

THE HILLS SHIRE COUNCIL

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29 January 2016

Ms Rachel Cumming

Director Metropolitan Delivery (Parramatta)
Planning and Environment
GPO BOX 39
SYDNEY NSW 2001

Our Ref: 16/2016/PLP

Dear Ms Cumming

PLANNING PROPOSAL SECTION 56 NOTIFICATION

The Hills Local Environmental Plan 2012 (Amendment No.#)) – Castle Hill North Precinct (FP38)

Pursuant to Section 56 of the *Environmental Planning and Assessment Act 1979* (EP&A Act), it is advised that Council has resolved to prepare a planning proposal for the above amendment.

Please find enclosed the information required in accordance with the guidelines '*A guide to preparing planning proposals*' issued under Section 55(3) of the EP&A Act. The planning proposal and supporting materials is enclosed with this letter for your consideration. It would be appreciated if all queries by the panel could be directed to Council's Principal Forward Planner, Megan Munari on 9843 0407.

The planning proposal seeks to make the following amendments to The Hills Local Environmental Plan 2012:

- 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;
- Apply a minimum lot size of 1800m² across the precinct;
- Apply maximum floor space ratio standards ranging from 0.6:1 to 2.4:1;
- Remove height of buildings for land proposed to be zoned R1 General Residential and R4 High Density Residential;
- Introduce a maximum height of buildings of 10 metres for land proposed to be zoned R3 Medium Density Residential;
- 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;
- 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;

- Amend 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

Pursuant to Clause 5(d) of Local Direction 5.9 North West Rail Link, this Section 56 notification also seeks the concurrence of the Director General with respect to minor inconsistencies with these Directions as detailed in the attached Planning Proposal.

Following receipt by Council of the Department's written advice, Council will proceed with the planning proposal. Any future correspondence in relation to this matter should quote reference number FP38. Should you require further information please contact Principal Forward Planner, Megan Munari on 9843 0407.

Yours faithfully

A handwritten signature in black ink, appearing to read 'J. Atkins', written in a cursive style.

Janelle Atkins
ACTING MANAGER FORWARD PLANNING

Enclosed CD containing:

1. Planning Proposal and Attachments

PLANNING PROPOSAL

LOCAL GOVERNMENT AREA: The Hills Shire Council

NAME OF PLANNING PROPOSAL: The Hills Local Environmental Plan 2012 (Amendment No X) – Castle Hill North Precinct

ADDRESS OF LAND: Castle Hill North Precinct, addresses of subject land (Attachment A)

SUMMARY OF HOUSING AND EMPLOYMENT YIELD

	EXISTING	PROPOSED	TOTAL
Dwellings	166	2984	2984
Jobs	N/A	N/A	N/A

SUPPORTING MATERIAL:

Attachment A	Assessment Against State Environmental Planning Policies
Attachment B	Assessment Against Section 117 Ministerial Directions
Attachment C	Council Report and Resolution, 24 November 2015
Attachment D	Castle Hill North Precinct Plan November 2015
Attachment E	Local Provisions for Floor Space Ratio and Design Excellence

THE SITE:

The Castle Hill North Precinct is generally bound by Pennant Street and Castle Street to the south, Gilham Street to the north, Old Northern Road to the east and Carramarr Road to the west.



Figure 1
Subject Site

PART 1 OBJECTIVES OR INTENDED OUTCOME

The objectives of the proposed LEP are:

- To allow high and medium density development within the walkable catchment of the future Castle Hill train station;
- To encourage future medium and high density development to meet the needs of future Hills Shire residents;

- To achieve a high standard of quality for buildings;
- To create a pedestrian friendly public domain, including high quality footpath paving, street trees, street furniture and lighting; and
- To encourage built form outcomes that complement the suburban character of the area but also provide a transition to the Castle Hill major centre.

PART 2 EXPLANATION OF THE PROVISIONS

The proposed outcomes will be achieved by the following amendments to The Hills Local Environmental Plan 2012 (LEP 2012):

1. 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;
2. Apply a minimum lot size of 1800m² across the precinct;
3. Apply maximum floor space ratio standards ranging from 0.6:1 to 2.4:1;
4. Remove height of buildings for land proposed to be zoned R1 General Residential and R4 High Density Residential;
5. Introduce a maximum height of buildings of 10 metres for land proposed to be zoned R3 Medium Density Residential;
6. 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;
7. 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;
8. Amend a draft 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.

PART 3 JUSTIFICATION

SECTION A: NEED FOR THE PLANNING PROPOSAL

1. Is the planning proposal a result of any strategic study or report?

Yes, the planning proposal is a result of strategic investigations into higher density developments as a result of Castle Hill's increasing status as a Major Centre and opportunities related to the Sydney Metro West.

The strategic studies leading to this planning proposal are:

- Residential Direction
- North West Rail Link Corridor Strategy
- Hills Corridor Strategy
- Castle Hill North Precinct Plan

- Residential Direction

The 2008 Residential Direction identified that the majority of sites zoned and suitable for apartments, surrounding the Castle Hill Major Centre, have already been developed or have had consent granted illustrating the high uptake of the opportunity for this form of residential development. The Direction provided an indication of the areas (Figure 2) in Castle Hill that could be considered for increased residential development opportunities.

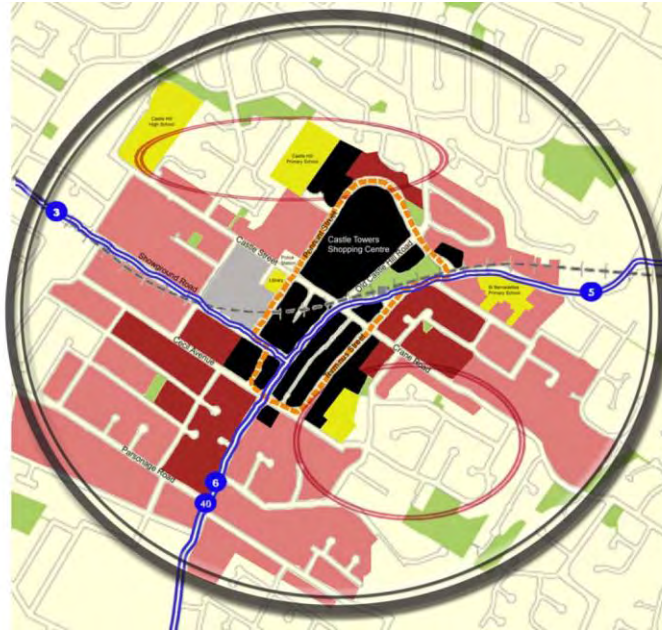


Figure 2

Indication of areas that could be considered for increased residential development opportunities

- 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.

The planning proposal is partly a result of this area being identified for future higher density development. The location of the subject precinct within the wider State Government North West Rail Link Corridor Precinct is shown in Figure 3.



Figure 3
Castle North Precinct and NWRL Corridor Boundary

- *Hills Corridor Strategy*

Council adopted the Hills Corridor Strategy on 24 November 2015. 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.

The 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. This approach is entirely consistent with the NSW Government's NWRL 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.

- *Precinct Plan for Castle Hill North*

The Precinct Plan 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 plan identifies density, character and streetscape typologies to guide future development outcomes. 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 (refer to Figure 4). Character areas are identified to articulate where development controls are needed to achieve outcomes that complement the positive aspects of the existing character. A streetscape map has been developed to articulate how streets will look and integrated with the existing development.

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.

