4C(i) of the report.
27	Schools	Traffic and parking	Barrawarn Place is used by parent to drop children off and it gets very busy, with development it will be worse.	This matter is addressed in section 4E(iii) of the report.
28	Site specific requests	Inclusion in Precinct	Request inclusion of 3 Grand Way in Precinct given it is included in the State government strategy and will make a better developable block.	This matter is addressed in section 4A(ii) of the report and the site specific requests at Attachment 2.
29	Site specific requests	Building height	Request to increase from 3 storey townhouses to 4-6 storey apartments due to impact from 18 storeys nearby.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
30	Amenity	Overshadowing	Lower rise buildings would not result in such impacts.	This matter is addressed in section 4C(i) of the report.
30	Amenity	Views	High rise will detract from views from existing development.	This matter is addressed in section 4C(i) of the report.

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30	Open space and recreation	Lack of facilities and open space	Suggest extending Pennant Street Target site as green space to school.	This matter is addressed in section 4F of the report.
31	Traffic and parking	Congestion and pedestrian safety	Increased development will strain road infrastructure, emergency services will struggle.	This matter is addressed in section 4D(i) of the report.
32	Site specific requests	Building Height	Request to increase from 3 storey townhouses to 4-6 storey apartments due to impact from 18 storeys nearby.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
33	Site specific requests	Building Height	Request to increase from 3 storey townhouses to 4 storey apartments due to impact from 18 storeys nearby.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
34	Site specific requests	Inclusion in Precinct	Include properties on the north side of Gilham Street to Coolibah Street.	This matter is addressed in section 4A(ii) of the report and the site specific requests at Attachment 2.
34	Amenity	Privacy	High density will overlook 13 Gilham Street.	This matter is addressed in section 4C(i) of the report.
34	Amenity	Overshadowing	High rise developments will overshadow 13 Gilham Street.	This matter is addressed in section 4C(i) of the report.
34	Amenity	Noise	From garbage trucks collecting extra garbage.	This matter is addressed in section 4C(i) of the report.
34	Traffic and parking	Congestion and pedestrian safety	Gilham Street will have increased traffic.	This matter is addressed in section 4D(i) of the report.
34	Property values	Devalue property		This matter is addressed in section 4H of the report.
35	Site specific requests	Building height	Increased in height to high density is requested.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
35	Site specific requests	Consistency with NWRL Corridor Strategy	Strategy states highest densities near station and lower densities further away, but 3 stories in this location is not consistent with that approach.	This matter is addressed in section 4A(iv) of the report.
35	Precinct Plan and Process	Identification of opportunities and constraints	A new road won't fit (Les Shore Place to Larool Crescent). It would be a hazard at school pick up and drop off times. Developers should not be responsible for the road, it's too expensive. It makes the property less feasible to develop.	This matter is addressed in the site specific requests at Attachment 2.
36	Support for Precinct Plan	Precinct Plan is supported		Noted.
37	Support for Precinct Plan	Precinct Plan is supported		Noted.
38	Support for Precinct Plan	Precinct Plan is supported		Noted.
39	Support for Precinct Plan	Precinct Plan is supported		Noted.
40	Site specific requests	Building height	Request increase from 3 storey townhouses to 4-6 storey apartments.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.

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40	Site specific requests	Consistency with NWRL Corridor Strategy	Strategy states highest densities near station and lower densities further away, but 3 stories in this location is not consistent with that approach.	This matter is addressed in section 4A(iv) of the report.
41	Site specific requests	Inclusion in Precinct	Requests inclusion in Precinct Plan.	This matter is addressed in section 4A(ii) of the report and the site specific requests at Attachment 2.
42	Support for Precinct Plan	Precinct Plan is supported		Noted.
43	Support for Precinct Plan	Precinct Plan is supported		Noted.
44	Site specific requests	Building height	Will directly adjoin land with higher density. Requests height of 4-6 storeys on the western side of Carramarr Road.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
44	Site specific requests	Inclusion in Precinct	Requests inclusion in Precinct Plan since land adjoins the Precinct and has frontage to Carramarr Road.	This matter is addressed in section 4A(ii) of the report and the site specific requests at Attachment 2.
44	Amenity	Overshadowing	Will be overshadowed by 8 storey development on the eastern side of Carramarr Road.	This matter is addressed in section 4C(i) of the report.
44	Support for Precinct Plan	Precinct Plan is supported		Noted.
45	Support for Precinct Plan	Precinct Plan is supported		Noted.
46	Support for Precinct Plan	Precinct Plan is supported		Noted.
47	Site specific requests	Building height	Request inclusion in Precinct Plan for high density development since land will adjoin higher densities.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
47	Site specific requests	Consistency with NWRL Corridor Strategy	Precinct should reflect land included in the State Government Strategy	This matter is addressed in section 4A(iv) of the report.
47	Amenity	Privacy	Adjoining higher densities will overlook back yard	This matter is addressed in section 4C(i) of the report.
48	Support for Precinct Plan	Precinct Plan is supported	Supports 8 storeys in Carramarr Road	Noted.
49	Site specific requests	Building height	Request increase from 3 storey town houses to 4-6 storey apartments to provide better transition to high densities on adjacent land.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
49	Site specific requests	Consistency with NWRL Corridor Strategy	Increase in building height will provide a better transition in the built form, consistent with objective of NWRL Structure Plan for Castle Hill which describes a gradual decrease in residential densities.	This matter is addressed in section 4A(iv) of the report.
50	Site specific requests	Building height	Request increase from 3 storey town houses to 4-6 storey apartments to provide better transition to high densities on adjacent land.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.

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50	Site specific requests	Consistency with NWRL Corridor Strategy	Increase in building height will provide a better transition in the built form, consistent with objective of NWRL Structure Plan for Castle Hill which describes a gradual decrease in residential densities.	This matter is addressed in section 4A(iv) of the report.
51	Character and Density	Architecture and built form	Height should be reduced from 8 to 3-4 storeys and from 18 to 12 storeys.	This matter is addressed in section 4B(i) of the report.
51	Character and Density	Architecture and built form	Domination of high-rises. No consideration for existing residents who will be forced to leave their homes as Castle Hill becomes a concrete jungle. Land owners adjoining the precinct will share interface with high rise buildings.	This matter is addressed in section 4B(i) of the report.
51	Amenity	Privacy	High rise development will overlook adjoining low density yards.	This matter is addressed in section 4C(i) of the report.
51	Amenity	Overshadowing	High rise development will overshadow adjoining land.	This matter is addressed in section 4C(i) of the report.
51	Traffic and parking	Congestion and pedestrian safety	The road system will not be able to cope. Residents will still rely on private cars despite the rail. Construction traffic and workers cars parking on roads will last for years and will create chaos.	This matter is addressed in section 4D(i) of the report.
51	Traffic and parking	On street parking	Not enough parking spaces will be provided on site resulting in on-street overflow. Cars will restrict emergency vehicles.	This matter is addressed in section 4D(ii) of the report.
51	Schools	Children's safety and health, school yard privacy and amenity	12 storey buildings will overlook Castle Hill Public School.	This matter is addressed in section 4E(ii) of the report.
52	Character and Density	Architecture and built form	The Precinct Plan is bad planning. Existing residents are accustomed to single dwellings with leafy streets. Contravenes Council's charter to look after the community. Any medium to high density should be kept near the shopping area. Design will not be compatible with the area and will undermine the character. No rezoning of single dwelling areas. Preserve the lifestyle and characteristics of existing dwellings.	This matter is addressed in section 4B(i) of the report.
52	Character and Density	Infrastructure demand	Strain on public amenities and crowded schools.	This matter is addressed in section 4B(ii) of the report.
52	Character and Density	Trees / Landscaping	Quality landscaping is needed. Not just pot plants.	This matter is addressed in section 4B(iv) of the report.
52	Amenity	Privacy	Residents do not like to be overlooked. It is not fair to impose medium / high density on single dwelling houses. Overlooking of yards, windows and pools. Visual impact of size.	This matter is addressed in section 4C(i) of the report.
52	Amenity	Overshadowing	Loss of solar access.	This matter is addressed in section 4C(i) of the report.
52	Traffic and parking	Congestion and pedestrian safety	Local roads will not cope with additional traffic.	This matter is addressed in section 4D(i) of the report.
52	Schools	Capacity	More schools and child care centres are needed.	This matter is addressed in section 4E(i) of the report.

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52	Open space and recreation	Lack of facilities and open space	More playgrounds, quality parks, community gardens, and open green space are needed.	This matter is addressed in section 4F of the report.
53	Character and Density	Architecture and built form	Proposed concentration of high rise is overwhelming. Proposed 8 storeys on Gilham Street will overwhelm single dwellings opposite. Cap high rises at street levels to 4 storeys.	This matter is addressed in section 4B(i) of the report.
53	Character and density	Social problems	Greater population in smaller area will increase social problems.	This matter is addressed in section 4B(iii) of the report.
53	Amenity	Privacy	Neighbouring homes will lose privacy.	This matter is addressed in section 4C(i) of the report.
53	Amenity	Overshadowing	Neighbouring homes will be overshadowed.	This matter is addressed in section 4C(i) of the report.
53	Traffic and parking	Congestion and pedestrian safety	Alarming increase in congestion. Public transport will not help. Gilham Street and others will become defacto parking lots and will hinder emergency services. Review parking on Gilham Street to limit street parking and through traffic.	This matter is addressed in section 4D(i) of the report.
53	Schools	Traffic and parking	Gilham St is a school pick up and drop off zone. Children will be endangered due to increased traffic.	This matter is addressed in section 4E(iii) of the report.
54	Character and Density	Social problems	Trolley dumping will get worse.	This matter is addressed in section 4B(iii) of the report.
54	Character and Density	Trees / Landscaping	Destruction of tree canopy will be catastrophic. Developers will remove more trees than they are allowed to. Temperatures and use of air-conditioning will increase.	This matter is addressed in section 4B(iv) of the report.
54	Amenity	Overshadowing	8 storey buildings on Carramarr Road will overshadow land to the west.	This matter is addressed in section 4C(i) of the report.
54	Amenity	Noise	Residents will be subjected to noise and loss of privacy.	This matter is addressed in section 4C(i) of the report.
54	Traffic and parking	Congestion and pedestrian safety	Increased traffic will create sight distance and safety issue when leaving Bimbil Place. Future residents will still rely on private cars. The bus interchange is struggling to cope.	This matter is addressed in section 4D(i) of the report.
54	Traffic and parking	On street parking	Small and quiet streets surrounding the precinct will bear the brunt of increased demand for on street parking.	This matter is addressed in section 4D(ii) of the report.
54	Schools	Capacity	Schools are already at capacity. Are there new schools being proposed and where?	This matter is addressed in section 4E(i) of the report.
54	Schools	Traffic and parking	Student safety when walking to school (i.e. Castle Street and Gilham Street / Carramarr Road). Is an overpass being proposed to prevent children being run over?	This matter is addressed in section 4E(iii) of the report.
55	Character and Density	Architecture and built form	Limit building height to 10 storeys mixed with lower structures.	This matter is addressed in section 4B(i) of the report.
55	Character and Density	Social problems	High density living can be very isolating. Forcing people into units and not allowing for open space is not good planning.	This matter is addressed in section 4B(iii) of the report.
55	Traffic and parking	Congestion and pedestrian safety	Traffic is already appalling at times. People will still want cars.	This matter is addressed in section 4D(i) of the report.

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56	Site specific requests	Inclusion in Precinct	Include Coonardoo Place and Bimbil Place in Precinct for 3/4 storeys OR reduce height of nearby apartments to 3/4 storeys.	This matter is addressed in section 4A(ii) of the report and the site specific requests at Attachment 2.
56	Character and Density	Architecture and built form	8 storey buildings on Carramarr Road are too high opposite single dwellings.	This matter is addressed in section 4B(i) of the report.
56	Amenity	Privacy	8 storey buildings on Carramarr Road will overlook properties across the road. Limit height to 3-5 storeys.	This matter is addressed in section 4C(i) of the report.
56	Traffic and parking	Congestion and pedestrian safety	Traffic is already a significant issue.	This matter is addressed in section 4D(i) of the report.
56	Traffic and parking	On street parking	Massive increase in on street parking in front of other houses, reducing their amenity and restricting visitors to these houses. Reduce building heights to reduce people. Reduce heights away from the centre. Provide sufficient resident and visitor spaces within developments. Fast-track Showground Road upgrade.	This matter is addressed in section 4D(ii) of the report.
56	Schools	Traffic and parking	Coonardoo Place is used to pick up and drop off school children. This will be hindered if cars are parked on streets, to the detriment of the students.	This matter is addressed in section 4E(iii) of the report.
57	Site specific requests	Building height	Increase building height of buildings on the odd numbered side of Barrawarn Place to high density to provide more equitable land values.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
57	Amenity	Privacy	Privacy impacts during and after construction as a result of 3 storey town house height opposite 8 storey buildings.	This matter is addressed in section 4C(i) of the report.
57	Amenity	Overshadowing	Overshadowing impacts during and after construction as a result of 3 storey town house height opposite 8 storey buildings.	This matter is addressed in section 4C(i) of the report.
57	Amenity	Noise	Noise impacts during and after construction as a result of 3 storey town house height opposite 8 storey buildings.	This matter is addressed in section 4C(i) of the report.
57	Traffic and parking	Congestion and pedestrian safety	Increased traffic.	This matter is addressed in section 4D(i) of the report.
58	Site specific requests	Inclusion in Precinct	Include all of Grand Way in Precinct for high density housing to allow more efficient use of land and recreational facilities within development.	This matter is addressed in section 4A(ii) of the report and the site specific requests at Attachment 2.
58	Site specific requests	Consistency with NWRL Corridor Strategy	Include all of Grand Way as shown in State Government plans.	This matter is addressed in section 4A(iv) of the report.
59	Site specific requests	Inclusion in Precinct	Include all of Grand Way, Bimbil Place and Coonardoo Place for medium density. This will have no impact on other streets.	This matter is addressed in section 4A(ii) of the report and the site specific requests at Attachment 2.
59	Amenity	Privacy	Loss of privacy from nearby 20 storey units.	This matter is addressed in section 4C(i) of the report.
59	Amenity	Noise	Excessive noise from garbage collection.	This matter is addressed in section 4C(i) of the report.

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59	Traffic and parking	Congestion and pedestrian safety	Gridlocked traffic day and night.	This matter is addressed in section 4D(i) of the report.
59	Property values	Devalue property	Devaluation of land opposite proposed 20 storey apartments proposed at Castle Street and Carramarr Road.	This matter is addressed in section 4H of the report.
60	Site specific requests	Building height	Request increase in building height on western side of Old Castle Hill Road to at least 12 storeys consistent with adjoining land. The site is a premium site that could benefit from views.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
60	Support for Precinct Plan	Precinct Plan is supported		Noted.
61	Site specific requests	Building height	The eastern side of Barrawarn Place should be increased to 6-8 storeys to provide a more equitable outcome and balanced built form.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
61	Property values	Devalue property	Concern that proposed 3 storey town houses will offer no greater financial outcome than existing house value as it will not be financially viable for developers. People will not want to buy terraces opposite 8 storey apartments. This has impacts on retirement and investment plans.	This matter is addressed in section 4H of the report.
62	Amenity	Privacy	Impact on quality of life during and after construction due to loss of privacy	This matter is addressed in section 4C(i) of the report.
62	Amenity	Noise	Impact on quality of life during and after construction due to noise.	This matter is addressed in section 4C(i) of the report.
62	Traffic and parking	Congestion and pedestrian safety	Increased traffic.	This matter is addressed in section 4D(i) of the report.
62	Property values	Devalue property	Inequity of land value resulting from medium density housing as opposed to high density across road. Property will also be more difficult to rent out.	This matter is addressed in section 4H of the report.
63	Character and Density	Architecture and built form	High standard of building design has not been seen in Sydney in recent times.	This matter is addressed in section 4B(i) of the report.
63	Character and Density	Infrastructure demand	What plans are in place to underground services to visually improve the area?	This matter is addressed in section 4B(ii) of the report.
63	Character and Density	Trees / Landscaping	There are significant trees in the area. Can Council ensure that large setbacks are provided to retain as many trees as possible? Proposed linkages must also be wide enough to provide for significant tree plantings to enhance development. More trees need to be retained to protect wildlife.	This matter is addressed in section 4B(iv) of the report.
63	Traffic and parking	Congestion and pedestrian safety	Residents will still rely on cars. The plan has not adequately considered traffic impacts.	This matter is addressed in section 4D(i) of the report.
63	Open space and recreation	Lack of facilities and open space	What plans are in place for additional child care centres, parks, youth facilities, sport fields and libraries?	This matter is addressed in section 4F of the report.
64	Amenity	Privacy		This matter is addressed in section 4C(i) of the report.

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64	Amenity	Overshadowing		This matter is addressed in section 4C(i) of the report.
64	Traffic and parking	Congestion and pedestrian safety	Castle Street is already too narrow.	This matter is addressed in section 4D(i) of the report.
64	Traffic and parking	On street parking	More people, more congestion. Road widening should be a priority.	This matter is addressed in section 4D(ii) of the report.
64	Property values	Devalue property	Loss of property values.	This matter is addressed in section 4H of the report.
65	Site specific requests	Inclusion in Precinct	An area adjoining the Precinct is suggested for inclusion as a gated community of 2 storey town houses which will assist in offsetting the reduced densities suggested in the Precinct.	This matter is addressed in section 4A(ii) of the report and the site specific requests at Attachment 2.
65	Character and density	Architecture and built form	Castle Hill will lose its leafy appeal and become a concrete jungle.	This matter is addressed in section 4B(i) of the report.
65	Character and Density	Architecture and built form	Buildings should be no higher than 12 storeys, graduating to no more than 3 storeys at the edges.	This matter is addressed in section 4B(i) of the report.
65	Character and Density	Social problems	Increased crime.	This matter is addressed in section 4B(iii) of the report.
65	Traffic and parking	On street parking	Inadequate parking has been planned. People will park in the streets.	This matter is addressed in section 4D(ii) of the report.
65	Property values	Devalue property	The plan will lower property values and standard of living.	This matter is addressed in section 4H of the report.
66	Character and Density	Social problems	Increased crime. Where will new residents work? Is a new commercial centre planned?	This matter is addressed in section 4B(iii) of the report.
66	Traffic and parking	Congestion and pedestrian safety	The road network will be clogged. People will still use cars. Visitors will use cars. Widening of Showground Road will not solve problem. What is planned for the road system? Will Old Castle Hill Road be widened to 4 lanes? What is planned for Gilham Street intersection?	This matter is addressed in section 4D(i) of the report.
66	Open space and recreation	Lack of facilities and open space	No additional open space is provided to cater for new residents. Heritage Park cannot be used if residents don't have cars.	This matter is addressed in section 4F of the report.
67	Site specific requests	Inclusion in Precinct	Include 5 properties on the northern side of Gilham Street for medium density.	This matter is addressed in section 4A(ii) of the report and the site specific requests at Attachment 2.
67	Site specific requests	Consistency with NWRL Corridor Strategy	Allow medium density on certain properties in Gilham Street as envisaged in State Government plans.	This matter is addressed in section 4A(iv) of the report.
67	Character and Density	Architecture and built form	Home will be sandwiched between two storey town houses and 12 storey apartments across the road.	This matter is addressed in section 4B(i) of the report.
68	Traffic and parking	Congestion and pedestrian safety	Garthowen Crescent can't take so much traffic.	This matter is addressed in section 4D(i) of the report.
68	Open space and recreation	Lack of facilities and open space	There is no planning for any park or playground. Where will kids play?	This matter is addressed in section 4F of the report.

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69	Support for Precinct Plan	Precinct Plan is supported		Noted.
70	Amenity	Privacy	Loss of privacy during and after construction.	This matter is addressed in section 4C(i) of the report.
70	Amenity	Overshadowing	Overshadowing as a result of new development.	This matter is addressed in section 4C(i) of the report.
70	Amenity	Noise	Impacts due to noise during and after construction.	This matter is addressed in section 4C(i) of the report.
70	Traffic and parking	Congestion and pedestrian safety	Quality of life will be affected by increased traffic.	This matter is addressed in section 4D(i) of the report.
70	Property values	Devalue property	Decreased property values. Objection to town houses in Barrawarn Place.	This matter is addressed in section 4H of the report.
71	Traffic and parking	Congestion and pedestrian safety	Character of Castle Hill will change.	This matter is addressed in section 4D(i) of the report.
71	Schools	Capacity	How can the existing schools cope with expansion? It will result in a decline in education quality.	This matter is addressed in section 4E(i) of the report.
71	Schools	Children's safety and health, school yard privacy and amenity	Tall buildings adjacent to school are not appropriate and may attract ill-intentioned people who will spy on children.	This matter is addressed in section 4E(ii) of the report.
72	Site specific requests	Building height	Request increase in height to 4-5 storeys from 3 storeys.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
73	Support for Precinct Plan	Precinct Plan is supported		Noted.
74	Site specific requests	Inclusion in Precinct	Request inclusion in the Precinct Plan so that there are no privacy or access impacts.	This matter is addressed in section 4A(ii) of the report and the site specific requests at Attachment 2.
75	Site specific requests	Inclusion in Precinct	Request inclusion in the Precinct Plan.	This matter is addressed in section 4A(ii) of the report and the site specific requests at Attachment 2.
76	Site specific requests	Inclusion in Precinct	Request inclusion in the Precinct Plan rather than isolating low density housing with much higher densities.	This matter is addressed in section 4A(ii) of the report and the site specific requests at Attachment 2.
77	Site specific requests	Inclusion in Precinct	The precinct should include up to Britannia and Tuckwell Roads. At a minimum it should include Coolibah Street and Carramarr Road. The rail gives rise to an opportunity to redevelop older housing.	This matter is addressed in section 4A(ii) of the report and the site specific requests at Attachment 2.
77	Character and Density	Architecture and built form	Anything over 8 storeys is excessive. The plan disregards topography, placing tall buildings at high points. There is no business district in Castle Hill. The only people who will benefit are house owners in the Precinct and developers. The variations in height in the plan are unacceptable. A gradual change in heights is required. No amount of setbacks will fix these errors.	This matter is addressed in section 4B(i) of the report.

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77	Character and Density	Infrastructure demand	Residents outside the Precinct will share inadequate infrastructure.	This matter is addressed in section 4B(ii) of the report.
77	Amenity	Noise	Noise impacts of development.	This matter is addressed in section 4C(i) of the report.
77	Traffic and parking	Congestion and pedestrian safety	Traffic in high density areas will be severely affected. A roundabout at Gilham Street will not address this issue.	This matter is addressed in section 4D(i) of the report.
78	Site specific requests	Consistency with NWRL Corridor Strategy	The plan is not consistent with the State Government Plan which showed a logical graduation in density to the edges of the precinct. Placing high densities next to low densities will create a ring of urban decay where developers will take advantage of home owners. The State planning is logical and addresses both long and short term needs. It should be implemented in Castle Hill.	This matter is addressed in section 4A(iv) of the report.
79	Site specific requests	Consistency with NWRL Corridor Strategy	The State Government plan is more logical. The State plans should be implemented now rather than taking years to implement Council alternatives. This will assist in addressing the flurry of developer activity.	This matter is addressed in section 4A(iv) of the report.
80	Character and Density	Architecture and built form	Proposed heights will transform the leafy neighbourhood in to a concrete jungle. Building heights are excessive and should be more spread out. 12,18 or 20 storey buildings should not be placed next to current residences. Such heights are more suited to a commercial precinct. Heights should be limited to 8-10 storeys near the centre, tapering to 2-3 storeys at the edges.	This matter is addressed in section 4B(i) of the report.
80	Character and Density	Social problems	Overcrowding due to compact conditions. There is no hospital and no major transport interchange.	This matter is addressed in section 4B(iii) of the report.
80	Character and Density	Social problems	Overcrowding and confinement leads to an increase in crime rates as bored and unstimulated youngsters / people look for amusement.	This matter is addressed in section 4B(iii) of the report.
80	Amenity	Privacy	Huge buildings will bear down on existing residences taking away all privacy while residences of apartment buildings will enjoy views.	This matter is addressed in section 4C(i) of the report.
80	Traffic and parking	Congestion and pedestrian safety	Road network is already nearing capacity. A roundabout is needed at Gilham Street / Old Castle Hill Road. Slowed traffic will contribute to increased pollution as traffic sits and waits.	This matter is addressed in section 4D(i) of the report.
80	Traffic and parking	On street parking	Streets are too narrow to cater for increased on street parking. It will drastically affect traffic flows. Underground commuter parking should be provided for everyone to use.	This matter is addressed in section 4D(ii) of the report.
80	Schools	Capacity	How does Council propose to address the need for adequate education facilities?	This matter is addressed in section 4E(i) of the report.
80	Open space and recreation	Lack of facilities and open space	The small number of parks are insufficient to cater for increased population.	This matter is addressed in section 4F of the report.

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80	Open space and recreation	Lack of facilities and open space	A pool could be provided atop Castle Towers.	This matter is addressed in section 4F of the report.
80	Property values	Devalue property	Prices will fall due to less interest in properties affected by the presence of adjacent tall buildings.	This matter is addressed in section 4H of the report.
81	Site specific requests	Inclusion in Precinct	Request inclusion of 19 Grand Way for 3 storeys to allow for more efficient and cost effective development site with land fronting Carramarr Road.	This matter is addressed in section 4A(ii) of the report and the site specific requests at Attachment 2.
81	Site specific requests	Consistency with NWRL Corridor Strategy	All of Grand Way should be included as per State Government Strategy.	This matter is addressed in section 4A(iv) of the report.
82	Site specific requests	Building height	Both sides of Barrawarn Place should be same height.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
82	Amenity	Privacy	Loss of privacy from 8 storey buildings, affecting land values.	This matter is addressed in section 4C(i) of the report.
82	Amenity	Overshadowing	Overshadowing to the east due to 8 storey buildings, affecting land values.	This matter is addressed in section 4C(i) of the report.
82	Amenity	Noise	Noise pollution from balconies.	This matter is addressed in section 4C(i) of the report.
82	Traffic and parking	Congestion and pedestrian safety	Major congestion making access difficult. Safety implications for residents and children.	This matter is addressed in section 4D(i) of the report.
82	Property values	Devalue property	Decrease in value due to 3 storey town houses.	This matter is addressed in section 4H of the report.
83	Support for Precinct Plan	Precinct Plan is supported		Noted.
84	Site specific requests	Inclusion in Precinct	Request that 3 Grand Way be included in the Precinct for high density development.	This matter is addressed in section 4A(ii) of the report and the site specific requests at Attachment 2.
85	Site specific requests	Inclusion in Precinct	Request that 9 Grand Way be included in the Precinct for medium - high density development due to concerns regarding privacy and congestion if not included.	This matter is addressed in section 4A(ii) of the report and the site specific requests at Attachment 2.
86	Site specific requests	Building height	A residential flat building could be achieved with amalgamation and by responding to topography and gradually decreasing the height of the building. Visual privacy of the school can be addressed with screening. Amalgamation would be more likely with higher yields on offer to developers.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
86	Site specific requests	Feasibility / Site Potential	The plan may sterilise lots on the eastern side of Barrawarn Place. Developers will want to acquire high density land first. 3 storeys may require basement parking which will add to costs. Envisaged built forms may not be realised as a result.	This matter is addressed in section 4A(iii) of the report.
87	Site specific requests	Building height	Request increase in building height to part 12, part 18 storeys.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.

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88	Character and Density	Social problems	Excessive height and number of people will be detrimental to our area of Castle Hill	This matter is addressed in section 4B(iii) of the report.
88	Traffic and parking	Congestion and pedestrian safety	Access to driveway will be made extremely difficult due to increased traffic.	This matter is addressed in section 4D(i) of the report.
88	Traffic and parking	On street parking	Streets will fill with cars due to insufficient parking on site. Concerns for emergency vehicles.	This matter is addressed in section 4D(ii) of the report.
88	Open space and recreation	Lack of facilities and open space	Lack of proposed green area will affect residents.	This matter is addressed in section 4F of the report.
89	Character and Density	Social problems	So many people in a small area is a recipe for disaster. There will be no more gardens and not more leafy appeal. There is already so much traffic.	This matter is addressed in section 4B(iii) of the report.
90	Site specific requests	Building height	All properties on Gilham Street should be shown as 12 storeys, not part 4 storeys	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
90	Site specific requests	Consistency with NWRL Corridor Strategy	Properties on the northern side of Gilham Street should be included in the precinct, even if exhibited at a later date	This matter is addressed in section 4A(iv) of the report.
90	Administrative Amendments and Minor Corrections	Identification of opportunities and constraints	Linkage between Gay Street and Old Castle Hill Road identified in error. Should not be there as it constrains the property development potential.	This matter is addressed in section 4G of the report.
90	Support for Precinct Plan	Precinct Plan is supported		Noted.
91	Site specific requests	Building height	Vivien Place site be divided into two areas, with 12-15 storeys tower on the north western part of the site, and a 6-8 storey building elsewhere on the site to reduce the building bulk and deliver a more slender shadow impact	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
91	Administrative Amendments and Minor Corrections	Identification of opportunities and constraints	A connection through Gay Street is welcome. An overhead pedestrian crossing over Pennant Street is needed.	This matter is addressed in section 4G of the report and the site specific requests at Attachment 2.
91	Support for Precinct Plan	Precinct Plan is supported	Supports Council's proposal to provide a mixture of buildings and heights with open space, unlike the 'medium rise' buildings in the Sherwin and Cecil Avenue areas. Pennant Street target site development could reorient to get better views of the mountains.	Noted.
92	Site specific requests	Building height	Request that height be increased to 6 storey apartments as this will provide a transition from the 8 storey apartments and 18 storey apartments opposite.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
92	Character and Density	Architecture and built form	If the height of this site is not increased, the submitter objects to the 18 storeys opposite on Carramar Road and requests the area be limited to 6-8 storeys to provide a better transition to 3 storey heights.	This matter is addressed in section 4B(i) of the report.

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93	Site specific requests	Inclusion in Precinct	It is requested that the site be included as a mixed use, potential landmark development of 20 storeys.	This matter is addressed in section 4A(ii) of the report and the site specific requests at Attachment 2.
94	Site specific requests	Inclusion in Precinct	3 Coolibah Street and 9 and 11 Gilham Street be included in the precinct and zoned for medium or high density development as they are already bounded by R3 zoned land and a park.	This matter is addressed in section 4A(ii) of the report and the site specific requests at Attachment 2.
95	Site specific requests	Building height	Requests the height be increased from 4 storeys to 12 storeys to be consistent with the remainder of the development block.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
95	Support for Precinct Plan	Precinct Plan is supported		Noted.
96	Open space and recreation	Lack of facilities and open space	The precinct will impact on the safety and happiness of children in the area. It is recommended that the "green walk" from the existing parks be extended into the precinct to the train station, including a cycle path.	This matter is addressed in section 4F of the report.
97	Amenity	Privacy	It is requested that Council consider the privacy impacts on low density land adjoining the precinct which will be shadowed or "towered over".	This matter is addressed in section 4C(i) of the report.
97	Open space and recreation	Lack of facilities and open space	There will not be sufficient green space to cater for the incoming population. The precinct needs green space for families, social function and lifestyle. A large park in the centre of Castle Hill is needed.	This matter is addressed in section 4F of the report.
98	Site specific requests	Building height	All properties on western side of Gilham Street should be shown as 12 storeys, not 4 storeys to consolidate as a development site.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
98	Support for Precinct Plan	Precinct Plan is supported		Noted.
99	Site specific requests	Building height	Land on the eastern side of Barrawarn Place be allocated the same height (8 storeys) as land on the opposite side of the road.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
99	Amenity	Overshadowing		This matter is addressed in section 4C(i) of the report.
99	Amenity	Noise		This matter is addressed in section 4C(i) of the report.
99	Traffic and parking	Congestion and pedestrian safety		This matter is addressed in section 4D(i) of the report.
100	Site specific requests	Inclusion in Precinct	A key site / landmark development potential with an FSR of 5:1 and height limit of 20 storeys and be rezoned to B4 Mixed Use. Concept plan provided.	This matter is addressed in section 4A(ii) of the report and the site specific requests at Attachment 2.
101	Site specific requests	Building height	All properties on western side of Gilham Street should be shown as 12 storeys, not 4 storeys to consolidate as a development site.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
101	Support for Precinct Plan	Precinct Plan is supported		Noted.

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102	Site specific requests	Building height	Requests an increase in height from 3 storeys to 12 storeys. Development concept included.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
103	Site specific requests	Inclusion in Precinct	Include Cheltenham and Winchcombe Place to create a better buffer zone to minimise impact of 3 storey townhouses	This matter is addressed in section 4A(ii) of the report and the site specific requests at Attachment 2.
103	Site specific requests	Consistency with NWRL Corridor Strategy	There is no indication of any zone changes in the State government structure plan.	This matter is addressed in section 4A(iv) of the report.
103	Character and Density	Architecture and built form		This matter is addressed in section 4B(i) of the report.
103	Amenity	Privacy	Three storey townhouses overlooking properties on Moutrie Place. Balconies overhanging property boundaries.	This matter is addressed in section 4C(i) of the report.
103	Traffic and parking	Congestion and pedestrian safety	Increased traffic on Gilham, Carramar, Coolibah and Tuckwell Roads.	This matter is addressed in section 4D(i) of the report.
103	Traffic and parking	On street parking	Parked cars on neighbourhood streets.	This matter is addressed in section 4D(ii) of the report.
103	Schools	Capacity	Over utilisation of existing schools, decreasing teaching space and capacity.	This matter is addressed in section 4E(i) of the report.
103	Schools	Children's safety and health, school yard privacy and amenity	Concern about tall buildings adjacent to schools.	This matter is addressed in section 4E(ii) of the report.
103	Open space and recreation	Lack of facilities and open space	Lack of additional green space to cater for the increase in population.	This matter is addressed in section 4F of the report.
103	Precinct Plan and Process	Council owned properties	Which properties in the precinct are owned by Council?	Council owns the Larool Crescent Reserve, Maurice Hughes Reserve, Eric Felton Reserve in addition to land at 3 Les Shore Place (occupied by a child care centre) and 2-6 McMullen Avenue.
103	Property values	Devalue property		This matter is addressed in section 4H of the report.
104	Site specific requests	Building height	Request an increase from 3 storey townhouses to high density to avoid being in a 'valley' between taller buildings.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
104	Support for Precinct Plan	Precinct Plan is supported		Noted.
105	Site specific requests	Building height	Request an increase from 12 storeys to 18 storeys.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
105	Support for Precinct Plan	Precinct Plan is supported		Noted.
106	Amenity	Privacy	Impact on quality of life.	This matter is addressed in section 4C(i) of the report.
106	Amenity	Noise	Noise from increased traffic.	This matter is addressed in section 4C(i) of the report.

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106	Traffic and parking	Congestion and pedestrian safety			This matter is addressed in section 4D(i) of the report.
106	Traffic and parking	Congestion and pedestrian safety		Coolibah Street has no footpath and pedestrians will be unsafe.	This matter is addressed in section 4D(i) of the report.
106	Schools	Children's safety and health, school yard privacy and amenity		Plan should preclude views to school playground for children's safety.	This matter is addressed in section 4E(ii) of the report.
107	Character and Density	Architecture and built form		The proposed building heights are out of character in a residential location and would be more suited to Norwest in a business park environment and with more employment opportunities. The building heights should be lowered between McMullen Avenue and Gilham Street.	This matter is addressed in section 4B(i) of the report.
107	Traffic and parking	Congestion and pedestrian safety		Concern is raised regarding the impact of high density development on traffic on Old Castle Hill Road which is already experiencing congestion. Making right turns onto Old Castle Hill Road is difficult due to the amount of traffic. Increased development will make this situation worse.	This matter is addressed in section 4D(i) of the report.
107	Traffic and parking	On street parking		On-street parking makes passing cars and buses dangerous since the road is already narrow.	This matter is addressed in section 4D(ii) of the report.
108	Site specific requests	Inclusion in Precinct		It is requested that the precinct boundary include properties on Old Castle Hill on both sides up to Gilham Street.	This matter is addressed in section 4A(ii) of the report and the site specific requests at Attachment 2.
108	Character and Density	Architecture and built form		Good design, retain 'garden shire' character, don't want over development like Green Square or Chatswood.	This matter is addressed in section 4B(i) of the report.
108	Traffic and parking	Congestion and pedestrian safety		Traffic congestion is a concern, people will need cars and won't rely on the train.	This matter is addressed in section 4D(i) of the report.
108	Property values	Devalue property			This matter is addressed in section 4H of the report.
109	Site specific requests	Building height		All properties on western side of Gilham Street should be shown as 12 storeys, not 4 storeys to consolidate as a development site.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
109	Support for Precinct Plan	Precinct Plan is supported			Noted.
110	Site specific requests	Building height		Request an increase from 12 storeys to 18 storeys.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
111	Site specific requests	Building height		Land adjacent to school (car park site) to be 11 storeys near school and 14 storeys near Pennant Street.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
111	Site specific requests	Inclusion in Precinct		Requests Castle Towers, Castle Mall and other QIC owned land be included in the Precinct with a FSR of 2.3:1 and height of 36 metres.	This matter is addressed in section 4A(ii) of the report and the site specific requests at Attachment 2.
112	Site specific requests	Inclusion in Precinct		Include properties on Grand Way in Precinct, as they are in the State government strategy.	This matter is addressed in section 4A(ii) of the report and the site specific requests at Attachment 2.

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113	Site specific requests	Building height	Request that the property be changed from 3 storey townhouses to high density as properties may amalgamate to make a better development site and other areas have shallow lot depths and are 4 storey apartments.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
114	Site specific requests	Consistency with NWRL Corridor Strategy	The submission relates to the boundary between medium and high density in the NWRL Corridor Strategy.	Properties on the south side of Castle Street are not included in the Castle Hill North Precinct Plan.
115	Site specific requests	Building height	Requesting a building height of 4 to 16 storeys (in place of 4 to 8 storeys) and an approximate FSR of 4.6:1. A two tower development would yield 192 units as opposed to 103 units under the draft precinct plan. Development concept included.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
116	Site specific requests	Building height	Buildings should be between 4 and 8 storeys, not 12 and 20 storeys at Old Castle Hill Road and McMullen Avenue.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
116	Character and Density	Architecture and built form	High buildings will increase stormwater runoff, block wind and create a 'concrete jungle'.	This matter is addressed in section 4B(i) of the report.
116	Traffic and parking	Congestion and pedestrian safety	Traffic on Old Castle Hill Road and McMullen Avenue will be worse following development.	This matter is addressed in section 4D(i) of the report.
117	Schools	Traffic and parking	Concerned about where to drop off and pick up when QIC carpark is no longer available.	This matter is addressed in section 4E(iii) of the report.
118	Character and Density	Trees / Landscaping	Concerns about buildings close of Maurice Hughes Reserve causing the trees and vegetation to decline.	This matter is addressed in section 4B(iv) of the report.
119	Amenity	Noise	Unpleasant and unhealthy environment for children.	This matter is addressed in section 4C(i) of the report.
119	Schools	Children's safety and health, school yard privacy and amenity	Potential for people to look into school from apartments and increased pedestrians increase risk of kidnappings.	This matter is addressed in section 4E(ii) of the report.
119	Schools	Traffic and parking	Congestion of vehicles impact on children's safety. It currently takes a long time to exit the primary school car park. An increase in accidents and fatalities will occur as a result of the increase in traffic congestion.	This matter is addressed in section 4E(iii) of the report.
120	Schools	Children's safety and health, school yard privacy and amenity	Potential for people to look into school from tall apartment buildings and an increase in pedestrians will increase the risk of kidnappings.	This matter is addressed in section 4E(ii) of the report.
120	Schools	Traffic and parking	An increase in traffic congestion from new development will impact on children's safety. Access to the school by car will be more difficult due to the loss of the QIC carpark and new development.	This matter is addressed in section 4E(iii) of the report.
121	Schools	Capacity	Potential relocation of the school where the sale of the land could pay for relocation.	This matter is addressed in section 4E(i) of the report.
121	Schools	Children's safety and health, school yard privacy and amenity	Potential for people to look into school from apartments and increased pedestrians increase risk of kidnappings. Increased building heights will lead to an unpleasant and unhealthy environment for children.	This matter is addressed in section 4E(ii) of the report.

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121	Schools	Traffic and parking	An increase in traffic congestion from new development will impact on children's safety. Access to the school by car will be more difficult due to the loss of the QIC carpark and new development. A traffic study should be undertaken.	This matter is addressed in section 4E(iii) of the report.
122	Schools	Children's safety and health, school yard privacy and amenity	Concerns about 12 storey buildings.	This matter is addressed in section 4E(ii) of the report.
123	Schools	Children's safety and health, school yard privacy and amenity	Concerns about 12 storey buildings.	This matter is addressed in section 4E(ii) of the report.
123	Schools	Traffic and parking	Increased congestion of vehicles will impact on children's safety and there will be a lack of parking if QIC carpark is developed which will limit parent involvement at school as they won't have anywhere to park.	This matter is addressed in section 4E(iii) of the report.
124	Schools	Children's safety and health, school yard privacy and amenity	Concerns about high rise buildings near the school. Suggests a potential relocation of the school.	This matter is addressed in section 4E(ii) of the report.
125	Schools	Capacity	Increase in playground is needed to accommodate extra students.	This matter is addressed in section 4E(i) of the report.
125	Schools	Children's safety and health, school yard privacy and amenity	Increased strangers around the school.	This matter is addressed in section 4E(ii) of the report.
125	Schools	Traffic and parking	Access for children to get to school safely.	This matter is addressed in section 4E(iii) of the report.
126	Site specific requests	Building height	Request increase to 12 storeys instead of 3 storey townhouses, FSR 5:1 and height of 38 metres. Concept plan provided.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
127	Schools	Capacity	Where will children of new development go to school as Castle Hill Primary is already at capacity? How will new school developments be funded?	This matter is addressed in section 4E(i) of the report.
127	Schools	Traffic and parking	Increased difficulty with drop off and pick up at the intersection of Les Shore Place as it is already congested.	This matter is addressed in section 4E(iii) of the report.
128	Character and Density	Architecture and built form	Council consider lower heights in the vicinity of Garthowen House, 2 storeys such as Northpoint.	This matter is addressed in section 4B(i) of the report.
129	Character and Density	Architecture and built form	The draft Precinct Plan provides an appropriate built form response in the vicinity of Garthowen House. The submission objects to any consideration of increasing these heights (up to 13 storeys) as proposed by some Garthowen Crescent land owners.	This matter is addressed in section 4B(i) of the report.
130	Site specific requests	Building height	Increase building heights to lead to planning controls such as FSR of 3.5-4.1 and 12 to 18 storeys in height.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
131	Site specific requests	Building height	Increase building to 18 storeys given the proximity to the station and to make development more commercially viable.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.

ATTACHMENT 1 SUMMARY OF SUBMISSIONS

132	Site specific requests	Building height	Increase building heights to lead to planning controls such as an FSR of 3.5-4:1 and 12 to 18 storeys in building height.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
133	Site specific requests	Building height	Transition between different built form types and low density residential needs to be improved. Council should undertake testing of built form controls.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
133	Site specific requests	Inclusion in Precinct	Include all properties in Precinct.	This matter is addressed in section 4A(ii) of the report and the site specific requests at Attachment 2.
133	Support for Precinct Plan	Precinct Plan is supported		Noted.
Petition No.1	Character and Density	Architecture / built form	Increase building heights to allow higher density apartments based on suitability given its location and proximity to shopping centres and public transport. Similar areas on Carramar Road and Gilham street have been identified for eight or higher storey apartments.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
Petition No.2	Character and Density	Architecture / built form	Inconsistent with objectives of plan, to use 3 storey townhouses as a transition to periphery of precinct. Request 12 storey apartments to be identified on the eastern side of Larool Crescent. Precedence exists for an apartment footprint on a site with depth constraints. Concepts submitted to show the worst case scenario for overshadowing over the primary school, showing no impact until 4pm.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
Petition No.3	Character and Density	Architecture / built form	Increase building height to allow 12-16 stories due to the land being "prime" and topography.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
Petition No.4	Character and Density	Architecture / built form	Increase building height and FSR to allow 12 stories with varying heights required by a site specific DCP. Together with neighbouring sites requests Council requests this area to be a "premium gateway site".	This matter is addressed in section 4A(i) of the report.
Petition No.5	Character and Density	Architecture / built form	Increase building heights to lead to planning controls such as an FSR of at least 3.5 and 12 storeys in building height.	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
Petition No.6	Character and Density	Architecture / built form	Increase building height and FSR to allow 12 stories with varying heights required by a site specific DCP. Together with neighbouring sites requests Council requests this area to be a "premium gateway site".	This matter is addressed in section 4A(i) of the report and the site specific requests at Attachment 2.
Petition No.7	Property values	Devalue property	A drop in value in prices compared to the properties further away from the residential towers.	This matter is addressed in section 4H of the report.
Petition No.7	Amenity	Privacy	Concerns new high-rise development with overlook existing houses and primary school.	This matter is addressed in section 4C(i) of the report.
Petition No.7	Traffic and parking	Congestion and pedestrian safety	New development will bring increased traffic along Gilham, Carramar, Coolibah and Tuckwell Road.	This matter is addressed in section 4D(i) of the report.
Petition No.7	Traffic and parking	On street parking	During and after construction of buildings number of parked cars in neighbouring streets will increase.	This matter is addressed in section 4D(ii) of the report.

ATTACHMENT 1 SUMMARY OF SUBMISSIONS

Petition No.7	Character and Density	Social problems	The increase in population will increase the possibility of crimes.	This matter is addressed in section 4B (iii) of the report.
Petition No.7	Schools	Capacity	Over-utilisation of nearby public schools and decreased teaching space and capacity.	This matter is addressed in section 4E (i) of the report.
Petition No.7	Character and Density	Social problems	Demolition of existing houses will cause exposure to asbestos	This matter is addressed in section 4E (i) of the report.
Petition No.7	Open space and recreation	Lack of facilities and open space	The Precinct has a lack of new open space areas to service the large population.	This matter is addressed in section 4F of the report.
Petition No.7	Open space and recreation	Lack of facilities and open space	The Precinct has a lack of new open space areas to service the large population.	This matter is addressed in section 4F of the report.
Petition No.8	Schools	Children's safety and health, school yard privacy and amenity	Children who live in the area and attend local schools will have their safety compromised, due to the increase of population.	This matter is addressed in section 4E (ii) of the report.
Petition No.8	Traffic and parking	Congestion and pedestrian safety	Increase in population will increase huge amounts of traffic making it difficult to navigate narrow streets. Local roads will be clogged with parked cars and increase traffic both day and night.	This matter is addressed in section 4D (i) of the report.
Petition No.8	Character and Density	Infrastructure demand	The submission questions where the provision of new schools is, then questions if school will require demountables at the expense of playgrounds. The submission queries whether existing infrastructure (water and electricity utilities) is to going to be adequate to cope with high rise development.	This matter is addressed in section 4B (ii) of the report.
Petition No.8	Amenity	Privacy	If 18 storey developments go in Gay Street people who live in the vicinity of this street will lose all privacy.	This matter is addressed in section 4C (i) of the report.
Petition No.8	Character and Density	Trees / Landscaping	The submission questions with all this development, what will happen to the existing trees.	This matter is addressed in section 4B (iv) of the report.
Petition No.8	Character and Density	Social problems	Existing residents don't want to replace the existing greenery with concrete and glass.	This matter is addressed in section 4B (iii) of the report.
Petition No.8	Character and Density	Social problems	Multi-storey development will encourage crime rates, which has happened in other suburbs where high rise has "exploded" near railway stations.	This matter is addressed in section 4B (iii) of the report.
Petition No.8	Character and Density	Social problems	The submission author is worried about the health impacts the future developments may have. The submission questions what studies have been done to determine how much asbestos will be disturbed as houses are bulldozed and how it will be disposed of.	This matter is addressed in section 4B (iii) of the report.
Petition No.8	Property values	Devalue property	Properties will devalue when multi-storey apartments start to look tired and unattractive.	This matter is addressed in section 4H (i) of the report.
Petition No.9	Site specific requests	Feasibility / Site Potential	Cost of selling to developers is neither economical nor practical if 3 storey townhouses are proposed. Properties would need to sell at less than current market value. The submission also notes that the total area of the sites equates to 4200 square metres which is greater than 4000 square metres required.	This matter is addressed in section 4A (iii) of the report and the site specific requests at Attachment 2.

ATTACHMENT 1 SUMMARY OF SUBMISSIONS

Petition No. 9	Site specific requests	Building Height	Request for additional height to allow 8 storey apartments.	This matter is addressed in section 4A (i) of the report and the site specific requests at Attachment 2.
Petition No. 9	Site specific requests	Consistency with NWRL Corridor Strategy	Consistency with State Government Corridor Strategy which shows this land within 7-20 storey area and medium density to the north.	This matter is addressed in section 4A (iv) of the report and the site specific requests at Attachment 2.
Petition No. 9	Schools	Children's safety and health, school yard privacy and amenity	Council has allowed land owned by QIC adjoining the school to have 12 storeys. Submission notes concerns about the shadow and privacy impacts this may have.	This matter is addressed in section 4E (ii) of the report and the site specific requests at Attachment 2.

SUMMARY OF PUBLIC AUTHORITY SUBMISSIONS

No.	Public Authority	Issues Raised	Comment
Public Authority 1	NSW Education and Communities	Castle Hill Public School and High Schools are at capacity. Additional class rooms will be required in these schools. The Department encourages planning authorities to account for education infrastructure and allow for the lead time required to plan and build new infrastructure. Development controls should be considered on land surrounding schools to minimise privacy, overlooking, traffic, parking and noise impacts. Design and placement of buildings should aim to minimise risks to student safety through measures such as offsets, screening and apartment orientation. It is request that land adjacent to Castle Hill Public School be limited to 3-4 storeys to be consistent with bulk and scale of school buildings. The Department would support a shift in planning policies that will: - Optimise the size, amenity and function of existing schools; - Facilitate out of hours shared use of education facilities such as ovals and halls; - the removal of planning policy barriers to school development; - the construction costs of additional teaching spaces to be funded from developer contributions; - land dedications and appropriate rezoning in areas where a new school is required; - streamlined planning approvals for new education infrastructure.	The finalised Precinct Plan and the proposed maximum building height proposes a 10 metre height limit on land immediately adjoining the school to the north, west and south-west which will translate to a maximum of three (3) storeys. Adjoining land to the east and south-east, currently occupied by town houses and an overflow parking area will have potential for development between four (4) to 12 storeys. The development of these sites and any impacts on the school will be managed through floor space ratio limits that will require a sensitive distribution of heights across the site, together with specific interface, setback and building design controls in the DCP. In consulting with the Department at the earliest stage in the precinct planning process Council has demonstrated a desire to communicate proposed changes that will affect education infrastructure. The Precinct Plan and associated draft plans are a response to the State Government plans for the Sydney Metro North West which flagged increases in population around the new train stations. It is suggested that the State Government work more collaboratively between its departments to ensure that schools are well placed to accommodate growth that is a direct consequence of State initiated change. It is the responsibility of the State Government to provide funding for required upgrades to schools and land acquisition for new schools. Section 94 developer contributions are used to provide appropriate shared infrastructure and public domain works such as traffic control measures, open space embellishment, stormwater management facilities, footpaths and landscaping. It is not appropriate for these funds to also fund the upgrade of education infrastructure which should be provided by the State Government.
Public Authority 2	Endeavour Energy	Endeavour Energy has no objections to the proposed Precinct Plan as its planning allowed for the redevelopment of the area and the capacity of the Cheriton Avenue Zone Substation located nearby on Showground Road has the capability to cater for the installation of an additional transformer. However further assessment of the capacity of the electrical network to provide for the actual proposed development will be required. In this regard the following	Further consultation with Endeavour Energy will be undertaken if the planning proposal and draft plans proceed to exhibition. Individual developers will be required to submit applications for load to Endeavour Energy in association with each development application.

ATTACHMENT 1 SUMMARY OF SUBMISSIONS

No.	Public Authority	Issues Raised	Comment
		extract from the Precinct Plan Report relating to services is true, in so far as there is access to electricity, but the capacity available is not unlimited. Any proposed development will be subject to Endeavour Energy's application for connection of load process and the available electrical capacity allocated accordingly.	
Public Authority 3	NSW Health (Western Sydney Local Health District)	The Centre for Population Health supports the draft Castle Hill North Precinct Plan, in particular Council's commitment to high quality urban design, inclusion of mixed use development to encourage walking and reduce vehicle dependence.	Support for the Precinct Plan is noted.
Public Authority 4	Transport for NSW	Transport for NSW are the lead authority in preparing the North West Urban Renewal Strategic Transport Study and Plan and it is suggested that Council and TfNSW collaborate to have a common understanding of transport requirements for the precinct prior to public exhibition of a formal planning proposal. It is requested that Council develop a station access plan that integrates the Castle Hill North Precinct Plan with the future Castle Hill Station.	Transport for NSW is the authority preparing the detailed station design and overarching North West Urban Renewal Strategic Transport Study and Plan. Once these documents are finalised Council can incorporate their requirements into the planning documents for Castle Hill North. The Development Control Plan and Section 94 Contributions Plan will outline infrastructure including footpaths and bicycle paths to be delivered with the Castle Hill North Precinct to match the requirements of a station access plan.

ATTACHMENT 2 SITE SPECIFIC REQUESTS

REQUEST FOR ADDITIONAL HEIGHT WITHIN PRECINCT			
Request No.	Street	House Numbers	Submission Nos.
1	Barrawarn Place (east) Larool Crescent (east)	1, 3, 5, 7, 9, 11, 13, 15, 15A, 17, 19, 21, 27 33 and 35	12, 25, 27, 57, 61, 62, 82, 86, 99, 102, 104
2	Larool Crescent (east)	15, 17, 19, 21, 23, 25, 27, 29 and 31	1, 3, 4, 5, 6, 10, 11, 23, 24, 35, 113 Petition No. 2
3	Garthowen Crescent (north)	15, 17, 19, 21, 23, 25, 27, 29, 31	126 Petition No. 1
4	Larool Crescent (west) Carramarr Road (east)	4, 6, 8, 10, 12, 14, 16, 18, 20 and 22 44, 46, 48 and 50	130 and 132
5	Larool Crescent	15	4, 5, 16, 23
6	Pennant Street	20 and 22	131
7	Gilham Street (south)	14, 16, 18, 20, 22, 24	Petition No. 9
8	Garthowen Crescent	37	33
9	Old Castle Hill Road (west) Gilham Street (south) Gay Street	55, 57, 59, 61, 63, 65, 65A, 67 and 69 2 10, 16	60, 95, 98, 101, 109, 105, 110, 90 Petition Nos. 4 and 6
10	Garthowen Crescent Old Castle Hill Road	2, 4, 24, 26 and 28 24, 26, 26A, 28 and 30	87
11	Vivien Place Gay Street Gilham Street (south)	1, 2, 3, 4, 5 and 6 1, 3, 5 and 7 12	91 Petition No. 5
12	Garthowen Crescent	6-10 and 16-18	115 Petition No. 3
13	Les Shore Place	Lot 51 DP 1022542 (QIC land) Lot 52 DP 1022542 (Council land)	111

ATTACHMENT 2 SITE SPECIFIC REQUESTS

CASTLE HILL NORTH REQUEST FOR ADDITIONAL HEIGHT

Request No.	1	Submission Nos. Petition No.	12, 25, 27, 57, 61, 62, 82, 86, 99, 102, 104 2 (Note: This petition included 15-35 Larool Crescent, however, issues raised in the petition are addressed in Site Specific Request 2).
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PROPERTY / AREA SUBJECT OF SUBMISSION	
Street	Number
Barrawarn Place (east)	1, 3, 5, 7, 9, 11, 13, 15, 15A, 17, 19 and 21
Larool Crescent (east)	33 and 35

LOCATION / EXHIBITED STRUCTURE PLAN	
	

SUBMISSION DETAILS	
Issue	Building height (3 storey town houses)
Request / s	Requests for increase in building height to 6, 8 and 12 storeys.
Reasons	- Does not reflect pattern of decreasing density from the centre out. - Townhouses will be out of place between 12 and 8 storey buildings ('canyon' effect and overshadowing of town houses by apartments). - Located closer to the station (within 800m) than other properties given more storeys and with same elevation. - Lot depth is not prohibitive to basement construction. - School security advises that both low and high densities adjoining schools have pros and cons. - To apply same building height would broaden design visions and allow for purchase of roads to create a dress circle development. - Difference in zoning is inequitable and will affect amenity (ie. traffic, noise, overshadowing). - Townhouse development is not feasible and lack of developer interest will stifle redevelopment. - Clarification is sought as to future changes to the school site (ie. zoning, FSR).
Submitted concept and justification	- A detailed concept is submitted for land at 1-13 Barrawarn Crescent. It is advised that a developer has obtained options to purchase the land. Fragmentation is therefore not a constraint. - It is requested this particular land be rezoned to R4 High Density Residential, 38m maximum building height and FSR of 5:1. - The 4,870m² site can accommodate a development of 8 and 12 storeys without isolating adjoining land. A basic concept for an 8 storey buildings is provided for remaining Barrawarn Place properties (15A to 21) having a site area of 2934m². - Consistent with desired future character for the Precinct as outlined in the Draft Precinct Plan and will provide a good transition to 12 storey buildings on the eastern side of the school. - Will provide better height transition and better solar access to more units. Adequate solar access to 3 storey town houses would be difficult. - The site is within an area identified in the State Government Castle Hill Structure Plan for higher residential densities. - The development would adjoin a part of the school that is occupied by a service road and out of bounds area for students. It is not a sensitive location and would also benefit from casual surveillance.

ATTACHMENT 2 SITE SPECIFIC REQUESTS



1-13 Barrawarn Crescent (Submission 102, DFP Planning Consultants / Giles Tribe Architects)

COMMENT

Distance to Castle Hill train station

- The subject land is located outside the existing 800 metre walking catchment of the station (refer to existing walkability catchment map in Council report).

Pattern of density and building typology

- The Precinct Plan generally concentrates the highest densities closer to the station, however it also accounts for topography, current and future desired street character, the street network and lot shapes and sizes in identifying the most appropriate densities and housing types throughout the precinct.
- The Plan provides for a range of housing typologies, including town houses, to offer variety and choice.
- The properties on the eastern side of Barrawarn Place are less suitable for taller and larger residential flat buildings if developed independently of other properties. Buildings with larger floor plates and greater height would likely lead to undesirable impacts on adjacent properties (such as Castle Hill Public School) including overshadowing, loss of privacy and built form domination.
- State Government Structure Plan for the Castle Hill station envisages this particular area as low / medium density town house living, as is also proposed in Council's Corridor Strategy and the Castle Hill North Precinct Plan.

'Canyon' effect, overshadowing and amenity

- As the land adjoins lower built forms within the school, a 'canyon' effect will not be created in this location.
- A blanket 8 storey height limit on land to the west in Barrawarn Crescent would not provide an appropriate built form outcome or transition to lower densities. Proposed amendments to the Precinct Plan move away from stipulating a particular building height and instead focus on an overall density, consistent with the approach in the draft Hills Corridor Strategy. Land on the western side of Barrawarn Place will be limited to 96 dwellings per hectare.
- Development controls will require consideration of a site's context. So where a development site is adjacent or adjoining a sensitive land use such as a school or lower densities, height would be reduced at the interface, stepping back to taller buildings more central to the site. Development will also be limited by floor space ratio controls in the LEP.

Feasibility

- The Precinct Plan is a 20-25 year plan. As such, it is unlikely that all land in the Precinct Plan will be redeveloped in the short term. Land that is not redeveloped in the early stages will offer longer term opportunities. The Council report addresses the matter of development feasibility in more detail.

Impacts on school and future development of school land

- A submission received from the Department of Education and Communities requested that development adjacent to schools be limited to 3-4 storeys to maintain consistency in bulk and scale to school buildings, and that development controls address privacy, overshadowing, noise and traffic issues. It is intended however, to apply a maximum building height of 10 metres to land adjoining the school to the north, south and west.
- In accordance with the focus on density and floor space ratio as a means to control the built form, building height in the Precinct will remain largely unspecified in the Local Environmental Plan. Under State Environmental Planning Policy (Infrastructure) 2007, schools are permitted to erect buildings up to 12 metres in height (within the bounds of other complying development requirements). In order to manage any possible redevelopment of the school outside of a complying development scenario, it is proposed to apply the same maximum building height to the school site as will be applied to adjoining land fronting Barrawarn Crescent (10 metres).

ATTACHMENT 2 SITE SPECIFIC REQUESTS

1-13 Barrawarn Place Development Concept

- The State Government Structure Plan for Castle Hill envisaged the subject land as a mixture of single detached dwellings and townhouses, not for medium or high density development. The submitted concept is therefore inconsistent with the State Government Strategy.



Low / Medium Density Townhouse Living Under the vision and Structure Plan it is anticipated this precinct will evolve to become a mixture of single detached dwellings and townhouses. This precinct will serve as a transition between the lower density residential areas beyond the Study Area and the station precinct.

- The submitted 8 and 12 storey concept is not consistent with the desired character of the Precinct which identified the subject land as three storey town houses. The amalgamation of a site in excess of 4,000m² to overcome site fragmentation issues is acknowledged, however the proposed development will not provide an appropriate response to the site's existing or likely future context. Whilst it may be possible to provide basement parking within the available site depth (further analysis of driveway gradients is necessary), of greater concern is that the site depth does not allow for an appropriate transition in building height to adjoining development.
- The proposed development would have an adverse impact on the Castle Hill Public School in terms of privacy, safety of children and domination of the built form, despite the location of a service road or out-of-bounds area on the boundary. The Department of Education and Communities would be likely to object to the proposal on these grounds since it has already been requested that heights adjoining schools not exceed 3-4 storeys. Development on the school site itself will be limited to 10 metres, or 12 metres under complying development allowed under SEPP (Infrastructure) 2007.
- In terms of the site's future context, proposed amendments to the Precinct Plan resulting from the public exhibition will see a reduction in the density that may have originally been anticipated on land on the western side of Barrawarn Place by replacing an 8 storey building height with controls that specify a maximum density of 96 dwellings per hectare coupled with FSR and specific built form controls to manage setbacks and built form transition.
- The revised approach will ensure that buildings respond to a site's context, including interfaces with lower densities. Land that has been highlighted in the Precinct Plan as suitable for high density development (as opposed to a density of 39 dwellings per hectare on the subject site) is also land that provides obvious amalgamation opportunities that will allow for the necessary transitions in building height, achievable only through sufficient site depth. This approach also addresses concerns mentioned in the submission regarding overshadowing of land on the eastern side of Barrawarn Crescent.
- The submission refers to consistency with the site's future context, making reference to future 12 storey buildings located to the east of the school and the site therefore providing a 'good transition'. It is not considered that the subject site, located on the western side of the school, has any significant built form relationship with the site located to the east of the school, particularly since development on the school site is unlikely to be greater than 2-3 levels under current controls. The presence of the school necessitates a specific built form response on adjoining sites. Under the proposed LEP and DCP controls, the site to the east of the school will be required to appropriately distribute building height across the site and provide adequate setbacks to manage the interface with the school. The subject site is not sufficient in size or depth to allow for a similar approach.
- The submission states that planning undertaken for this site would be significantly greater than what would have been undertaken on other sites in the Precinct in order to then inform appropriate LEP controls. Although a detailed concept has been provided, it alone is not sufficient to warrant additional height or density on this site due to constraints which may be insurmountable. The submitted concept proposes a density of approximately **304 dwellings per hectare**. This is entirely inconsistent with the intended density of surrounding land which will be limited to 96 dwellings per hectare. Densities of more than 300 dwellings per hectare are only proposed on certain land located on Old Castle Hill Road such as the Pennant Street Target Site, and within the 400m walking catchment of the station. The subject site is outside the existing 800 metre walking catchment.
- The development would prevent the amalgamation of a 4,000m² minimum development site to the north to allow for a residential flat building / built form that is consistent with the proposed development since only approximately 2,900m² would remain. It is noted that the submission provides a basic concept showing that a building of 8 storeys with basement parking could be provided on this land. The isolation of land below Council's accepted minimum of 4,000m² minimum for residential flat buildings is not appropriate. A building height of 8 to 12 storeys on the subject site would not provide an appropriate transition to medium density (ie. 3 storey town house) development on the adjoining land.
- The site has been assessed as far as possible against the development standards in Council's Residential Flat Building DCP. Whilst compliance with the majority of controls may be demonstrated, this should not be considered an appropriate assessment of the development's suitability. Apart from the issues raised above, it must be recognised that the DCP anticipates development that is a maximum of 4 storeys. It does not provide sufficiently detailed controls relating to bulk and scale, height transition, setbacks, solar access, streetscape and so on, to allow for a comprehensive assessment of development that exceeds this height. Notwithstanding

ATTACHMENT 2 SITE SPECIFIC REQUESTS

this, the compliance table is provided below. Of primary concern in terms of compliance is the ability of the site to provide sufficient useable common open space at ground level (although it is noted that substantial roof top areas are proposed) and which receives the required hours of solar access, the impact on adjoining land to the south in terms of solar access, and the impact of the development on the desired future context of the area.

Development Controls		Proposed Development	Applicant's Assessment	Council Assessment	FORWARD PLANNING COMMENTS														
1	3.1 Site Requirements ➤ Min. frontage – 30m	127.5m	YES	YES	The site has a 127.5m frontage.														
2	3.3 Setbacks – Building Zone ➤ 5 metres clear of existing trees (or the drip line) ➤ Complies with Table 1 <table><tr><td colspan="2">Table 1 Setbacks</td></tr><tr><td>Front (one street frontage)</td><td>10 metres</td></tr><tr><td>Front (two street frontages)</td><td></td></tr><tr><td> Primary Frontage</td><td>10 metres</td></tr><tr><td> Secondary Frontage</td><td>6 metres</td></tr><tr><td>Side</td><td>6 metres</td></tr><tr><td>Rear</td><td>8 metres</td></tr></table>	Table 1 Setbacks		Front (one street frontage)	10 metres	Front (two street frontages)		Primary Frontage	10 metres	Secondary Frontage	6 metres	Side	6 metres	Rear	8 metres	Within 5m of existing trees and within drip line 10m front setback 6-8m side setbacks 8m rear	Minimal trees are located on the site. YES YES YES	NO YES YES YES	The development concept appears to propose removal of existing trees. The submission advises that all setbacks can be met. The current setback controls are intended for residential flat buildings of up to 4 storeys. Greater setbacks will be required for developments of greater height to achieve appropriate height transitions and built form relationship with adjacent properties/streetscape.
Table 1 Setbacks																			
Front (one street frontage)	10 metres																		
Front (two street frontages)																			
Primary Frontage	10 metres																		
Secondary Frontage	6 metres																		
Side	6 metres																		
Rear	8 metres																		
3	3.4 Building Heights (a) Developments on sloping sites are to be stepped so that the ground floor does not exceed one metre above natural ground level immediately below any point on the ground floor. (b) The floor level of any residential room must be no lower than one metre below natural ground level. (c) No building shall contain more than 4 storeys above natural ground level.	8 and 12 Storeys	Not relevant	Not demonstrated Not demonstrated NO	Elevation plans and details of cut and fill not provided. Building is 8 and 12 storeys. The DCP does not anticipate or address development above 4 storeys.														
4	3.5 Building Separation and Treatment 12 metre building separation Space between building suitable for deep rooted planting	Reference is made to Residential Flat Design Code requirement of 12m then 18m for above 4 levels	YES	Unable to be measured	May comply with the additional building separation for taller buildings.														

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5	3.6 Landscaped Area – 50 %	Option A = 2717m ² (56%) Option B = 2857m ² (59%)	YES	YES	Based on calculations provided the concept appears to comply.
6	3.7 Building Length – Max 50 metres	Option A = 90m Option B = 50m	NO YES	NO YES	A concept image for Option A is not provided. Option B (image provided) complies with required building length.
7	3.8 Building Design & Streetscape	Submission advises that development will not be out of character with future development.	Building will be well articulated.	NO	Concept development is not considered to enhance the streetscape or complement adjoining and surrounding existing or likely future development due to its bulk and scale, and lack of articulation and graduated setbacks to the street/ adjoining land.
8	3.9 Urban Design Guidelines Demonstrate conformity with "Baulkham Hills Multi Unit Housing – Urban Design Guidelines 2002". Objectives: <i>i. To encourage urban design principles which reinforce the character of the precinct.</i> <i>ii. To ensure that future development responds to and is compatible with the landscape, topography and visual setting of the area.</i> <i>iii. To promote a built form of high architectural quality which compliments existing streetscape character and improves the amenity of public space.</i>	A detailed urban design statement is not provided.	Will be consistent with desired future character.	NO	The development concept does not provide a satisfactory response to the objectives of this section of the DCP since it is inconsistent with the desired future character of the precinct and is not compatible with adjoining development.
9	3.10 Density ➤ 150-175 persons per Ha	Details not provided.	Not relevant.	NO	Approximately 667 persons per hectare based on 164 dwellings in development.
10	3.11 Unit Layout and Design ➤ 1 bedroom – 75m ² ➤ 2 bedroom – 110m ² ➤ 3 bedroom – 135m ²	Details not provided.	To be detailed in future development application.	Details not provided.	Intended compliance with unit types and sizes is noted.

ATTACHMENT 2 SITE SPECIFIC REQUESTS

11	3.13 Open Space Private: ➤ Ground level – min 4 metres x 3 metres ➤ Above ground – min 10m², min. depth 2.5 metres Common: ➤ 20m² per dwelling ➤ Achieve 4 hours of sun between 9am and 3pm on 21 June	Ground level at 25m ² as per Apartment Design Guide. Balconies will exceed 10m ² 2,717m ² landscape area provided. Option 2 shows solar requirements. Unmeasured amount of rooftop space.	YES YES Communal open space provided.	Detailed plans not provided. Concept shows roof top common open space	Detailed plans not provided. 3,280m ² common open space is required. Solar access requirements not met (3 hours only). Roof top space would receive more solar access. Roof top open space is unsuitable for children's play. This should be provided at the ground level. Roof top activation must be considered in terms of how much should be at ground level and how much can be on rooftops. Rooftop common open space should be provided in addition to carefully designed common open space at the ground level.
12	3.14 Solar Access ➤ Adjoining residential buildings and the major part of their landscape receive at least four hours of sunlight between 9am and 3pm on 21 June ➤ Common open space – four hours between 9am & 3pm on 21 June		YES Communal open space will be capable of compliance.	Detailed calculations not provided. Communal open space at ground level may not achieve required 4 hours.	Shadow diagrams illustrate some substantial overshadowing of existing dwellings to the south. Detailed calculations would be required to determine whether sufficient solar access is provided. Shadow impacts on the school are somewhat reduced since until 12.45pm shadows predominately affect the service road area.
13	3.17 Stormwater Management	Details Unknown	DA stage	Not demonstrated	Unable to be assessed.

ATTACHMENT 2 SITE SPECIFIC REQUESTS

14	3.19 Car parking Rate per unit & visitor parking: ➤ 1 bedroom – 1 space ➤ 2 or 3 bedroom – 2 spaces ➤ Visitor – 2 spaces per 5 dwellings ➤ Lockable single garages min. dimension – 5.5 metres x 3 metres (exclusive of storage) ➤ Lockable double garages min. dimension – 5.5 metres x 5 metres (exclusive of storage) ➤ Visitor parking dimensions – 5.5 metres x 2.6 metres Manoeuvring and ramps: ➤ The first 6 metres of the driveway inside the property boundary to be a maximum of 5% ➤ Ramp grades comply with Australian Standard 2890.1 ➤ Manoeuvring in accordance with Australian Standard 2890.1	Option A requires 339 spaces. Option B requires 308 spaces.	YES	Plans illustrate the provision of a four level basement parking area.	The site depth (<40m) may have implications for ramp grades.
15	3.20 Storage 10m ³ with an area 5m ² and dimension 2 metres.	Details Unknown	Details at DA stage	Not demonstrated	Unable to be assessed
16	3.21 Adaptability, Pedestrian Access & Safety ➤ Lift provided if greater than 2 storeys Accessible housing: ➤ 1 unit in a development < 20 units, or ➤ 5% in a development > 20 units	Details Unknown	Lifts provided. 5% of units can be adaptable.	Not demonstrated	Unable to be assessed.

RECOMMENDATION

No change to Precinct Plan

- The potential development outcomes on the eastern side of Larool Crescent and Barrawarn Place under the density approach of 39 dwellings per hectare remain consistent with the exhibited Precinct Plan.

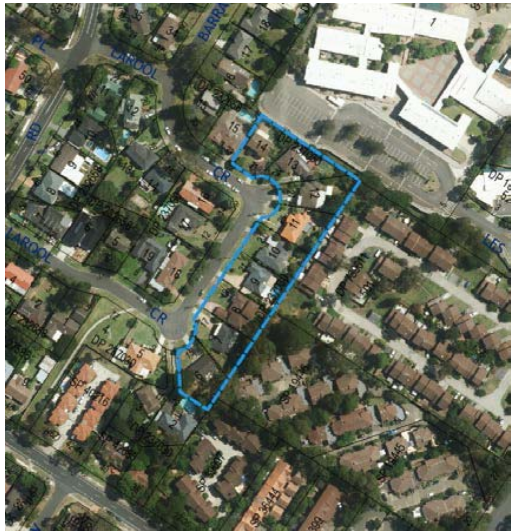
Change to the Precinct Plan

- Land to the west bounded by Larool Crescent, Barrawarn Place, Warren Place and Maurice Hughes Reserve be identified with a density of 96 dwellings per hectare, a reduction in yield from the exhibited Precinct Plan to ensure that future development provides for an appropriate built form relationship with adjacent development with a lower density.

ATTACHMENT 2 SITE SPECIFIC REQUESTS

CASTLE HILL NORTH REQUEST FOR ADDITIONAL HEIGHT

Request No.	2	Submission Nos	1, 3, 4, 5, 6, 10, 11, 23, 24, 35, 113
		Petition No.	2 (Note: The petition also included 33 and 35 Larool Crescent)

PROPERTY / AREA SUBJECT OF SUBMISSION	
Street	Number
Larool Crescent (east)	15, 17, 19, 21, 23, 25, 27, 29 and 31
LOCATION / EXHIBITED STRUCTURE PLAN	
	
SUBMISSION DETAILS	
Issue	Building height (3 storey town houses) Inconsistency with State Government Strategy and statements within the Precinct Plan. Proposed pedestrian and vehicular links from Pennant Street to Larool Crescent.
Request / s	Requests for increase in building height to 6, 8 and 12 storeys.
Reasons	- Feasibility - 3 storey town houses would be unlikely to occur due to the lack of return on investment resulting in a single storey free standing premises remaining. The area would be a bottleneck to future development. Land would remain undeveloped and surrounded by 8 and 12 storey developments. Developers have made option agreements based on a minimum of 5 storeys being achieved. 3 storeys is inconsistent with statements in the Precinct Plan relating to the purpose of town houses to provide a transition to lower residential areas, the need to capitalise on opportunities for higher densities in key locations close to the centre, and general acceptance of higher densities within 400-800 metres of transport. - Land is within 400m of train station (less if additional links provided). - Inconsistent with the vision of 7-20 storeys in the State Government Castle Hill Station Structure Plan. - Height increase would be consistent with section 117 Ministerial Directions 3.1 – Residential Zones, 5.9 NWRL Corridor Strategy and 7.1 – Implementation of A Plan for Growing Sydney since it will allow for increased densities, encourage transit oriented development, ensure development is consistent with the NWRL Corridor Strategy and Structure Plan by providing increased densities close to centres and good public transport. 3 storey town houses will result in a 'valley' amongst tall buildings. - The land would be overshadowed by 8 storey development on the western side of Larool Crescent and traffic congestion will be a problem. - There would be no overshadowing impacts on the school if height were to increase. - Council is looking at sites in isolation rather than considering potential amalgamation opportunities. Existing roads could be acquired and the area master planned so that obsolete roadways no longer define zone boundaries. The inclusion of this land with adjoining 12 storey development provides an opportunity for secondary road access. - Proposed road link from Larool Crescent to Pennant Street should be contributed to by all developers. Concern that it would detract from the value of the property it is shown to

ATTACHMENT 2 SITE SPECIFIC REQUESTS

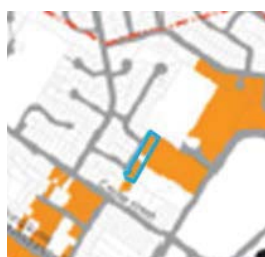
	travel through in addition to the awkward angle at which it would enter Larool Crescent. • Lot depth is not an impediment to redevelopment. Lots can be amalgamated to create larger sites. Developers are willing to purchase multiple properties and would also prefer to purchase the roadway. • Proposed walkway to Pennant Street to Larool Crescent is not necessary and would be difficult to provide due to strata title nature of adjoining land. Would also affect ability of 15 Larool Crescent to develop with adjoining land.
Submitted Concept	• Shadow diagrams were provided for land at 27-35 Larool Crescent (adjoining the southern boundary of the school) based on a theoretical block form of 12 storeys. The shadow diagrams were generated based on northern hemisphere rather than southern hemisphere settings and therefore reflect shadows in mid-summer with shadow cast to the north instead of in winter with shadows cast to the south. The diagrams are therefore not relevant to the consideration of the site specific issues raised. No other site concept was provided in relation to this area of the Precinct.
COMMENTS	
Feasibility • The Precinct Plan is a 20-25 year plan. As such, it is unlikely that all land in the Precinct Plan will be redeveloped in the short term. Land that is not redeveloped in the early stages will offer longer term opportunities. The Council report addresses the matter of development feasibility in more detail.	
Building typology • The Precinct Plan generally concentrates the highest densities closer to the station, however it also accounts for topography, current and future desired street character, the street network and lot shapes and sizes in identifying the most appropriate densities and housing types throughout the precinct. • The Plan provides for a range of housing typologies, including town houses, to offer variety and choice. • The subject land is located within the 800-1000m walking catchment of the station (refer to existing walkability map in Council report), therefore a maximum density of 39 dwellings per hectare is considered reasonable also having regard to the site's constraints. • It is acknowledged that due to the position of the school to the north there will be little impact on the school in terms of overshadowing. Further, the presence of a car park would assist in mitigating privacy concerns for the school. • Notwithstanding this, the properties on the eastern side of Larool Crescent are less suitable for taller and larger residential flat buildings if developed independently of other properties. Buildings with larger floor plates and greater height would likely lead to undesirable impacts on adjacent properties (such as adjoining medium density development) including overshadowing, loss of privacy and built form domination. Whilst it may be possible to provide basement parking within the available site depth, it does not allow for an appropriate transition in building height to adjoining development.	
'Valley' concerns, amenity and density • There is concern that the subject land will remain as a 'valley' amongst taller buildings if it is not developed or is developed as 3 storey town houses. At face value it may appear that the Precinct Plan isolates these properties between higher built forms, however the Plan must be understood in the context of the detailed controls that have now been developed and the revised focus of the Precinct Plan on density, quality built form outcomes and character as opposed to specifying particular building heights on any land. This is consistent with the approach taken in the draft Hills Corridor Strategy for all of the station precincts. • In terms of the land's future context, proposed amendments to the Precinct Plan resulting from the public exhibition will see a reduction in the density that may have originally been anticipated on land on the western side of Larool Crescent by replacing an 8 storey building height with controls that specify a maximum density of 96 dwellings per hectare coupled with FSR and specific built form controls to manage setbacks and built form transition. The revised approach will ensure that buildings respond to a site's context, including interfaces with lower densities. So where a development site is adjacent or adjoining a sensitive land use such as a school or lower densities, height would be reduced at the interface, stepping back to taller buildings more central to the site. • Land that has been highlighted in the Precinct Plan as suitable for high density development (as opposed to a density of 39 dwellings per hectare on the subject site) is also land that provides obvious amalgamation opportunities that will allow for the necessary transitions in building height, achievable only through sufficient site depth. This also addresses concerns mentioned in a submission regarding overshadowing of land on the eastern side of Larool Crescent. • Traffic and parking concerns are addressed in detail in the Council report.	
Key Site amalgamation • Council is cognisant of possible aggregation of development sites. The possibility of amalgamation of the subject land with adjoining land to the east is acknowledged. The benefit of such an amalgamation in providing a secondary vehicle access point (in addition to Pennant Street) and an additional pedestrian link is also recognised. However, drafting of planning provisions cannot count upon sites being aggregated to overcome constraints imposed by factors such as shallow lot depth. The ability to accommodate basement parking on a shallow lot depth is not sufficient on its own to justify an increase in building height since other factors must be considered.	

ATTACHMENT 2 SITE SPECIFIC REQUESTS

- In the case of the subject land, site amalgamation would also have to overcome strata title ownership in excess of 40 separate owners in addition to agreement with Housing NSW which cannot be assumed. As explained above however, should the land not be amalgamated with adjoining land, proposed LEP and DCP controls will ensure that any adjoining development will provide for appropriate setbacks and height transition to lower densities.
- Where a development site is amalgamated, it must be of sufficient size, depth and orientation in order to achieve a high level of amenity and to adequately address adjoining sensitive uses or lower densities through setbacks and transitions in building height. The amalgamation of a development site with land to the east may, if supported by a masterplan that demonstrates design excellence and public domain improvements offer an opportunity for the consideration of increased density (refer to additional incentives for Key Sites in Council report).
- Possible pedestrian links are marked on the Precinct Plan to highlight opportunities to improve the Precinct's permeability. Links will only be provided where sites are amalgamated and as such, will not be the sole responsibility of one owner of a standard residential block where a link may be identified. Further consideration of the Precinct Plan has led to the realignment of a pedestrian link from Les Shore Place to Larool Crescent, and the deletion of a pedestrian link from Pennant Street to Larool Crescent due to existing access via Larool Crescent Reserve via Castle Street.

Consistency with State Government Structure Plan and other Policy

- It is recognised that the State Government Structure Plan for Castle Hill highlights the land as having potential to accommodate higher densities. However, the strategy did not set out to establish detailed planning controls to facilitate development, and did not involve an in-depth examination of site constraints, dwelling densities nor the walkable catchment of the train station. Any consideration of medium or high density living requires sites of an appropriate size which can be master planned to deliver high levels of amenity.

**High Density Apartment Living**

It is anticipated that under the vision and Structure Plan that this precinct could accommodate multi-dwelling housing only where the site is an appropriate size to deliver a high level of amenity for the existing and future residents. This could comprise of 7-20 storey apartment buildings, carefully master planned around communal open spaces and incorporating landscaped setbacks to existing streetscapes.

- The Precinct Plan as a whole is consistent with Ministerial Planning Directions that seek to deliver increased densities with proximity to centres and transport. The presence of lower densities in the Precinct is a response to the context and constraints applicable to certain land.

RECOMMENDATION**No change to Precinct Plan**

1. The potential development outcomes on the eastern side of Larool Crescent under the density approach of 39 dwellings per hectare remain consistent with the exhibited Precinct Plan.

Change to the Precinct Plan

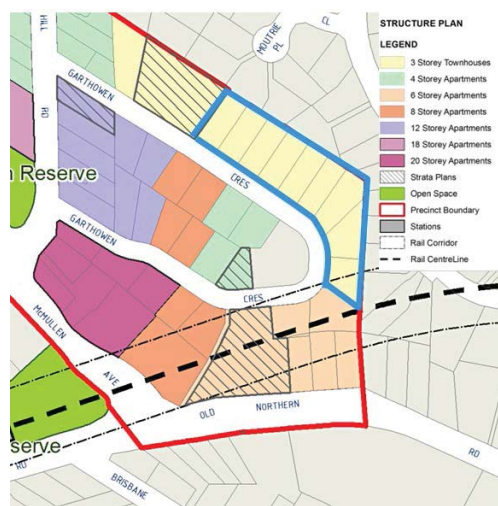
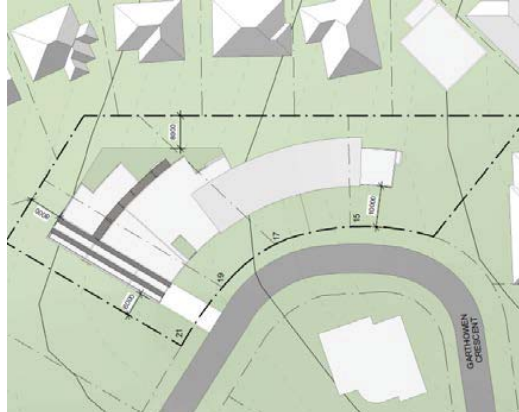
1. Potential pedestrian link from Pennant Street to Larool Crescent through 20 Pennant Street and 15 Larool Crescent be deleted.
2. Potential street link from Les Shore Place to Larool Crescent be realigned and identified as a potential pedestrian link.
3. No 15 Larool Crescent be identified with a maximum density of 240 dwellings per hectare consistent with adjoining land to the south (see Site Specific Request No. 5 – 15 Larool Crescent).
4. Land to the west be identified with a density of 96 dwellings per hectare, a reduction in yield from the exhibited Precinct Plan to ensure that future development provides for an appropriate built form relationship with adjacent development with a lower density.

Potential Key Sites

1. Possible merit if Larool Crescent properties are amalgamated with adjoining land to the east, subject to master planning and demonstration of improved outcomes and public domain improvements.

ATTACHMENT 2 SITE SPECIFIC REQUESTS

CASTLE HILL NORTH REQUEST FOR ADDITIONAL HEIGHT

Request No.	3	Submission No. Petition No.	126 1
PROPERTY / AREA SUBJECT OF SUBMISSION			
Street	Number		
Garthowen Crescent	15, 17, 19, 21, 23, 25, 27, 29, 31		
LOCATION / EXHIBITED STRUCTURE PLAN			
			
SUBMISSION DETAILS			
Issue	Building height (3 storey town houses)		
Request /s	- A petition from owners of 15-31 Garthowen generally request increased height. - Submission and development concept for 15-21 Garthowen Crescent: 12 storeys - R4 High Density Residential zone - Maximum building height - 38 metres - Floor Space Ratio - 3.5:1		
Reasons	- Site of 4,045m² has been acquired (Nos. 15-21), overcoming constraint of multiple ownerships and quality of existing dwelling houses. - Within 400m of station. - Due to location and site orientation a 12 storey building can be accommodated without adverse impacts on adjoining properties. - Consistent with desired future character of Garthowen Crescent. - Solar access to adjoining land in Winchcombe Avenue is sufficient. - Required front and rear setbacks can be provided (10m and 8m).		
Submitted Concept	 Concept submitted in relation to 15-21 Garthowen Crescent (4,045m² development site)		
COMMENT			

ATTACHMENT 2 SITE SPECIFIC REQUESTS

Distance to Castle Hill train station

- The subject land is located within an 800m walking catchment of the station (refer to existing walkability map in Council report), however is not within the ideal 400 metre walking catchment.

Amenity impacts of surrounding properties

- A 12 storey built form on this site fails to provide an appropriate transition to adjoining low density housing. It would have adverse impacts on the amenity of adjoining land in Winchcombe Avenue and Moutrie Place including overshadowing, loss of privacy and built form domination.
- The subject land does not provide sufficient depth to allow for significant transition in building height that may assist in offsetting the impacts of a residential flat building in this location. The north and western sides of Garthowen Crescent contain existing town houses and comparatively lower scale residential flat buildings that incorporate a stepped built form and setbacks, providing an appropriate response to the character and topography of the area and the adjacent heritage item "Garthowen House".

Desired future character

- The Precinct Plan provides for a range of housing typologies, including town houses and apartments, to offer variety and choice for future residents in close proximity to the centre and train station. The exhibited Precinct Plan took into account topography, current and future desired street character, the street network and lot shapes and sizes in identifying the most appropriate densities and housing types in the precinct.
- Areas identified in the Plan for town houses are generally less suitable for taller and larger residential flat buildings if developed independently of other properties. Buildings with larger floor plates and greater height would likely lead to undesirable impacts on adjacent properties including overshadowing, loss of privacy and domination of smaller or lower buildings, such as adjoining low density housing.
- In the draft Hills Corridor Strategy residential yields have been expressed throughout each of the station precincts in terms of 'maximum dwellings per hectare' as opposed to focusing on building height outcomes by specifying a particular number of storeys. This will provide greater certainty as to an appropriate distribution of densities throughout the Precinct, and will ensure that the precinct as a whole will provide the necessary and desirable densities to support the emergence of Castle Hill as the premier centre in The Hills. Consistent with this approach, the Structure Plan for Castle Hill North as amended, now also emphasises density and quality built form outcomes as opposed to specifying particular building heights.

Sufficient solar access

- The proposed development does not permit sufficient solar access to properties adjacent to the rear of the development site. Properties on Winchcombe Place are also affected by overshadowing, in particular 25a Winchcombe Ave, Castle Hill does not receive the required 4 hours of solar access.
- The common landscape area in the front setback provided is a secondary use space, is substantially shadowed and does not receive at least four hours of sunlight between 9am-3pm

15-21 Garthowen Crescent development concept

- The State Government Structure Plan for Castle Hill envisaged the subject land as medium density apartment living, however this is only achievable where the site is an appropriate size to deliver high amenity for existing and future residents. It also envisages 3 to 6 storey apartment buildings carefully master planned around communal open space. The concept provided is considered inconsistent with the NWRL Corridor Strategy.

**Medium Density Apartment Living**

It is anticipated that this precinct could accommodate multi-dwelling housing only where the site is an appropriate size to deliver a high level of amenity for the existing and future residents. This could comprise of 3-6 storey apartment buildings, carefully master planned around communal open spaces and incorporating landscaped setbacks to existing streetscapes.

- The submitted concept is not consistent with the desired character of the Precinct, which identified the land for 3 storey townhouses. The submission states that higher development is appropriate on this site because higher development is identified on the opposite side of Garthowen Crescent. While taller development is identified on the opposite side of Garthowen Crescent, the height is concentrated toward Old Castle Hill Road and the properties on the "inside" of Garthowen Crescent can amalgamate to form a development site of sufficient depth to step down to the street and to Garthowen House. The amalgamation of the subject properties to a development site in excess of 4000m² does not remove the constraint of the lot depth and would not result in a development that could appropriate step down to the adjacent low density development. The sharp difference between existing low density residential and future townhouses or terraces to a 12 storey tower is inconsistent with Council's approach of concentrating the highest densities within 400 metres of the station to maximise patronage of the rail and minimise any adverse impacts on the low density residential interface adjacent to the precinct.
- The submission argues that the development would not have an adverse impact on the adjacent properties however the proposed concept does not demonstrate an appropriate interface with low density housing. The privacy impacts on properties to the north and west of the proposed concept development would be severely impacted by the bulk and scale of the proposed building.

ATTACHMENT 2 SITE SPECIFIC REQUESTS

- The subject sites are located directly opposite the heritage item Garthowen House. Any development on Garthowen Crescent needs to address the heritage item in a sensitive way. The proposed concept is excessively high and does not step building form down to the heritage item to create an appropriate transition. An example of a development transitioning to the street is located adjacent to the subject site in the Northpoint development. It steps down to 2 storeys at the street to provide consistent character at the street level. The proposed concept does not provide this transition, nor is the site of a sufficient depth that a building taller than the identified 3 storey townhouses would be capable of such a transition.
- The submitted concept proposes a density of approximately **309 dwellings per hectare**. This is entirely inconsistent with the intended density of surrounding land which will range from 39 to 192 dwellings per hectare. Densities of more than 300 dwellings per hectare are concentrated toward Old Castle Hill Road and within the 400m walking catchment of the station. The site is within the 800 metre walking catchment of the station.
- The site has been assessed as far as possible against the development standards in Council's Residential Flat Building DCP. Whilst compliance with the majority of controls may be demonstrated, this should not be considered an appropriate assessment of the development's suitability. Apart from the issues raised above, it must be recognised that the DCP anticipates development that is a maximum of 4 storeys. It does not provide sufficiently detailed controls relating to bulk and scale, height transition, setbacks, solar access, streetscape and so on, to allow for a comprehensive assessment of development that exceeds this height. Notwithstanding this, the compliance table is provided below. Of primary concern in terms of compliance is ability of the site to provide usable communal open space with appropriate solar access, the interface with the existing low density and the lack of a transition of height across the site and the impact of the development on the desired future context of the area.

Development Controls		Proposed Development	Applicant's Assessment	Council Assessment	COMMENTS														
1	3.1 Site Requirements ➤ Min. frontage – 30m	75m	YES	YES	The site has a 75m frontage.														
2	3.3 Setbacks – Building Zone ➤ 5 metres clear of existing trees (or the drip line) ➤ Complies with Table 1 <table><tr><td colspan="2">Table 1 Setbacks</td></tr><tr><td>Front (one street frontage)</td><td>10 metres</td></tr><tr><td>Front (two street frontages)</td><td></td></tr><tr><td> Primary Frontage</td><td>10 metres</td></tr><tr><td> Secondary Frontage</td><td>6 metres</td></tr><tr><td>Side</td><td>6 metres</td></tr><tr><td>Rear</td><td>8 metres</td></tr></table>	Table 1 Setbacks		Front (one street frontage)	10 metres	Front (two street frontages)		Primary Frontage	10 metres	Secondary Frontage	6 metres	Side	6 metres	Rear	8 metres	Within 5m of existing trees and within drip line 10m front setback 6-8m side setbacks 8m rear	Not assessed YES YES YES	NO YES YES YES	The development concept appears to propose removal of existing trees. The submission advises that all setbacks can be met. The current setback controls are intended for residential flat buildings of up to 4 storeys. Greater setbacks will be required for developments of greater height to achieve appropriate height transitions and built form relationship with adjacent properties/ streetscape.
Table 1 Setbacks																			
Front (one street frontage)	10 metres																		
Front (two street frontages)																			
Primary Frontage	10 metres																		
Secondary Frontage	6 metres																		
Side	6 metres																		
Rear	8 metres																		
3	3.4 Building Heights (a) Developments on sloping sites are to be stepped so that the ground floor does not exceed one metre above natural ground level immediately below any point on the ground floor. (b) The floor level of any residential room must be no lower than one metre below natural ground level. (c) No building shall contain more than 4 storeys above natural ground level.	12 Storeys	Not relevant	Not demonstrated Not demonstrated NO	Elevation plans and details of cut and fill not provided. Building is 12 storeys in height. The DCP does not anticipate or address development above 4 storeys.														

ATTACHMENT 2 SITE SPECIFIC REQUESTS

4	3.5 Building Separation and Treatment 12 metre building separation Space between building suitable for deep rooted planting	6 metres setbacks for 4 storeys and under and 9 metres setback above 4 storeys.	YES	Not demonstrated.	Should have minimum 12m to comply with DCP- Apartment Design Guide requires additional separation for buildings over 9 storeys.
5	3.6 Landscaped Area – 50 %	2316m ² (57%)	YES	YES	Based on calculations provided the concept appears to comply.
6	3.7 Building Length – Max 50 metres	Submission states the building length does not comply as the building is curved.	NO 61m from corner to corner.	NO	Building length is between 61m and 77m.
7	3.8 Building Design & Streetscape “Multi-Unit Housing: Urban Design Guidelines 2002” Development Controls 2. Designs must be in harmony in terms of form, mass, colour and structure with the existing and likely future development in the street.	Submission advises that development will not be out of character with future development	The building is well articulated.	NO	Building is not in harmony with the form, mass and structure of the existing and likely future development in the street. The proposed development does not address the existing low density interface with a transition of height across the site.
8	3.9 Urban Design Guidelines Demonstrate conformity with “Baulkham Hills Multi Unit Housing – Urban Design Guidelines 2002”. Objectives: <i>iv. To encourage urban design principles which reinforce the character of the precinct.</i> <i>v. To ensure that future development responds to and is compatible with the landscape, topography and visual setting of the area.</i> <i>To promote a built form of high architectural quality which compliments existing streetscape character and improves the amenity of public space.</i>	Design does not transition to surrounding buildings forms/proposed forms.	Will be consistent with desired future character.	NO	The development concept does not provide a satisfactory response to the objectives of this section of the DCP since it is inconsistent with the desired future character of the precinct and is not compatible with adjoining development.
9	3.10 Density ➤ 150-175 persons per Ha	Details not provided.	Not relevant.	NO	Approximately 597 persons per hectare based on 125 dwellings in development.
10	3.11 Unit Layout and Design ➤ 1 bedroom – 75m ² ➤ 2 bedroom – 110m ² ➤ 3 bedroom – 135m ²	Details not provided.	To be detailed in future development application.	Details not provided.	Intended compliance with unit types and sizes is noted.

ATTACHMENT 2 SITE SPECIFIC REQUESTS

11	3.13 Open Space Private: ➤ Ground level – min 4 metres x 3 metres ➤ Above ground – min 10m², min. depth 2.5 metres Common: ➤ 20m² per dwelling ➤ Achieve 4 hours of sun between 9am and 3pm on 21 June	Ground level at 25m ² as per Apartment Design Guide. Balconies will exceed 10m ² 2,316m ² landscape area provided. Unmeasured amount of rooftop space.	YES YES Communal open space provided.	Detailed plans not provided. Concept shows roof top common open space.	Detailed plans not provided. 2,500m ² common open space is required. Solar access requirements not met, however roof top space would receive more solar access. Roof top open space is unsuitable for children's play. This should be provided at the ground level. Roof top activation must be considered in terms of how much should be at ground level and how much can be on rooftops. Rooftop common open space should be provided in addition to carefully designed common open space at the ground level.
12	3.14 Solar Access ➤ Adjoining residential buildings and the major part of their landscape receive at least four hours of sunlight between 9am and 3pm on 21 June ➤ Common open space – four hours between 9am & 3pm on 21 June		YES Communal open space will be capable of compliance.	Not demonstrated.	Winchcombe Place properties have some shadows. Front setback area of site has substantial shadow.
13	3.17 Stormwater Management	Details Unknown	DA stage	Not demonstrated.	Unable to be assessed

ATTACHMENT 2 SITE SPECIFIC REQUESTS

14	3.19 Car parking Rate per unit & visitor parking: ➤ 1 bedroom – 1 space ➤ 2 or 3 bedroom – 2 spaces ➤ Visitor – 2 spaces per 5 dwellings ➤ Lockable single garages min. dimension – 5.5 metres x 3 metres (exclusive of storage) ➤ Lockable double garages min. dimension – 5.5 metres x 5 metres (exclusive of storage) ➤ Visitor parking dimensions – 5.5 metres x 2.6 metres Manoeuvring and ramps: ➤ The first 6 metres of the driveway inside the property boundary to be a maximum of 5% ➤ Ramp grades comply with Australian Standard 2890.1 ➤ Manoeuvring in accordance with Australian Standard 2890.1	272 spaces required	Capable of complying	Not demonstrated.	The site depth (50m maximum) may have implications for ramp grades. Applicant's assessment refers to an 8 storey development when calculating car parking, rather than 12 storeys. Car parking requirements are unclear.
15	3.20 Storage 10m ³ with an area 5m ² and dimension 2 metres.	Details Unknown	Details at DA stage	Not demonstrated.	Unable to be assessed
16	3.21 Adaptability, Pedestrian Access & Safety ➤ Lift provided if greater than 2 storeys Accessible housing: ➤ 1 unit in a development < 20 units, or ➤ 5% in a development >20 units	Details Unknown	Lifts provide. 5% of units can be adaptable.	Not demonstrated.	Unable to be assessed

RECOMMENDATION

No change to Precinct Plan

1. The potential development outcomes on the subject land in Garthowen Crescent under the density approach of 39 dwellings per hectare remain consistent with the exhibited Precinct Plan.

ATTACHMENT 2 SITE SPECIFIC REQUESTS

CASTLE HILL NORTH REQUEST FOR ADDITIONAL HEIGHT

Request No.	4	Submission Nos.	130 and 132
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PROPERTY / AREA SUBJECT OF SUBMISSION	
Street	Number
Larool Crescent	4, 6, 8, 10, 12, 14, 16, 18, 20 and 22
Carramarr Road	44, 46, 48 and 50

LOCATION / EXHIBITED STRUCTURE PLAN	
	

SUBMISSION DETAILS	
Issue	Building height and transition
Requests	- Submission No. 130 does not object to the 8 storey height limit but requests a numerical height in the LEP account for the provision of rooftop open space. - A FSR of 3.5 – 4.0:1 is recommended. - It is suggested that the current mix and size of apartments be reviewed and that the provision of substantial basement parking that will increase car ownership appears counter to the goal of the rail to encourage use of public transport. - Submission No. 132 requests increase in building height from eight (8) to between 12 and 18 storeys in the north and south respectively, with an FSR of 4.15:1. - Show potential pedestrian link on site in the Precinct Plan. - Insert a Future Walkable Catchment Plan which shows the 400m, 800m and 1000m walkable catchment based on future links in the area.
Reasons	- Site of 10,000m²+ can be consolidated and has potential to accommodate innovative architecture and landscape design. - Within 800m of the station (with future links in place). - Similarities to the Larool Crescent 18 storey site (ie. low lying site). - Will provide a better transition between adjacent 8 and 18 storey sites. - Increased height could be incentive based. - There are no direct interfaces with low density housing.
Submitted Concept	 8-12 storey concept (Rothelowman / Robinson Urban Planning) (Submission 132)

ATTACHMENT 2 SITE SPECIFIC REQUESTS

	 Preferred 8 to 12 and 18 storey concept (Submission 132)
COMMENTS	
Apartment mix and size - Council adopted revised apartment size and mix standards in 2014 following extensive research in order to strike an appropriate balance between affordability and amenity of apartments appropriate for The Hills Shire. A further review is not warranted at this time. Connectivity and distance to Castle Hill train station - The site is located on the periphery of the 800m walking catchment (refer to existing walkability catchment map in Council report). It is possible that walking catchments will improve however the provision of links is dependent on the form and timing of future development. - It is agreed that a north/south pedestrian link on the site would increase permeability and benefit the surrounding area. Development concept - Submission No. 130 indicated satisfaction with an 8 storey height limit, suggesting that a numerical height be specified in the LEP which also allows for roof top common open space. An FSR of 3.5 – 4.0:1 was suggested based on experience. The submission was not accompanied by a concept plan. - As explained in the Council report, the Precinct Plan now emphasises density and quality built form outcomes as opposed to specifying particular building heights, and will rely on DCP controls and an appropriate FSR to guide future development. - Submission No. 132 was accompanied by a Site Assessment and concept design for a development consisting of 8 to 12-18 storeys. The concept seeks to increase the landscaped / common open space potential of the site and to achieve a smooth transition in building height between adjoining 8 and 12 storey developments. Developments that respond to a site's context are encouraged by the Precinct Plan. In moving away from specific building heights and instead focusing on maximum dwelling densities, the amended Precinct Plan will provide a framework for development to incorporate flexibility in building heights and design in order to achieve the best built form outcomes within the bounds of key controls (such as building setbacks, building height transition, floor space ratio and density) and planning considerations (such as topography, overshadowing and sensitive interfaces). - However as part of investigations undertaken in the preparation of the Draft Hills Corridor Strategy, the Precinct has been re-examined in terms of the maximum dwelling density that is appropriate for each site, based on its location, position in the walkable catchment around the train station, and its physical characteristics, and to ensure that the Precinct will as a whole, provide the desired density for Castle Hill over a 25 year period. - As a result, the amended Structure Plan identifies the greatest dwelling densities on land in closest proximity to the train station, also taking into account other considerations such as interface sensitivities. The subject land is therefore recommended for a maximum density of 96 dwellings per hectare, a reduction in yield from the exhibited Precinct Plan to ensure that future development provides for an appropriate built form relationship with adjacent development with lower densities to the west at the edge of the Precinct. Consistency with State Government Structure Plan - The submission recognises that the land was identified for possible medium densities in the State Government Corridor Strategy. The land is identified in the Castle Hill Structure Plan as partly an area expected to remain unchanged and partly capable of medium density apartment living (3-6 storeys). The proposed amendments to the Precinct Plan in identifying the site with a maximum dwelling density of 96 dwellings per hectare is consistent with the Structure Plan.	

ATTACHMENT 2 SITE SPECIFIC REQUESTS

**Areas Expected to Remain Unchanged**

Within the Study Area there are areas and sites which are expected to remain largely unchanged through the delivery of the NWRL and the Structure Plan.

This is due to a number of factors including existing uses, varying degrees of constraints, connectivity, accessibility and market demand.

**Medium Density Apartment Living**

It is anticipated that this precinct could accommodate multi-dwelling housing only where the site is an appropriate size to deliver a high level amenity for the existing and future residents. This could comprise of 3-6 storey apartment buildings, carefully master planned around communal open spaces and incorporating landscaped setbacks to existing streetscapes.

- The need to provide a suitable transition to low density dwellings outside the Precinct boundary has necessitated a maximum dwelling density of 96 dwellings per hectare. The same density will also be applied to land to the north and south of the subject site where 8 and 18 storey development were initially envisaged in the Precinct Plan.

Key Site amalgamation

- The amalgamation of a development site as proposed may, if supported by a masterplan that demonstrates design excellence and offers solutions to cater for the increased demand for infrastructure / recreation, an opportunity for the consideration of increased density (refer to additional incentives for Key Sites in Council report).

RECOMMENDATION**Change to the Precinct Plan**

- The subject land be identified with a maximum dwelling density of 96 dwellings per hectare.
- A north/south pedestrian link be identified on the Opportunities Map in the Precinct Plan.

Potential Key Site

- Matter raised has merit if sites are amalgamated and master planned and a proponent can demonstrate improved outcomes and public domain improvements.

ATTACHMENT 2 SITE SPECIFIC REQUESTS

CASTLE HILL NORTH REQUEST FOR ADDITIONAL HEIGHT

Request No.	5	Submission Nos.	4, 5, 16, 23
PROPERTY / AREA SUBJECT OF SUBMISSION			
Street		Number	
Larool Crescent		15	
LOCATION / EXHIBITED STRUCTURE PLAN			
			
SUBMISSION DETAILS			
Issue	Building height Site amalgamation		
Request /s	Request increase in height from 3 to 12 storeys.		
Reasons	Provide a more useable development site if amalgamated with adjoining land in Larool Crescent to the south and west.		
Concept	None.		
COMMENT			
It is agreed that 15 Larool Crescent may have potential for amalgamation with other properties in Larool Crescent to the south to create a logical development site.			
RECOMMENDATION			
Change to the Precinct Plan			
1. A maximum dwelling density of 240 dwellings per hectare be applied to 15 Larool Crescent on the Structure Plan, consistent with adjoining land to the south and east.			

ATTACHMENT 2 SITE SPECIFIC REQUESTS

CASTLE HILL NORTH REQUEST FOR ADDITIONAL HEIGHT

Request No.	6	Submission Nos.	131
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PROPERTY / AREA SUBJECT OF SUBMISSION	
Street	Number
Pennant Street	20 and 22

LOCATION / EXHIBITED STRUCTURE PLAN	
	

SUBMISSION DETAILS	
Issue	Building height
Request / s	Increase building height from 12 storeys to 18 storeys
Reasons	• Within 400m of the train station. • Will enable a commercially viable collective sale of 20 & 22 Pennant Street. To not increase height risks the land not being redeveloped. • Limited impact on adjoining properties in respect to overshadowing. • 15 Larool Crescent is requested to be included within the 12 storey area. • Redevelopment will enable a pedestrian link from Pennant Street to Larool Crescent. • The Pennant Street Target Site is located within close proximity and proposed for 18 storeys and on a much higher topography than the subject site.
Submitted Concept	None.

COMMENT
Feasibility • The submission argues that multiple-ownership necessitates a higher yield in order to provide feasible redevelopment of the site. The Precinct Plan is a 20-25 year plan. As such, it is unlikely that all land in the Precinct Plan will be redeveloped in the short term. This may apply to land that is affected by strata subdivision with a large number of owners. The combined site has 40 separate owners. The site also adjoins land to the south that is occupied by three separate town house developments and the Castle Hill Police Station. • Land that is not redeveloped in the early stages will offer longer term opportunities. The Council report addresses the matter of development feasibility in more detail. Connectivity • The site is located within the 800m walking catchment (refer to existing walkable catchment map in Council report). It is possible that walking catchments will improve however the provision of links is dependent on the form and timing of future development. • An additional pedestrian link through the site is no longer considered necessary due to existing access via the Larool Crescent Reserve, and a possible link from Les Shore Place to Larool Crescent. However if a link was provided in the redevelopment of the site this would be a positive outcome. However this possibility alone does not warrant an increase in development potential on the site. • Consistent with areas of similar walking distance and potential for development, the subject area is considered appropriate to provide a maximum density of 240 dwellings per hectare. Impact of proposed increase in height

ATTACHMENT 2 SITE SPECIFIC REQUESTS

- Future development on the site must consider impacts on adjoining land, particularly in relation to overshadowing and privacy. The distribution of height, interfaces with lower densities and overshadowing will be addressed through specific development controls. Without such controls in place any substantial development on the site (be it 12 or 18 storeys) would have adverse impacts on adjoining land to the south. An increase in density on the site would increase potential for impacts on adjoining land.
- The site is compared to the Pennant Street Target Site. This target site was the subject of a separate planning process prior to the commencement of investigations into Castle Hill North. It's position on the northern side of Pennant Street ensure that heights of up to 18 storeys will primarily create shadows that fall on the road or Castle Towers rather than adjoining residential properties.

Potential amalgamation

- In addition to amalgamation of the site itself, the site may also be considered for amalgamation with adjoining land in Larool Crescent to form a 'key site'. This may provide an opportunity for an alternative master planned outcome, providing a proponent can demonstrate improved outcomes, public domain improvements and the provision of necessary infrastructure (refer to additional incentives for Key Sites in Council report).

RECOMMENDATION**No change to the Precinct Plan**

1. The potential development outcomes on the subject land under the density approach of 240 dwellings per hectare remain consistent with the exhibited Precinct Plan.

Change to the Precinct Plan

1. A pedestrian link along the southern boundary of the site shared with adjoining land be deleted from the plan since it is unlikely to be provided due to multiple strata title properties.

Potential Key Site

1. Possible merit if sites are amalgamated and master planned and a proponent can demonstrate improved outcomes and public domain improvements.

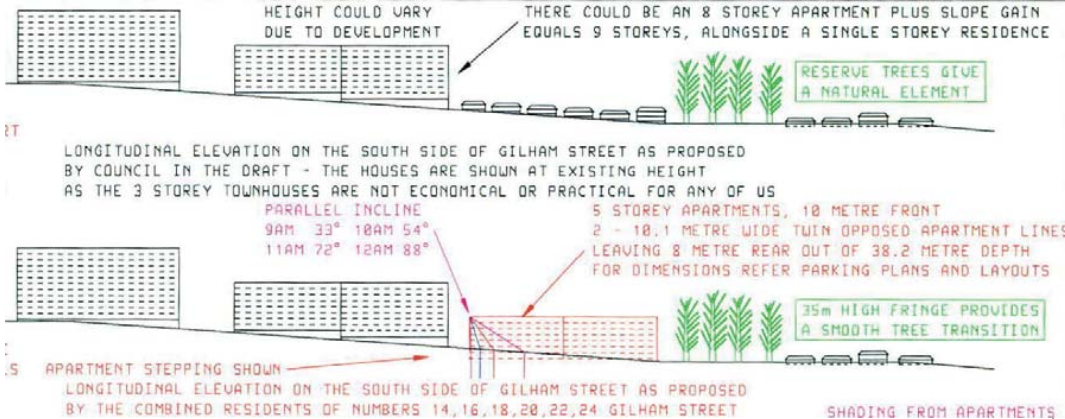
ATTACHMENT 2 SITE SPECIFIC REQUESTS

CASTLE HILL NORTH REQUEST FOR ADDITIONAL HEIGHT

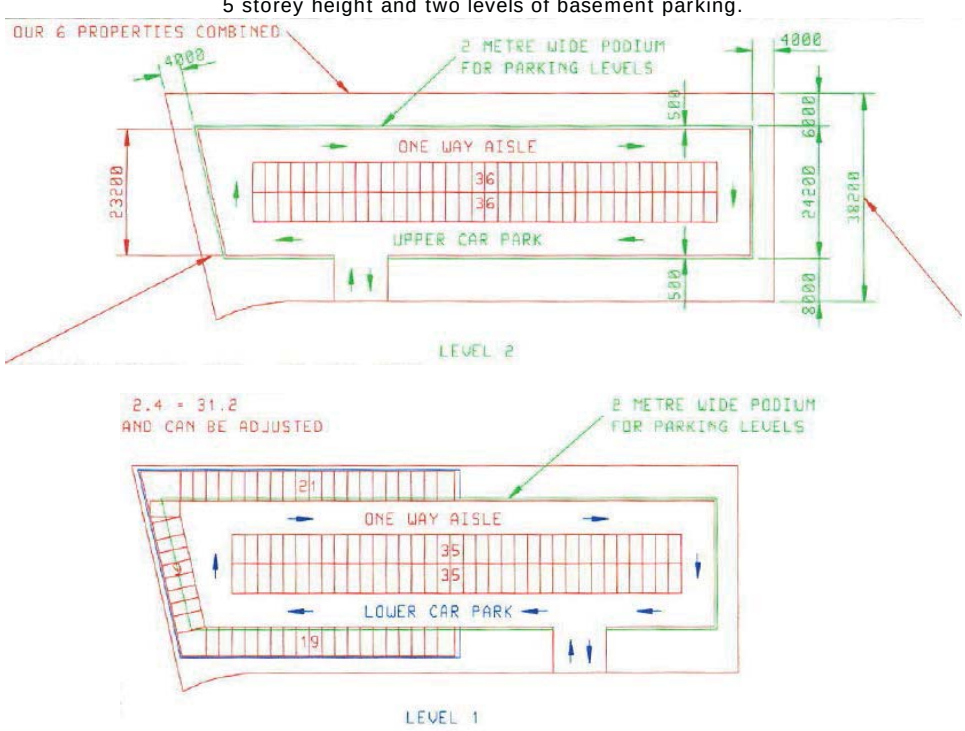
Request No.	7	Petition No.	9
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PROPERTY / AREA SUBJECT OF SUBMISSION	
Street	Number
Gilham Street	14, 16, 18, 20, 22, 24

LOCATION / EXHIBITED STRUCTURE PLAN	
	 STRUCTURE PLAN LEGEND 3 Storey Townhouses 8 Storey Apartments 12 Storey Apartments - Open Space - Precinct Boundary

SUBMISSION DETAILS	
Issue	Building Height (3 storey town houses) Building height transition
Request / s	Increase building height from 3 storeys to 8 storeys. 5 storeys would be accepted as a compromise.
Reasons	- Cost of selling to developers is neither economical nor practical if 3 storey townhouses are proposed. Properties would need to sell at less than current market value. - Council has allowed land owned by QIC adjoining the school to have 12 storeys. - An increase in height would have minimal overshadowing impacts on school, particularly due to existing trees on the school's northern boundary. - A more appropriate height relationship with adjoining land designated for 8 storeys. Under the current plan, 14 Gilham Street will adjoin land with 8 and 12 storeys. The site is isolated from high rise development and should be included. - Consistency with State Government Corridor Strategy which shows this land within 7-20 storey area and medium density to the north. - A site of 4,200m² can be amalgamated. - Within 800m of train station.
Submitted Concept	 HEIGHT COULD VARY DUE TO DEVELOPMENT THERE COULD BE AN 8 STOREY APARTMENT PLUS SLOPE GAIN EQUALS 9 STOREYS, ALONGSIDE A SINGLE STOREY RESIDENCE RESERVE TREES GIVE A NATURAL ELEMENT LONGITUDINAL ELEVATION ON THE SOUTH SIDE OF GILHAM STREET AS PROPOSED BY COUNCIL IN THE DRAFT - THE HOUSES ARE SHOWN AT EXISTING HEIGHT AS THE 3 STOREY TOWNHOUSES ARE NOT ECONOMICAL OR PRACTICAL FOR ANY OF US PARALLEL INCLINE 9AM 33° 10AM 54° 11AM 72° 12AM 88° 5 STOREY APARTMENTS, 10 METRE FRONT 2 - 10.1 METRE WIDE TWIN OPPOSED APARTMENT LINES LEAVING 8 METRE REAR OUT OF 38.2 METRE DEPTH FOR DIMENSIONS REFER PARKING PLANS AND LAYOUTS 35m HIGH FRINGE PROVIDES A SMOOTH TREE TRANSITION APARTMENT STEPPING SHOWN LONGITUDINAL ELEVATION ON THE SOUTH SIDE OF GILHAM STREET AS PROPOSED BY THE COMBINED RESIDENTS OF NUMBERS 14, 16, 18, 20, 22, 24 GILHAM STREET SHADING FROM APARTMENTS Illustration of development in accordance with Precinct Plan and with

ATTACHMENT 2 SITE SPECIFIC REQUESTS

	5 storey height and two levels of basement parking.  Basement parking concepts
COMMENT	
Feasibility - The Precinct Plan is a 20-25 year plan. As such, it is unlikely that all land in the Precinct Plan will be redeveloped in the short term. Land that is not redeveloped in the early stages will offer longer term opportunities. The Council report addresses the matter of development feasibility in more detail, particularly with regard to the proposed density of 39 dwellings per hectare. Building typology - The Plan provides for a range of housing typologies, including town houses, to offer variety and choice. - The Precinct Plan generally concentrates the highest densities closer to the station, however it also accounts for topography, current and future desired street character, the street network and lot shapes and sizes in identifying the most appropriate densities and housing types throughout the precinct. - Areas identified in the Plan for town houses are generally less suitable for taller and larger residential flat buildings due to factors such as site depth which minimises flexibility in design and potential for graduated building height. Buildings with larger floor plates and greater height would likely lead to undesirable impacts on adjacent properties including overshadowing and built form domination. - Land that has been highlighted in the Precinct Plan as suitable for high density development (as opposed to a density of 39 dwellings per hectare on the subject site) is also land that provides obvious amalgamation opportunities that will allow for the necessary transitions in building height, achievable only through sufficient site depth. - The possibility of achieving basement parking on a shallow lot depth and the amalgamation of a site in excess of 4,000m² to overcome site fragmentation issues is not sufficient to justify an increase in building height since other factors must be considered. Of greater concern is that the site depth does not allow for an appropriate transition in building height to the adjoining land to the south (Castle Hill Public School) or to the low density dwellings to the north on the opposite side of Gilham Street. Distance to Castle Hill train station - The subject land is located on the periphery of the walking catchment of the station (refer to existing walkability map in Council report). A maximum density of 39 dwellings per hectare is considered reasonable also having regard to the site's constraints including lot depth, distance from the station and sensitive interface with the school. Relationship with adjoining development <i>Castle Hill Public School</i> - The subject site is located directly to the north of the Castle Hill Primary School and therefore must consider impacts including overshadowing and overlooking. - The site does not provide sufficient depth to allow for significant transition in building height to provide an	

ATTACHMENT 2 SITE SPECIFIC REQUESTS

appropriate interface with the school. A residential flat building would have an adverse impact on the school in terms of privacy, safety of children and domination of the built form, despite the position of trees on the boundary. The Department of Education and Communities would be likely to object to a proposal of increased height on these grounds since it has already been requested that heights adjoining schools not exceed 3-4 storeys. Development on the school site itself will be limited to 10 metres, or 12 metres under complying development allowed under SEPP (Infrastructure) 2007.

Adjoining residential land

- The petition raises concerns regarding the interface of 3 storey town houses with adjoining 8 or 12 storey development.
- The presence of both the school and the envisaged 3 storey town houses necessitates a specific built form response on adjoining sites. Under the proposed LEP and DCP controls, sites to the east of the school and the subject site will be required to appropriately distribute building height across the site and provide adequate setbacks to manage these interfaces. Therefore 3 storey town houses will not directly adjoin an 8 or 12 storey built form. The subject site is not sufficient in size or depth to allow for a similar approach to its southern boundary.

Consistency with State Government Structure Plan

- The subject land was identified in the exhibited Precinct Plan for three (3) storey town houses. Landowners request an increase in height to eight (8) storeys to achieve consistency with the State Government Strategy and to provide a more appropriate relationship with adjoining land identified for 8 and 12 storeys.



High Density Apartment Living

It is anticipated that under the vision and Structure Plan that this precinct could accommodate multi –dwelling housing only where the site is an appropriate size to deliver a high level of amenity for the existing and future residents. This could comprise of 7-20 storey apartment buildings, carefully master planned around communal open spaces and incorporating landscaped setbacks to existing streetscapes.

- It is recognised that the State Government Structure Plan for Castle Hill highlights the land as having potential to accommodate higher densities. However, the strategy did not set out to establish detailed planning controls to facilitate development, and did not involve an in-depth examination of site constraints, dwelling densities nor the walkable catchment of the train station. Any consideration of high density living requires sites of an appropriate size which can be master planned to deliver high levels of amenity. The subject site is constrained by a relatively shallow lot depth, adjoins a sensitive use and is at the outer edge of the walkable catchment.

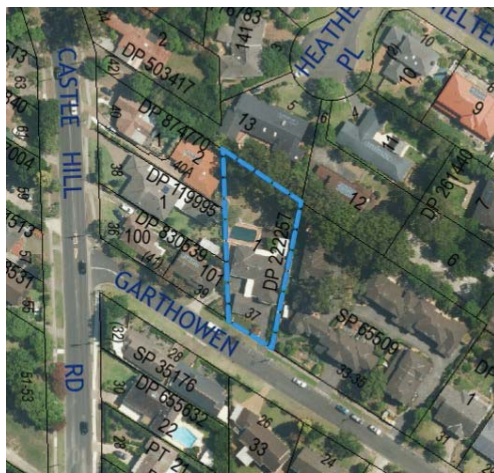
RECOMMENDATION

No Change to Precinct Plan

1. The potential development outcomes on the subject land under a density approach of 39 dwellings per hectare remain consistent with the exhibited Precinct Plan.

ATTACHMENT 2 SITE SPECIFIC REQUESTS

CASTLE HILL NORTH REQUEST FOR ADDITIONAL HEIGHT

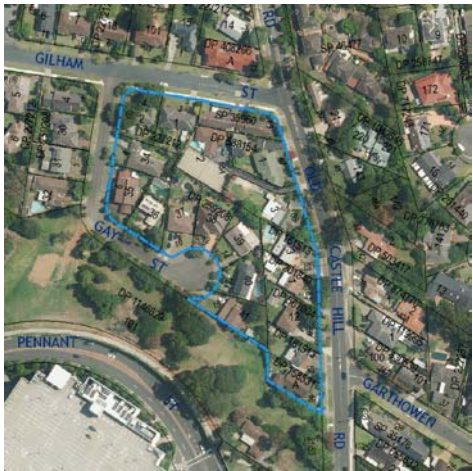
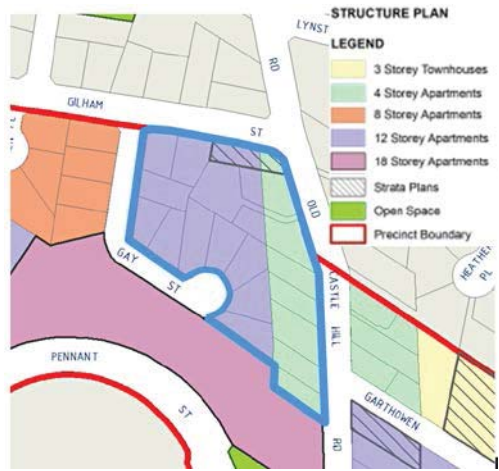
Request No.	8	Submission Nos.	33
PROPERTY / AREA SUBJECT OF SUBMISSION			
Street		Number	
Garthowen Crescent		37	
LOCATION / EXHIBITED STRUCTURE PLAN			
			
SUBMISSION DETAILS			
Issue	Building height Site amalgamation		
Request	Increase building height from 3 storeys to 4 storeys consistent with adjoining land.		
Reasons	• Within walking distance of train station. • 4 storey residential flat buildings would be appropriate adjoining 3 storey town houses.		
Submitted Concept	None.		
COMMENT			
• It is agreed that 37 Garthowen Crescent adjoins existing town house development to the east and is therefore more likely to be amalgamated with land to the west (fronting Old Castle Hill Road). • Future development adjoining town houses to the east would be effectively managed through setbacks and building height transition as managed by the development control plan.			
RECOMMENDATION			
Change to Precinct Plan			
1. No 37 Garthowen Crescent be identified with a maximum density of 96 dwellings per hectare, consistent with land to the west fronting Old Castle Hill Road.			

ATTACHMENT 2 SITE SPECIFIC REQUESTS

CASTLE HILL NORTH REQUEST FOR ADDITIONAL HEIGHT

Request No.	9	Submission Nos. Petition Nos.	60, 90, 95, 98, 101, 105, 109, 110 4 and 6
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PROPERTY / AREA SUBJECT OF SUBMISSION	
Street	Number
Old Castle Hill Road	55, 57, 59, 61, 63, 65, 65A, 67 and 69
Gilham Street	2, 4
Gay Street	4, 6, 8, 10, 12, 14, 16, 18

LOCATION / EXHIBITED STRUCTURE PLAN	
	

SUBMISSION DETAILS	
Issue	Building height Split building height illustrated in exhibited Precinct Plan (4 and 12 storeys) Potential link from Gay Street to Old Castle Hill Road
Request /s	- Identify at least 12 storeys (up to 18-20 storeys) across the entire area with DCP controls to control setbacks and height distribution. - Apply FSR of at least 3.5:1. - Identify the site as a "Premium Gateway Site". - Remove potential street linkage between Gay Street and Old Castle Hill Road.
Reasons	- Increased density will meet future demand for housing. - Maximise site development potential, views to Blue Mountains due to elevated site position, and ensure a high quality outcome – offering the maximum advantage to more future residents. - Large site of 9,000m² will allow for development to be innovative and for development controls to manage privacy, shadows and gradual tapering of height. - Proximity of the site to transport and important facilities. - Provide active street frontage to Old Castle Hill Road with alfresco spaces and restaurants. - Proposed street link (Gay Street to Old Castle Hill Road) is inappropriate.
Submitted Concept	Generic provided examples of possible built form and style with upper levels set back from podium active street frontage and zero setback to Old Castle Hill Road providing alfresco spaces and restaurants etc.

ATTACHMENT 2 SITE SPECIFIC REQUESTS



Illustrative built forms (Anka Developments and ThomsonAdsett Architects) Submission 101

COMMENT

Distance to Castle Hill train station

- The site is within the 800m walkable catchment of the train station (refer to existing walkable catchment map in Council report).

Built form, height and density

- Submissions seek a blanket 12 – 18 storey building height limit to capitalise on the position of the area adjacent to the Pennant Street target site and atop a high point on Old Castle Hill Road and therefore object to part of the area being identified for four (4) storey development since it is considered an impediment. It is suggested that DCP controls be used to control setbacks and height distribution.
- It is agreed that land fronting Old Castle Hill could be appropriately amalgamated with land to the west. The Precinct Plan did not intend to prevent this from occurring. It was illustrated as such to demonstrate the need to reduce heights in relation to Old Castle Hill Road.
- In the draft The Hills Corridor Strategy residential yields have been expressed throughout each of the station precincts in terms of 'maximum dwellings per hectare' as opposed to focusing on building height outcome by specifying a particular number of storeys. Consistent with this approach, the Structure Plan for Castle Hill North as proposed to be amended, now also emphasises density and quality built form outcomes as opposed to specifying particular building heights.
- Generally, the principle of controlling the built form through specific development controls as proposed in submissions is consistent with the vision of the Precinct Plan. In moving away from specific building heights and instead focusing on maximum dwelling densities, the Castle Hill North Structure Plan will provide a framework for development to incorporate flexibility in building heights and design in order to achieve the best built form outcomes within the bounds of key controls (such as building setbacks, floor space ratio and density) and planning considerations (such as overshadowing and sensitive interfaces). By controlling setbacks and landscaped area through specific development controls for example, there is more flexibility to articulate and guide the desired built form outcomes tailored to the location and context to take advantage of views, solar access and so on.
- Given the position of the site the area is proposed to be identified with a maximum density of 240 dwellings per hectare, consistent with areas of similar walking distance and potential for development. The distribution of height and management of street frontages, interfaces with different densities and overshadowing will be addressed through specific development controls.

Proposed street link

- It is agreed that the exhibited possible vehicular link between Gay Street and Old Castle Hill Road is not required.

RECOMMENDATION

Change to the Precinct Plan

- The site be identified with a maximum dwelling density of 240 dwellings per hectare.
- Possible vehicular link from Gay Street to Old Castle Hill Road be removed from the Precinct Plan.

ATTACHMENT 2 SITE SPECIFIC REQUESTS

CASTLE HILL NORTH REQUEST FOR ADDITIONAL HEIGHT

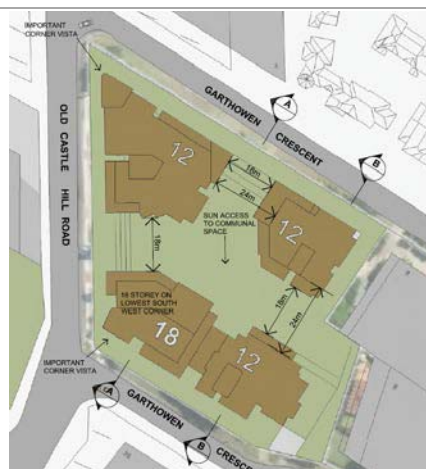
Request No.	10	Submission Nos.	87
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PROPERTY / AREA SUBJECT OF SUBMISSION	
Street	Number
Garthowen Crescent	2, 4, 24, 26 and 28
Old Castle Hill Road	24, 26, 26A, 28 and 30

LOCATION / EXHIBITED STRUCTURE PLAN	
	

SUBMISSION DETAILS	
Issue	Building height and distribution
Request/s	Increase building height from 12 storeys to a combination of 12 and 18 storeys (39 and 57 metres respectively). Zoning - R4 High Density Residential (allows residential flat buildings and neighbourhood shops) Floor Space Ratio – 4.5:1
Reasons	- An R1 General Residential zone is not appropriate since it permits business premises and may result in fragmentation and competition with the commercial core. - Proximity to services and 400m walking distance of train station. - Capitalise on the slope of the site by the placement of taller buildings on the lower portion of the land, providing a better transition in height to adjoining 20 storey development. - Recommended split height allows for modulation of building heights to punctuate the skyline, provide visual interest and varied built forms. - An 18 storey tower will provide a more desirable termination of the view corridor from the south on Old Castle Hill Road. - Will provide a quality urban design outcome on a highly visible site. - Required setbacks within the site and to adjoining properties can be provided. The amalgamated site is 8,000m²+ - Shadow analysis demonstrates compliance with solar access requirements of the Residential Flat Design Code. - Within 400m walking distance of train station.

ATTACHMENT 2 SITE SPECIFIC REQUESTS

Submitted Concept

Images from submitted concept masterplan (Krikis Tayler Architects)

COMMENT**Distance to Castle Hill Train Station**

- The site is located at the outer edge of the desirable 400m walkable catchment (refer to existing walkable catchment map in the Council report).

Zoning

- It is proposed to apply a R1 General Residential zone along areas of Old Castle Hill Road given its proximity to the station and potential to provide business or office premises in an area of high pedestrian activity which would complement the primary commercial / retail focus of the Centre.

Development Concept and Density

- The submitted concept proposes the amalgamation of a significant development site and requests consideration of an increase in building height from a blanket 12 storey height limit to one that ranges from 12-18 storeys (with the highest element located in the south western/ lowest part of the site only). The concept aims to provide a better transition in height towards the centre and adjoining development which was shown in the draft Precinct Plan to be 20 storeys. It is acknowledged that the site has potential to frame other 'landmark' development in the vicinity and may enhance the gateway into the Precinct.
- In the draft The Hills Corridor Strategy residential yields have been expressed throughout each of the station precincts in terms of 'maximum dwellings per hectare' as opposed to focusing on building height outcome by specifying a particular number of storeys. Consistent with this approach, the Structure Plan for Castle Hill North as proposed to be amended, now also emphasises density and quality built form outcomes as opposed to specifying particular building heights.
- The Precinct Plan as proposed to be amended, primarily locates the highest densities closest to the Centre and the train station. Developments that seek to respond to a site's context in the interests of a quality urban design outcome are encouraged by the Precinct Plan. In focusing on maximum dwelling densities, the amended Precinct Plan will provide a framework for development to incorporate flexibility in building heights and design in order to achieve the best built form outcomes within the bounds of key controls (such as building setbacks, building height transition, floor space ratio and density) and planning considerations (such as topography, overshadowing and sensitive interfaces).
- It is noted that the indicative built form maintains the envisaged transition in storeys in building height in this location from Old Castle Hill Road through to Garthowen House in the centre of Garthowen Crescent. Any future development on the site would also need to ensure an appropriate transition in the context of envisaged 3 storey town houses to the north of the site, the desired function and streetscape of Old Northern Road, the likely form of development to the south and east, and account for reasonable solar access to the south. The site must also provide for quality common open space / recreational opportunities for residents.
- A maximum density of 312 dwellings per hectare is considered reasonable for the site. Future development would be guided by Local Environmental Plan provisions including floor space ratio and additional floor space incentives which may allow an FSR of up to 4.3:1 on an amalgamated site that provides appropriate unit sizes, mix and car parking (refer to Council report).

Consistency with State Government Structure Plan

- The NSW Government's Strategy indicated possible building heights of between 7 – 20 storeys in this area. The Precinct Plan, as proposed to be amended is consistent with this vision.

ATTACHMENT 2 SITE SPECIFIC REQUESTS

**High Density Apartment Living**

It is anticipated that under the vision and Structure Plan that this precinct could accommodate multi –dwelling housing only where the site is an appropriate size to deliver a high level of amenity for the existing and future residents. This could comprise of 7-20 storey apartment buildings, carefully master planned around communal open spaces and incorporating landscaped setbacks to existing streetscapes.

RECOMMENDATION**Change to the Precinct Plan**

1. The subject land be identified with a maximum dwelling density of 312 dwellings per hectare.

ATTACHMENT 2 SITE SPECIFIC REQUESTS

CASTLE HILL NORTH REQUEST FOR ADDITIONAL HEIGHT

Request No.	11	Submission Nos.	91
		Petition Nos.	5

PROPERTY / AREA SUBJECT OF SUBMISSION	
Street	Number
Vivien Place	1, 2, 3, 4, 5, 6
Gilham Street	12
Gay Street	1, 3, 5, 7
LOCATION / EXHIBITED STRUCTURE PLAN	
	
SUBMISSION DETAILS	
Issue	Building height and distribution Pedestrian access
Request / s	• Increase building height from 8 to 12 storeys. • Building height could be redistributed across the site – ie. provide a tower of 12-15 storeys and one of 6-8 storeys with yield limited by an appropriate FSR. • Any tower should face north east to benefit from solar access and better views. • Floor Space Ratio – At least 3.5:1 • An overhead pedestrian crossing over Pennant Street.
Reasons	• The submission / petition supports proposed increased densities in the Precinct. • A development site of at least 9,000m² will allow innovation and an increase in the number of units by optimizing the built form and open space, ensuring privacy, minimising overshadowing, and tapering of height to respond to adjoining development. • Part of the site is 400m from the station • Crossing is needed to allow increased pedestrian numbers to walk safely to the station.
Submitted Concept	None.
COMMENT	
Connectivity and Distance to Station • The site is located on the periphery of the 800m walking catchment rather than the ideal 400m (refer to existing walkability catchment map in Council report). It is possible that walking catchments will improve however the provision of links is dependent on the form and timing of future development. • The Precinct Plan does not propose an elevated pedestrian connection over Pennant Street. At present, pedestrians are able to cross at Castle Street, Les Shore Place, Old Castle Hill Road and at one other point on Pennant Street. These provide sufficient crossing opportunities for pedestrians. Notwithstanding this it is possible that new developments along Pennant Street may wish to explore an elevated walkway opportunity. Desired future character and distribution of heights • A submission and petition support increased densities as proposed by the Precinct Plan but request an increase in height from 8 to between 12-15 storeys across the site to take advantage of views and solar	

ATTACHMENT 2 SITE SPECIFIC REQUESTS

access and to provide adequate open space. It was suggested that yield and height distribution could be limited by floor space ratio.

- The draft The Hills Corridor Strategy expresses residential yields in terms of 'maximum dwellings per hectare' as opposed to focusing on building height outcome by specifying a particular number of storeys. This will provide greater certainty as to an appropriate distribution of densities throughout the Precinct, and will ensure that the precinct as a whole will provide the necessary and desirable densities to support the emergence of Castle Hill as the premier centre in The Hills. Consistent with this approach, the Structure Plan for Castle Hill North as proposed to be amended, now also emphasises density and quality built form outcomes as opposed to specifying particular building heights.
- The suggested principle of controlling the built form through floor space ratio, height distribution and orientation is consistent with the vision of the Precinct Plan as amended. In moving away from specific building heights and instead focusing on maximum dwelling densities, the Castle Hill North Structure Plan will provide a framework for development to incorporate flexibility in building heights and design in order to achieve the best built form outcomes within the bounds of key controls (such as building setbacks, floor space ratio and density) and a site's particular context.
- The site is located on the periphery of the 800m walkable catchment of the train station, therefore a maximum density of 192 dwellings per hectare is considered appropriate. Development on the site must be designed (ie. through setbacks and height distribution) to ensure that site constraints and sensitivities are adequately addressed, including the interface with low density housing on Gilham Street, proposed 3 storey town house typology on land to the west, proximity to Castle Hill Public School, and potential for overshadowing adjoining sites.

Consistency with State Government Castle Hill Structure Plan

**High Density Apartment Living**

It is anticipated that under the vision and Structure Plan that this precinct could accommodate multi-dwelling housing only where the site is an appropriate size to deliver a high level of amenity for the existing and future residents. This could comprise of 7-20 storey apartment buildings, carefully master planned around communal open spaces and incorporating landscaped setbacks to existing streetscapes.

- The State Government Structure Plan for Castle Hill highlights the land as having potential to accommodate higher densities. However, the strategy did not set out to establish detailed planning controls to facilitate development, and did not involve an in-depth examination of site constraints, dwelling densities nor the walkable catchment of the train station. The subject site is located at the outer edge of the walkable catchment. The draft Hills Corridor Strategy, and the Castle Hill Structure Plan as proposed to be amended, propose densities throughout the Precinct that once developed, will more than meet the desired density targets.

RECOMMENDATION

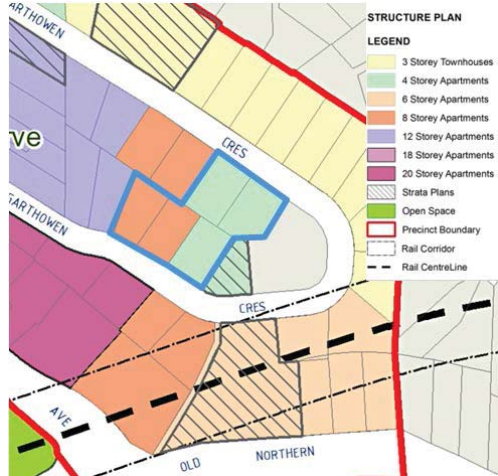
No change to Precinct Plan

1. The potential development outcomes on the subject land under the density approach of 192 dwellings per hectare remain consistent with the exhibited Precinct Plan.

ATTACHMENT 2 SITE SPECIFIC REQUESTS

CASTLE HILL NORTH REQUEST FOR ADDITIONAL HEIGHT

Request No.	12	Submission No.	115
		Petition No.	3

PROPERTY / AREA SUBJECT OF SUBMISSION	
Street	Number
Garthowen Crescent	6-10 and 16-18
LOCATION / EXHIBITED STRUCTURE PLAN	
	
SUBMISSION DETAILS	
Issue	Building height
Request/s	Increase building height from 4-8 storeys to 4-16 storeys (podium and towers)
Reasons	- Well serviced by public transport and within 400m of train station. 4440m² site can be amalgamated. - Yield of approximately 190 units. - Consistency with State Government Corridor Strategy vision of 7-20 storeys. - Will assist in satisfying demand for housing close to Centre.
Submitted Concept	

ATTACHMENT 2 SITE SPECIFIC REQUESTS



Preferred alternative concept 4-16 storeys (Zhinar Architects)

COMMENT

Distance to Castle Hill Train Station

- The site is located just outside of the ideal 400m walking catchment of the train station and within the 800m catchment (refer to existing walkable catchment map in Council report).

Consistency with State Government Structure Plan

- It is acknowledged that the NSW Government's Strategy indicated possible building heights of between 7 – 20 storeys in this area. However, the strategy did not set out to establish detailed planning controls to facilitate development, and did not involve an in-depth examination of site constraints (such as interfaces with low densities or heritage items), dwelling densities nor the walkable catchment of the train station. Any consideration of higher density living (noting that the 8 storeys proposed in the draft Precinct Plan was within the height range specified in the State Government Structure Plan) requires sites of an appropriate size which can be master planned to deliver high levels of amenity.

**High Density Apartment Living**

It is anticipated that under the vision and Structure Plan that this precinct could accommodate multi –dwelling housing only where the site is an appropriate size to deliver a high level of amenity for the existing and future residents. This could comprise of 7-20 storey apartment buildings, carefully master planned around communal open spaces and incorporating landscaped setbacks to existing streetscapes.

Development Concept and Density

- The 4-8 storey height range identified in the exhibited Precinct Plan was to provide an appropriate transition between greater heights on land to the west fronting Old Castle Hill Road and the adjoining heritage listed dwelling / child care centre and existing dual occupancy located to the east. It was also to provide appropriate transition to existing residential flat buildings in the vicinity that are set back in response to the sloping side and heritage item, and the three (3) storey town house typology envisaged for adjacent land in Garthowen Crescent.
- In the draft The Hills Corridor Strategy residential yields have been expressed throughout each of the station precincts in terms of 'maximum dwellings per hectare' as opposed to focusing on building height outcome by specifying a particular number of storeys. Consistent with this approach, the Structure Plan for Castle Hill North as amended, now also emphasises density and quality built form outcomes as opposed to specifying particular building heights.
- The submitted concept proposes a four storey podium with 2 x 11 storey towers with 192 units. This equates to a density of **432 dwellings per hectare**. The proposed density is entirely inconsistent with the intended density of surrounding land. Densities of more than 300 dwellings per hectare are only proposed on certain land within the 400m walking catchment of the station, such as the adjoining site to the west and the Pennant Street Target Site.
- Despite the amalgamation of a site in excess of 4,000m² to overcome site fragmentation issues, the proposed development will not provide respond appropriately to the site's existing or likely future context since it does not allow for transition in building height to adjacent and adjoining land, particularly to the east where it shares an interface with Garthowen House. A development of this form would have unacceptable impacts on adjoining properties in terms of building dominance, overshadowing and loss of privacy.
- The proposed site amalgamation effectively isolates properties at 12, 12A and 14 Garthowen Crescent, having a land area of 2903m². Furthermore, two other adjoining properties at 20 and 22 Garthowen Crescent (totalling 1952m²) adjoining the north western boundary of the site would also be isolated if not amalgamated with the subject site or adjoining proposed amalgamation to the west.

ATTACHMENT 2 SITE SPECIFIC REQUESTS

- A site's contribution towards satisfying the demand for housing close to the Centre is not sufficient in itself to warrant the proposed densities at the expense of an appropriate relationship with adjoining land. The draft Hills Corridor Strategy, and the Castle Hill Structure Plan as proposed to be amended, propose densities throughout the Precinct that once developed, will more than meet the desired density targets.
- As part of investigations undertaken in the preparation of the Draft The Hills Corridor Strategy, the Precinct has been re-examined in terms of the maximum dwelling density that is appropriate for each site, based on its location, position in the walkable catchment around the train station, and its physical characteristics, and to ensure that the Precinct will as a whole, will provide the desired density for Castle Hill. As a result, the amended Structure Plan identifies the greatest dwelling densities on land in closest proximity to the train station, also taking into account other considerations such as interface sensitivities. The subject site is considered suitable to provide residential densities of between 96 and 192 dwellings per hectare.

Key Site amalgamation

- Council is cognisant of possible aggregation of development sites. Where a development site is amalgamated, it must be of sufficient size, depth and orientation in order to achieve a high level of amenity and to adequately address adjoining sensitive uses or lower densities through setbacks and transitions in building height. The amalgamation of a development site with land to the east and northwest of this site (12, 12A, 14, 20 and 22 Garthowen Crescent) may, if supported by a masterplan that demonstrates design excellence and offers solutions to cater for the increased demand for infrastructure / recreation, an opportunity for the consideration of increased density (refer to additional incentives for Key Sites in Council report).

RECOMMENDATION

No Change to Precinct Plan

1. The potential development outcomes on the subject land under the density approach of 96 and 192 dwellings per hectare remain consistent with the exhibited Precinct Plan.

Potential Key Site

1. Possible merit if sites are amalgamated and master planned and a proponent can demonstrate improved outcomes and public domain improvements.

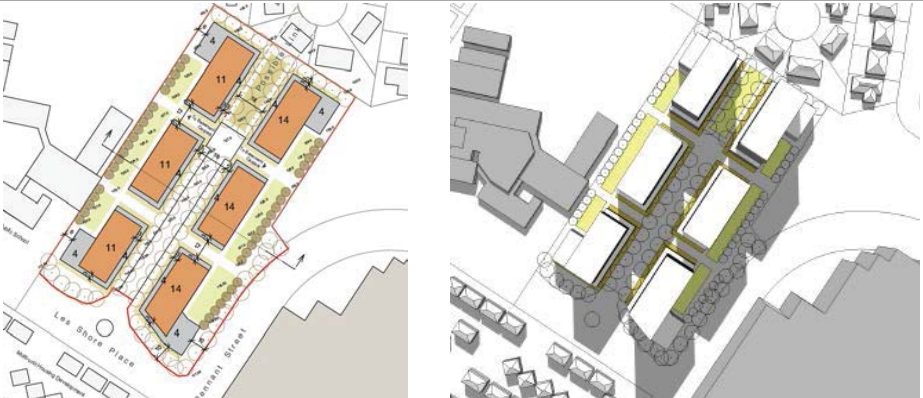
ATTACHMENT 2 SITE SPECIFIC REQUESTS

CASTLE HILL NORTH REQUEST FOR ADDITIONAL HEIGHT

Request No.	13	Submission Nos.	111
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PROPERTY / AREA SUBJECT OF SUBMISSION	
Street	Street
Les Shore Place / Pennant Street	Lot 51 and 52 DP 1022542 (Note: Lot 52 was included in the concept plan provided in the submission but is owned by Council)
LOCATION / EXHIBITED STRUCTURE PLAN	
	
SUBMISSION DETAILS	
Issue	Building height and density
Request /s	- A specific concept is submitted for the Les Shore site (also assuming the inclusion of Council-owned land at Lot 52 DP 1022542), proposing split height to the east and west of the site ranging from 3-11 and 3-14 storeys (in place of blanket 12 storey height) within a landscaped setting with generous setbacks. - Concept also proposes a possible north-south street connection to Vivien Place and through site pedestrian links. - The land owner wishes to work with Council in relation to its land holdings in and around the Centre.
Reasons	- Key location for urban renewal and high density residential development. - Within 400m of train station. - Has capacity for increase in density beyond what is proposed in the Precinct Plan given that a significant area of the eastern portion of the site is of the same contour and height as the adjoining site to the south. - Recognising the principle of locating the tallest building on the highest land, buildings of up to 14-16 storeys would be reasonable and would reflect a rational transition from Pennant St target site. - Transitioning to a lower built form towards the western and southern ends of the site would provide an improved outcome and improved amenity. - Site provides potential for a north/south pedestrian link with good passive surveillance.

ATTACHMENT 2 SITE SPECIFIC REQUESTS

Submitted Concept	 Site concept for Les Shore Place site (split height 11-14 storeys)
COMMENT	
Connectivity and distance to Castle Hill train station	
- The site is located within the 800m walking catchment of the station (refer to existing walkable catchment map in the Council report), and not within the desirable 400m catchment. - A through-site pedestrian link is desirable as indicated in the Precinct Plan.	
Consistency with State Government Structure Plan	
The State Government's Structure Plan for Castle Hill indicated possible building heights of between 7 – 20 storeys in this area. The 12 storeys proposed in the draft Precinct Plan was within the height range specified in the Structure Plan. The strategy did not set out to establish detailed planning controls to facilitate development, and did not involve an in-depth examination of site constraints (such as interfaces with low densities or heritage items), dwelling densities nor the walkable catchment of the train station. Any consideration of higher density living should be subject to a master-planned approach.	
	High Density Apartment Living <i>It is anticipated that under the vision and Structure Plan that this precinct could accommodate multi –dwelling housing only where the site is an appropriate size to deliver a high level of amenity for the existing and future residents. This could comprise of 7-20 storey apartment buildings, carefully master planned around communal open spaces and incorporating landscaped setbacks to existing streetscapes.</i>
Development concept and density	
- The submitted concept requests a slight increase in density and proposes a redistribution of building heights (3-11 and 3-14 storey buildings) across the site as an alternative to a 12 storey height limit. The submitted concept does not indicate the likely yield in terms of unit numbers. - In the draft The Hills Corridor Strategy residential yields have been expressed throughout each of the station precincts in terms of 'maximum dwellings per hectare' as opposed to focusing on building height outcome by specifying a particular number of storeys. Consistent with this approach, the Precinct plan as amended, now also emphasises density and quality built form outcomes as opposed to specifying particular building heights. - Floor space ratio through the LEP will therefore be the primary mechanism for controlling the yield on individual sites. Factors such as site location and context, interface with higher / lower densities and sensitive uses, management of privacy and overshadowing and ensuring quality urban design and public domain are key considerations and will shape future development. By controlling setbacks and landscaped area through specific development controls for example, there is more flexibility to articulate and guide the desired built form outcomes tailored to the location and context. - The site adjoins Castle Hill Public School. A submission received from the Department of Education and Communities requested that development adjacent to schools be limited to 3-4 storeys to maintain consistency in bulk and scale to school buildings, and that development controls address privacy, overshadowing, noise and traffic issues. - Although the submitted concept has regard for the school through the provision of a landscaped setback to the primary built form of 11 storeys, the proposed development may impact on the privacy and safety of children in the school, in addition to domination of the built form. Development on the school site itself will be limited to 10 metres, or 12 metres under complying development allowed under SEPP (Infrastructure) 2007. - Future development on the site must account for the interface with both the school and child care centre (although it is noted that the submitted concept assumes the inclusion of this property), in addition to	

ATTACHMENT 2 SITE SPECIFIC REQUESTS

adjacent land to the south in terms of solar access.
Given the position of the site relative to the train station and adjacent to Castle Hill Public School, a density of 240 dwellings per hectare is considered appropriate. The size and shape of the site allow for significant flexibility in building design and height distribution to allow for an appropriate response to the site's context.
RECOMMENDATION
No change to the Precinct Plan
The potential development outcomes on the subject land under the density approach of 240 dwellings per hectare remain consistent with the exhibited Precinct Plan.
Change to the Precinct Plan
A potential pedestrian link be identified in place of a potential street linkage from Les Shore Place to Gilham Street.

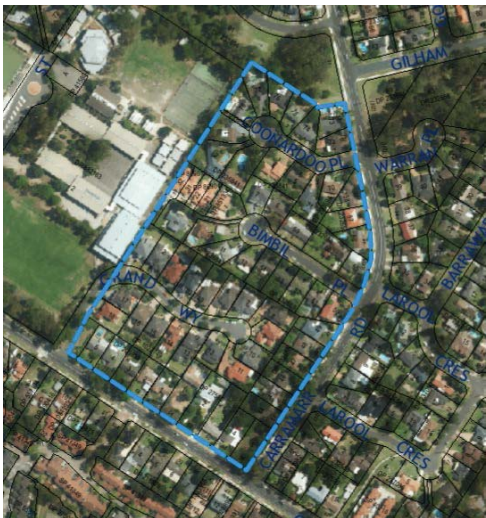
ATTACHMENT 2 SITE SPECIFIC REQUESTS

REQUEST FOR INCLUSION AND BUILDING HEIGHT WITHIN PRECINCT			
Request No.	Street	House Numbers	Submission Nos.
1	Bimbil Place Grand Way Coonardo Place Castle Street Carramarr Road (west)	Various submissions request changes to building heights in this location.	7,18, 20, 28, 29, 32, 40, 41, 44, 47, 49, 50, 51, 56, 58, 59, 74, 75, 76, 81, 84, 85, 92, 112, 133
2	Tuckwell Road Kiola Place Carramarr Road Coolibah Street Kywong Avenue Gordon Avenue Gilham Street Carinyah Crescent Greenhill Close Old Castle Hill Road First Farm Drive Old Castle Hill Road (east) Winchcombe Place Cheltenham Close Heatherbrae Place Lynstock Avenue Carcoola Street	Submissions generally request the extension of the Precinct in to these areas.	19, 21, 34, 65, 67, 77, 90, 94, 103, 108, 130
3	Pennant Street Castle Towers Terminus Street		111
4	Old Castle Hill Road	2-4, 6-8 and 10-12	93, 100

ATTACHMENT 2 SITE SPECIFIC REQUESTS

CASTLE HILL NORTH REQUEST FOR INCLUSION IN PRECINCT

Request No.	1	Submission Nos.	7, 18, 20, 28, 29, 32, 40, 41, 44, 47, 49, 50, 51, 56, 58, 59, 74, 75, 76, 81, 84, 85, 92, 112, 133
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PROPERTY/ AREA SUBJECT OF SUBMISSION	
Street	Number
Bimbil Place	1, 3, 5, 7, 9, 11, 13, 15, 17, 19
Grand Way	3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19 and 20
Coonardoo Place	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 and 14
Castle Street (north)	56, 58, 60, 62, 64, 66, 68, 70, 72 and 74
Carramarr Road (west)	33, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55 and 57
LOCATION/ EXHIBITED STRUCTURE PLAN	
	
SUBMISSION DETAILS	
Issue	Building height and transition Precinct boundary
Request /s	- Submissions from within the identified area request extension of the Precinct boundary to include all or some of this area. (Some Carramarr Road and Castle Street properties are already included as 3 storey town houses). - Requests include increasing single dwellings to 3 storey townhouses, or for all properties to be increased in height from between 4-18 storeys. - An alternative suggestion includes reduction in height in development opposite this area to 3-4 storeys in order to provide a better transition to existing low densities. - Council should undertake rigorous testing of built forms envelopes and massing for a range of typologies.
Reasons	- Consistency with the State Government Corridor Strategy - To alleviate impacts (ie. privacy) on properties adjoining land identified for 3 storey houses (if height of buildings within Precinct is decreased). - To increase heights to 4-6 storeys on the Carramarr/ Castle Street frontage would not adversely impact properties to the rear since they are located at a higher land level. - Provide opportunities for amalgamation and improve feasibility. - Recent age of some dwellings should not be a reason to exclude the area. - Provide a more appropriate transition in building height compared to development across the road of between 8 and 18 storeys. - Within 800m of the railway station. - Concerns regarding traffic and parking impacts on remaining single dwelling houses if either not included in Precinct or if height of buildings at the edges of the Precinct is not decreased.
Submitted	None.

ATTACHMENT 2 SITE SPECIFIC REQUESTS

Concept	COMMENT
Distance to Castle Hill train station With the exception of land at the corner of Castle Street and Carramarr Road already included in the Precinct, the subject area is outside of the 800m existing walking catchment of the train station (refer to existing walkability catchment map in Council report).	
Building typologies - A variety of requests were received from within the subject area. Some request inclusion in the Precinct and an increase in height ranging from medium to high densities. Others request a reduction in building height within the Precinct to the east of this area in order to provide a better transition and to address amenity concerns. - The Precinct Plan provides for a range of housing typologies, including town houses and apartments, to offer variety and choice for future residents in close proximity to the centre and train station. The Precinct Plan generally concentrates the highest densities closer to the station, however it also accounts for topography, current and future desired street character, the street network and lot shapes and sizes in identifying the most appropriate densities and housing types throughout the precinct. - Areas not included in the Precinct to be retained as single dwellings provide a further housing choice within reasonable distance of the train station.	
Consistency with the State Government Corridor Strategy / Structure Plan - The Castle Hill Structure Plan identified the area for mixed purposes ranging from no change to medium density living, with the majority identified for lower densities. - However, the strategy did not set out to establish detailed planning controls to facilitate development, and did not involve an in-depth examination of site constraints, dwelling densities nor the walkable catchment of the train station. The subject site is located at the outer edge of the walkable catchment. - The draft Hills Corridor Strategy, and the Precinct Plan as proposed to be amended, propose densities throughout the Precinct that once developed, will more than meet the desired density targets.	
	Areas Expected to Remain Unchanged <i>Within the Study Area there are areas and sites which are expected to <u>remain largely unchanged</u> through the delivery of the NWRL and the Structure Plan. This is due to a number of factors including existing uses, varying degrees of constraints, connectivity, accessibility and market demand.</i>
	Low / Medium Density Townhouse Living <i>It is anticipated that this precinct will evolve to become a <u>mixture of single detached dwellings and townhouses</u>. This precinct will <u>serve as a transition</u> between the lower density residential areas beyond the Study Area and the station precinct.</i>
	Medium Density Apartment Living <i>It is anticipated that this precinct could accommodate multi-dwelling housing <u>only where the site is an appropriate size to deliver a high level amenity for the existing and future residents</u>. This could comprise of <u>3-6 storey apartment buildings, carefully master planned around communal open spaces and incorporating landscaped setbacks to existing streetscapes</u>.</i>
The land considered most suitable to accommodate an increase in density is that which is on the Castle Street and southern end of Carramarr Road since it is within or close to the 800m walking catchment, at the lower point of the street, in a corner position and also benefits from greater lot depths.	

ATTACHMENT 2 SITE SPECIFIC REQUESTS

- For this reason land at 56, 58, 60, 62 and 64 Castle Street, and 57 Carramarr Road are proposed to be identified with a maximum density of 96 dwellings per hectare, with all other adjoining land already within the Precinct retained as 3 storey townhouses (39 dwellings per hectare), and the remaining area as single dwellings. This is also generally consistent with the focus area of medium density apartment living identified in the Structure Plan.

Amalgamation, housing stock, feasibility and densities

- It is recognised that landowners have a desire to amalgamate land to increase development opportunities and feasibility of development. Notwithstanding this, the underlying matter for consideration is the distribution appropriate dwelling densities throughout the Precinct. With the exception of land already included, the subject area is not considered suitable for increases in density at this time.
- The age of housing stock is not the only consideration when determining the precinct boundaries. Walking distance to the station, site topography and ownership patterns were also key considerations. Consideration was also given to retaining the existing character of entire cul-de-sacs rather than increasing densities for part. The areas with newer housing stock (i.e. Grand Way) were excluded as they are outside the ideal 800 metre walking catchment to the station.
- The Precinct Plan is a 20-25 year plan and it is unlikely that all land in the Precinct Plan will be redeveloped in the short term. Land that is not redeveloped in the early stages will offer longer term opportunities. The Council report addresses the matter of development feasibility in more detail.
- Properties located outside of the Castle Hill North Precinct do represent possible opportunities for increased densities in the longer term if demand arises and if the envisaged densities have been achieved within the Precinct. However, the densities planned for within the Precinct Plan for Castle Hill North will in fact exceed the required densities. As a result, the amended Precinct Plan reduces the densities in some locations in the Precinct adjacent to the subject area.

Future context and amenity

- Concerns were raised in relation to amenity impacts and building height transition, particularly with regard to interfaces between remaining low density housing and future town houses, and between low densities or town houses and adjacent residential flat buildings.
- Building heights of 8 and 18 storeys identified in the exhibited Precinct Plan were not intended to cover the entire site. It was anticipated that development controls would be developed to establish setbacks, solar access requirements, privacy requirements and other development controls to protect amenity and ensure high quality development.
- To provide more certainty of appropriate densities, the draft Hills Corridor Strategy residential yields have been expressed throughout each of the station precincts in terms of 'maximum dwellings per hectare' as opposed to focusing on building height outcome by specifying a particular number of storeys. Consistent with this approach, the Structure Plan for Castle Hill North as proposed to be amended, now also emphasises density and quality built form outcomes as opposed to specifying particular building heights.
- It is agreed that the sharp difference between three storey town houses to an 18 storey tower at the corner of Castle Street and Carramarr Road in particular is inconsistent with Council's approach of concentrating the highest densities within 400 metres of the station. Therefore, the densities proposed in the finalised precinct plan show a more gradual change in density to the edges of the precinct.
- The need to provide a suitable transition to low density dwellings outside the Precinct boundary has also necessitated a maximum dwelling density of 96 dwellings per hectare being applied to all land on the eastern side of Carramarr Road.
- Floor space ratio under the Local Environmental Plan and detailed development controls will require consideration of a site's context in planning any development. Therefore where a development site is adjacent to or adjoining lower density, appropriate measures will be put in place such as setbacks and transition in building height to ensure privacy and amenity is protected.
- Car parking is required to be provided within developments. A roundabout is proposed at the corner of Carramarr Road and Castle Street to improve the environmental capacity of the roads and make it easier to make turns at this intersection.

RECOMMENDATION**No Change to the Precinct Plan**

- The exhibited precinct boundary be retained.
- A town house typology be retained with a maximum density of 39 dwellings per hectare on land at 66, 68, 70, 72 and 74 Castle Street and 47, 49, 51, 53 and 55 Carramarr Road. This density approach remains consistent with the exhibited Precinct Plan.

Change to the Precinct Plan

- Land at 56, 58, 60, 62 and 64 Castle Street, and 57 Carramarr Road be identified with a maximum density of 96 dwellings per hectare.

ATTACHMENT 2 SITE SPECIFIC REQUESTS

CASTLE HILL NORTH REQUEST FOR INCLUSION IN PRECINCT

Request No.	2	Submission Nos.	19, 21, 34, 65, 67, 77, 90, 94, 103, 108, 130
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PROPERTY / AREA SUBJECT OF SUBMISSION		
Street		Number
Tuckwell Road	Carinyah Crescent	Various
Kiola Place	Greenhill Close	
Carramarr Road	Old Castle Hill Road	
Coolibah Street	First Farm Drive	
Kywong Avenue	Lynstock Avenue	
Gordon Avenue	Winchcombe Place	
Gilham Street	Carcoola Street	

LOCATION / EXHIBITED STRUCTURE PLAN	
	

SUBMISSION DETAILS	
Issues	Precinct boundary Building height and transition Amenity
Request / s	Various requests from within the identified area seek the inclusion of land to the north and west of the Precinct. Note: The Bimil Place, Coonardoo and Grand Way area is addressed in detail in Request for Inclusion No. 1 in response to submissions received from landowners within that specific area. Its inclusion in this Request is addressed in general terms only as some submissions generally requested the extension of the Precinct in this vicinity.
Reasons	- Consistency with the State Government Corridor Strategy where medium – high density development was identified but is not included in Precinct. - Reduce heights in the Precinct and add additional land to the Precinct to compensate. - The wider area is due for renewal. Risk of urban decay. - Some land in this area is already adjoining land zoned for medium density (ie. Gilham Street / Coolibah Street). - Within easy walking distance of Centre. Additional laneways would increase accessibility. - Cul-de-sacs provide development opportunities for town houses or apartments. - The interface of single dwellings with 3 storey town houses or residential flat buildings is unacceptable. A more gradual decrease in building height would be appropriate. - Will create a better buffer where properties will adjoin land in the Precinct. - Home values are threatened and incompatibility of old and new architecture in the area.
Submitted Concept	None.

COMMENT	
Distance to Castle Hill train station With the exception of an area of Winchcombe Place, Gilham Street, Old Castle Hill Road and Lynstock Avenue, the subject area falls outside of the 800 walkable catchment of the station (refer to existing walkable catchment map in the Council report). It is recognised that connectivity within the Precinct may improve and increase land within the desirable walking catchment. However this is dependent on the timing and delivery of	

ATTACHMENT 2 SITE SPECIFIC REQUESTS

development and cannot be assumed.

Consistency with the State Government Corridor Strategy / Structure Plan

- The subject area was highlighted, along with other land identified in orange, for mixed purposes ranging from no change to medium density living.
- The intent of the State Government's Strategy was to provide a framework, based on 'higher-level' study into precinct development capability, for each proposed station. It's key objectives were to consult, to examine high-level growth scenarios, establish frameworks for managing future land use change and project residential and employment growth, to co-ordinate long term infrastructure planning.
- The strategy did not set out to establish detailed planning controls to facilitate development, and did not involve an in -depth examination of site constraints, dwelling densities nor the walkable catchment of the train station. The subject land is primarily outside of the 400-800 metre walkable catchment.
- The Castle Hill North Precinct Plan, and more recently the draft Hills Corridor Strategy, are the result of extensive and concentrated investigations to inform a planning framework that is responsive to local conditions.
- The draft Hills Corridor Strategy, and the Precinct Plan as proposed to be amended, propose densities throughout the Precinct that once developed, will more than meet the desired density targets. Additional land outside of the Precinct is not required to meet density targets.



Areas Expected to Remain Unchanged

Within the Study Area there are areas and sites which are expected to remain largely unchanged through the delivery of the NWRL and the Structure Plan. This is due to a number of factors including existing uses, varying degrees of constraints, connectivity, accessibility and market demand.



Low / Medium Density Townhouse Living

It is anticipated that this precinct will evolve to become a mixture of single detached dwellings and townhouses. This precinct will serve as a transition between the lower density residential areas beyond the Study Area and the station precinct.



Medium Density Apartment Living

It is anticipated that this precinct could accommodate multi-dwelling housing only where the site is an appropriate size to deliver a high level amenity for the existing and future residents. This could comprise of 3-6 storey apartment buildings, carefully master planned around communal open spaces and incorporating landscaped setbacks to existing streetscapes.

Densities

- It is suggested that densities within the Precinct could be reduced and that a greater area be zoned to accommodate medium density development to compensate. It is noted that some land within the subject area is already zoned for medium density development (ie. Gilham Street / Old Castle Hill Road). Not all land in the existing R3 Medium Density zone has been redeveloped for town houses.
- It is acknowledged that some land not included in the Precinct may have characteristics that would enable amalgamation of development sites, however the Castle Hill North Precinct boundary as exhibited includes the most appropriate land to provide increased residential densities in the foreseeable future. The Precinct Plan seeks to concentrate the highest densities closest to the Centre and the train station, and ideally within the 400 metre walking catchment. This approach provides the greatest potential for more residents to benefit from proximity to transport and services and to increase walking opportunities.
- The Precinct Plan is a 20-25 year plan and it is unlikely that all land in the Precinct Plan will be redeveloped in the short term.
- Properties located outside of the Castle Hill North Precinct do represent possible opportunities for increased densities in the longer term if demand arises and if the envisaged densities have been achieved within the Precinct. However, the densities planned for within the Precinct Plan for Castle Hill North will in fact exceed the required densities. As a result, the amended Precinct Plan has reduced densities in some locations in the

ATTACHMENT 2 SITE SPECIFIC REQUESTS

Precinct.

Urban decay, architectural character and built form

- Home values in the area (both within and outside of the Precinct) have generally risen as a result of the rail announcement. Proximity to a major centre with a train station is highly desirable. Single dwellings offer choice in housing stock where families do not wish to occupy medium or high density housing.
- As with any residential area not zoned for higher densities, there are several options available such as knock-down/rebuild or alterations and additions to improve the quality or appearance of housing stock. Landowners have certainty of the future of their property and can invest in their property accordingly.
- Areas zoned for higher density development are more likely to experience periods of transition and vacancies.
- Concerns were raised in relation to amenity impacts and building height transition, particularly with regard to interfaces between low and medium or high density development.
- To provide more certainty of built form outcomes and appropriate densities, the draft Hills Corridor Strategy residential yields have been expressed throughout each of the station precincts in terms of 'maximum dwellings per hectare' as opposed to focusing on building height outcome by specifying a particular number of storeys. Consistent with this approach, the Structure Plan for Castle Hill North as proposed to be amended, now also emphasises density and quality built form outcomes as opposed to specifying particular building heights. The densities proposed in the finalised precinct plan show a more gradual change in density to the edges of the precinct.
- Floor space ratio under the Local Environmental Plan and detailed development controls will require consideration of a site's context in planning any development. Therefore where a development site is adjacent to or adjoining lower density, appropriate measures will be put in place such as setbacks and transition in building height to ensure privacy and amenity is protected.
- The streetscape and character of the Precinct will be managed through development controls and a Public Domain Plan.

RECOMMENDATION**No Change to Precinct Plan**

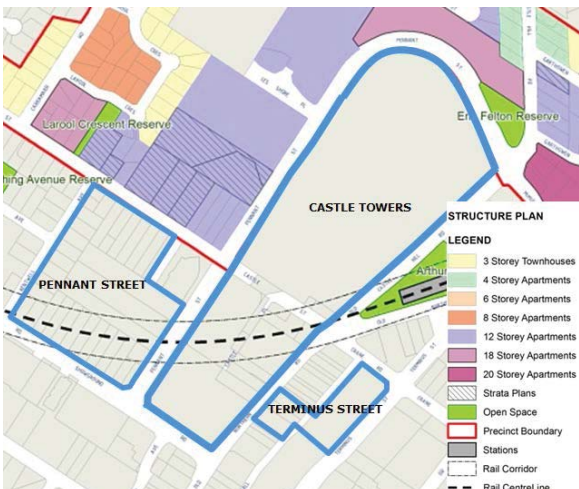
1. The exhibited precinct boundary be retained.

ATTACHMENT 2 SITE SPECIFIC REQUESTS

CASTLE HILL NORTH REQUEST FOR INCLUSION IN PRECINCT

Request No.	3	Submission Nos.	111
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PROPERTY / AREA SUBJECT OF SUBMISSION	
Sites	Street
'Pennant Street'	Pennant Street, Showground Road, Castle Street, Kentwell Avenue
'Castle Towers'	Old Castle Hill Road, Showground Road, Old Northern Road, Pennant Street
'Terminus Street'	Terminus Street, Old Northern Road

LOCATION / EXHIBITED STRUCTURE PLAN	
	

SUBMISSION DETAILS	
Issue	Precinct boundary Building height and densities
Request /s	- Include all area identified in the State Government Corridor Strategy in Castle Hill, not just the northern area. - Specifically, the inclusion of land at Castle Towers, Pennant Street and Terminus Street is requested. - An FSR of 2.3:1 and building height of 36m is requested for Castle Towers.
Reasons	- Provide a holistic approach to Castle Hill. - These are additional sites within 400m of train station, vacant or contain buildings / land uses suitable for redevelopment, under single ownership or comprise large parcels that are relatively unconstrained. - Current controls applicable to Castle Towers do not reflect its regional significance. - Any towers above the main shopping centre would form part of a future planning proposal to selectively increase heights in those locations. - The landowner wishes to engage with Council in relation to the future of Castle Hill, and the role of its sites in further strategic planning exercises for the centre.
Submitted Concept	None.

COMMENT
Distance to Castle Hill train station - The three nominated sites are within either the 400 metre or 800 metre walking catchment of the train station (refer to existing walkable catchment map in the Council report). Precinct boundary and holistic approach to Castle Hill - The Council report provides a background to the selection of the Castle Hill North Precinct boundary dating back to findings of Council's Residential Direction 2008 and finalisation of controls for the Pennant Street Target Site. - Council has focused specifically on the Castle Hill North Precinct since it is primarily residential in nature. - The Precinct consists of multiple allotments / owners and offers significant opportunities for timely

ATTACHMENT 2 SITE SPECIFIC REQUESTS

redevelopment in conjunction with the train station, particularly when compared with other residential areas in the vicinity of the station, many of which have already transitioned to higher densities.

- Castle Towers is a major shopping centre and drawcard to people coming to Castle Hill. Castle Hill will be undergoing substantial change in response to the delivery of the rail station over the next 20-25 years. The current controls applicable to Castle Towers have facilitated significant development.
- A holistic approach to Castle Hill centre is part of Council's overall strategy in response to its significance as well as the delivery of the rail line, however this would encompass more than the properties under the same ownership as Castle Towers.

Development potential

- It is acknowledged that a number of substantial sites are located within and immediately adjacent to the centre of Castle Hill. These sites are zoned B4 Mixed Use and provide significant redevelopment potential for both commercial and residential purposes that will further contribute to the social and economic growth of Castle Hill as The Hills' premier centre.
- Rather than include these areas within a Council-initiated Precinct Plan, these sites warrant separate, targeted master planning and a planning proposal/s. Council would be amenable to discussions with the land owner to further investigate the future of these areas.
- The submission seeks the application of an FSR of 2.3:1 and a building height of 36 metres to accurately reflect the existing development and approvals and to be more comparable to centres across Sydney. It notes that any towers taller than this would be part of a separate planning proposal.
- It is more appropriate that any increases to planning provisions over these sites be considered within the context of a comprehensive planning proposal and masterplan process that identifies how significant land holdings such as the three subject sites integrates with the overall vision for the centre and contributes to a high quality built environment.
- It is noted that two properties within the Castle Towers site are under separate ownership. Any future planning proposal must address issues arising from fragmentation within any site in addition to the likely future form of development on other land in the vicinity.

RECOMMENDATION

No Change to the Precinct Plan

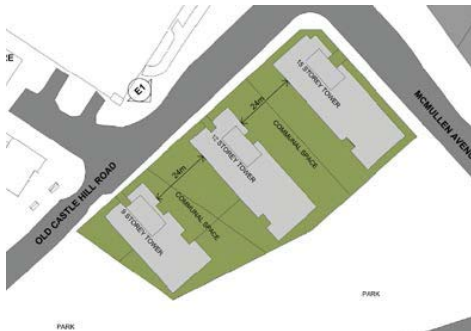
1. The exhibited precinct boundary be retained.

Potential future Planning Proposal

2. Increased development potential may be considered as part of a future planning proposal.

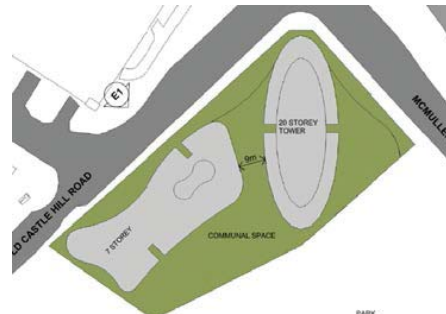
ATTACHMENT 2 SITE SPECIFIC REQUESTS

CASTLE HILL NORTH REQUEST FOR INCLUSION IN PRECINCT

Request No.	4	Submission Nos.	93, 100
PROPERTY / AREA SUBJECT OF SUBMISSION			
Street		Number	
Old Castle Hill Road		2-4, 6-8 and 10-12	
LOCATION / EXHIBITED STRUCTURE PLAN			
			
SUBMISSION DETAILS			
Issue	Precinct boundary Building height		
Request/s	- Inclusion in the Precinct Plan as a landmark site with an uplift in density and height associated with the consolidation of all three properties into a single development. - Building Height – 20 storeys - Zoning – B4 Mixed Use - Floor Space Ratio – 5:1		
Reasons	- Sites adjoin the train station. - Ideal location for high density mixed use. - Will allow timely development consistent with the desired future character of the area. - Site is not hindered by significant amenity impacts such as view loss, privacy issues, scale incompatibility and residential overshadowing. - Redevelopment of the site would provide a defined street and activated street edge.		
Submitted Concept	Two options are presented (Submission No. 100) based on individual site development or site consolidation. 1. Graduated towers, increasing in height in response to slope of land, reduce overshadowing of the station precinct and to relate to 20 storey development at corner of McMullen Avenue and Old Castle Hill Road.  Graduated towers on individual sites (15, 12, and 9 storeys) (Krikis Tayler Architects)		

ATTACHMENT 2 SITE SPECIFIC REQUESTS

2. (Preferred) A combined 7-20 storey podium and 'signature' tower development based on a consolidated site.



'Signature' tower concept on amalgamated site (7-20 storeys)(Krikis Tayler Architects)

COMMENT

Submissions were received on behalf of two of the three landowners in this location. Both submissions request the inclusion of all three properties in the Castle Hill North Precinct. A development concept prepared by Krikis Tayler Architects envisages development of up to 20 storeys as illustrated above.

Precinct boundary

- The Council report provides a background to the selection of the Castle Hill North Precinct boundary dating back to findings of Council's Residential Direction (2008) and finalisation of controls for the Pennant Street target site.
- Council has focused specifically on the Castle Hill North Precinct since it is primarily residential in nature.
- The Precinct consists of multiple allotments / owners and offers significant opportunities for timely redevelopment in conjunction with the train station, particularly when compared with other residential areas in the vicinity of the station, many of which have already transitioned to higher densities.

Site location and context

- The site is in a prime location directly adjacent to the train station and would benefit from amalgamation.
- The site's potential to provide a significant opportunity for redevelopment that will contribute to the growth of Castle Hill as The Hills Shire's premier centre is recognised.
- The development concept demonstrates effort to respond to the site's context (ie. prominent corner location, station precinct solar access and relationship with future development nearby development including the redevelopment of the train station site into a park).
- The submission advises that the site is not hindered by amenity impacts such as view loss, privacy, scale incompatibility and residential overshadowing. However whilst the site is physically separated from other residential development by roads, development on this site has significant potential to impact on the future park.
- It is not considered necessary to adjust the Precinct boundary to include this site due to its stand-alone significance and the high likelihood of its redevelopment in the near future.
- Should the site be amalgamated, land owners should consider the preparation of a planning proposal, supported by a masterplan which demonstrates design excellence and offers solutions to cater for the increased demand for infrastructure / recreation.
- The master plan should also take into consideration the delivery of the park over the Castle Hill Station site and how the development could best integrate with the future public open space. Landowners must consult with Transport for NSW in the absence of any detailed plans to date.
- A planning proposal should have regard to the planning principles and provisions communicated in the draft The Hills Corridor Strategy and the Castle Hill North Precinct Plan as proposed to be amended.
- The redevelopment of the site would be consistent with the vision in the State Government Structure Plan for Castle Hill.

**Mixed Use Core**

To provide for the retail needs of a growing community and to provide retail services within close proximity of the station. The creation of a gateway into the town centre will reinforce a sense of identity and place and ensure a highly visible station and surrounding core.

ATTACHMENT 2 SITE SPECIFIC REQUESTS

RECOMMENDATION	
No change to Precinct Plan	
1.	The exhibited precinct boundary be retained.
Potential future Planning Proposal	
2.	The concept provided has some merit and site provides a significant redevelopment opportunity which may be considered as part of a future planning proposal and masterplan.

MINUTES of the duly convened Ordinary Meeting of The Hills Shire Council held in the Council Chambers on 24 November 2015

ITEM-2 POST EXHIBITION REPORT - DRAFT HILLS CORRIDOR STRATEGY (FP220)

A MOTION WAS MOVED BY COUNCILLOR JEFFERIES AND SECONDED BY COUNCILLOR TAYLOR THAT Items 2 and 3 on the Agenda, (Post Exhibition Report Draft Hills Corridor Strategy and Post Exhibition-Castle Hill North Precinct Plan) be considered together.

THE MOTION WAS PUT AND CARRIED.

625 RESOLUTION

Items 2 and 3 on the Agenda, (Post Exhibition Report Draft Hills Corridor Strategy and Post Exhibition-Castle Hill North Precinct Plan) be considered together.

SUSPENSION OF STANDING ORDERS

A MOTION WAS MOVED BY COUNCILLOR HARTY OAM AND SECONDED BY COUNCILLOR TRACEY THAT Standing Orders be suspended to allow for two objectors to address Council regarding Item 2.

THE MOTION WAS PUT AND CARRIED.

626 RESOLUTION

Standing Orders be suspended to allow for two objectors to address Council regarding Item 2.

At 7.35pm Standing Orders were suspended.

Proceedings in Brief

Chris Youssef, Supporter of Baulkham Hills who is in support and also against the proposal addressed Council regarding this matter (Item 2).

Nick Maude, Objector, resident of Castle Hill who is in support and also against the proposal addressed Council regarding this matter (Item 2).

Warwick Gosling, Objector, Don Fox Planning, on behalf of landowners addressed Council regarding this matter (Item 3).

RESUMPTION OF STANDING ORDERS

A MOTION WAS MOVED BY COUNCILLOR JEFFERIES AND SECONDED BY COUNCILLOR HARTY OAM THAT Standing Orders be resumed.

THE MOTION WAS PUT AND CARRIED.

627 RESOLUTION

Standing orders be resumed.

At 8.48pm Standing Orders were resumed.

MINUTES of the duly convened Ordinary Meeting of The Hills Shire Council held in the Council Chambers on 24 November 2015

A MOTION WAS MOVED BY COUNCILLOR HAY OAM AND SECONDED BY COUNCILLOR HARTY OAM THAT Council enter into Committee of Whole to allow all Councillors to speak more than once in debate on the matter.

THE MOTION WAS PUT AND LOST.

Councillors Harty OAM, Hay OAM and Tracey rose for a Division by show of hands. The result of the Division was as follows:-

VOTING FOR THE MOTION

Clr R K Harty OAM
Clr A J Hay OAM
Clr R M Tracey

VOTING AGAINST THE MOTION

Clr Dr M R Byrne Adjunct Professor
Clr Y D Keane
Clr A N Haselden
Clr A C Jefferies
Clr Dr J N Lowe
Clr R A Preston
Clr M O Taylor
Clr M G Thomas

A MOTION WAS MOVED BY COUNCILLOR JEFFERIES AND SECONDED BY COUNCILLOR TAYLOR THAT the Recommendations in
Item 2 – Post Exhibition Report – Draft Hills Corridor Strategy (FP220) and
Item 3 - Post exhibition – Castle Hill North Precinct Plan (FP 38) be adopted.

AN AMENDMENT WAS MOVED BY COUNCILLOR HAY OAM AND SECONDED BY COUNCILLOR HARTY OAM THAT

1. That the matter be deferred to allow for a thorough review and detailed consideration of all of the issues raised in the submissions received during exhibition of the Draft Hills Corridor Strategy and The Castle Hill North Precinct Plan.
2. A public meeting be held on matters arising from or relevant to the review as soon as practicable.
3. A supplementary report be prepared providing a:
 - a) detailed response to all of the issues raised in the submissions;
 - b) detailed response to the issues raised at the public meeting;
 - c) summary of any findings and recommendations including post exhibition / public meeting amendments to the Draft Hills Corridor Strategy and the Castle Hill North Precinct Plan

THE AMENDMENT WAS PUT AND LOST.

THE MOTION WAS PUT AND CARRIED.

628 RESOLUTION

ITEM 2

1. The Hills Corridor Strategy as provided in Attachment 1 (ECM Document Number 14270857) be adopted and

MINUTES of the duly convened Ordinary Meeting of The Hills Shire Council held in the Council Chambers on 24 November 2015

ITEM 3

1. The Castle Hill North Precinct Plan in Attachment 3 be adopted (ECM Document Number 14270792).
2. A planning proposal be forwarded to the Department of Planning and Environment for a Gateway Determination to amend Local Environmental Plan 2012 in the following manner:
 - i. rezone land in the precinct from R1 General Residential and R2 Low Density Residential to R1 General Residential, R3 Medium Density Residential and R4 High Density Residential;
 - ii. apply a minimum lot size of 1800m² across the precinct;
 - iii. apply maximum floor space ratio standards ranging from 0.6:1 to 2.4:1;
 - iv. remove height of buildings for land proposed to be zoned R1 General Residential and R4 High Density Residential;
 - v. introduce a maximum height of buildings of 10 metres for land proposed to be zoned R3 Medium Density Residential;
 - vi. add to clause 4.4 Floor Space Ratio to incentivise development, including a Floor Space Ratio incentive map to allow for floor space ratio standards ranging from 1.2:1 to 4.8:1, for development that meets Council's apartment size, mix and parking requirements;
 - vii. add to clause 4.4 Floor Space Ratio to provide a floor space incentive for key mapped sites to amalgamate where it can be demonstrated that the amalgamation will deliver improved outcomes, public domain improvements; and
 - viii. revise clause 7.7 Design Excellence to apply to all development with a height of 25 metres or more, with revised considerations for design excellence and provision for a Design Excellence Panel rather than architectural design competition.

Being a planning matter, the Mayor called for a division to record the votes on this matter

VOTING FOR THE AMENDMENT

Clr Harty OAM
Clr Hay OAM
Clr Tracey

VOTING AGAINST THE AMENDMENT

Clr Dr M R Byrne Adjunct Professor
Clr Keane
Clr Jefferies
Clr Taylor
Clr Preston
Clr A N Haselden
Clr Thomas
Clr Dr Lowe

ABSENT

Clr Dr Gangemi

MINUTES of the duly convened Ordinary Meeting of The Hills Shire Council held in the Council Chambers on 24 November 2015

VOTING FOR THE MOTION

Clr Dr M R Byrne Adjunct Professor
Clr Keane
Clr Jefferies
Clr Taylor
Clr Preston
Clr A N Haselden
Clr Thomas

VOTING AGAINST THE MOTION

Clr Harty OAM
Clr Hay OAM
Clr Tracey

ABSENT

Clr Dr Gangemi

ABSENT FROM THE ROOM

Clr Dr Lowe

ITEM-3

POST EXHIBITION - CASTLE HILL NORTH PRECINCT PLAN (FP38)

Council had earlier resolved to consider Items 2 and 3 together. See Minute No. 628.

The Meeting adjourned at 9.56pm after consideration of Items 2 and 3 and resumed at 10.08pm with all Councillors present except Councillors Preston and Jefferies.

9.56pm *Councillor Preston left the meeting during the Adjournment and returned at 10.10 during Call of the Agenda*

(A Rescission Motion has since been lodged in respect to this matter).

CALL OF THE AGENDA

A MOTION WAS MOVED BY COUNCILLOR HARTY OAM AND SECONDED BY COUNCILLOR HASELDEN THAT Items 4, 6, 7, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18 and 19 be moved by exception and the recommendations contained in the reports be adopted.

THE MOTION WAS PUT AND CARRIED.

629 RESOLUTION

Items 4, 6, 7, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18 and 19 be moved by exception and the recommendations contained in the reports be adopted.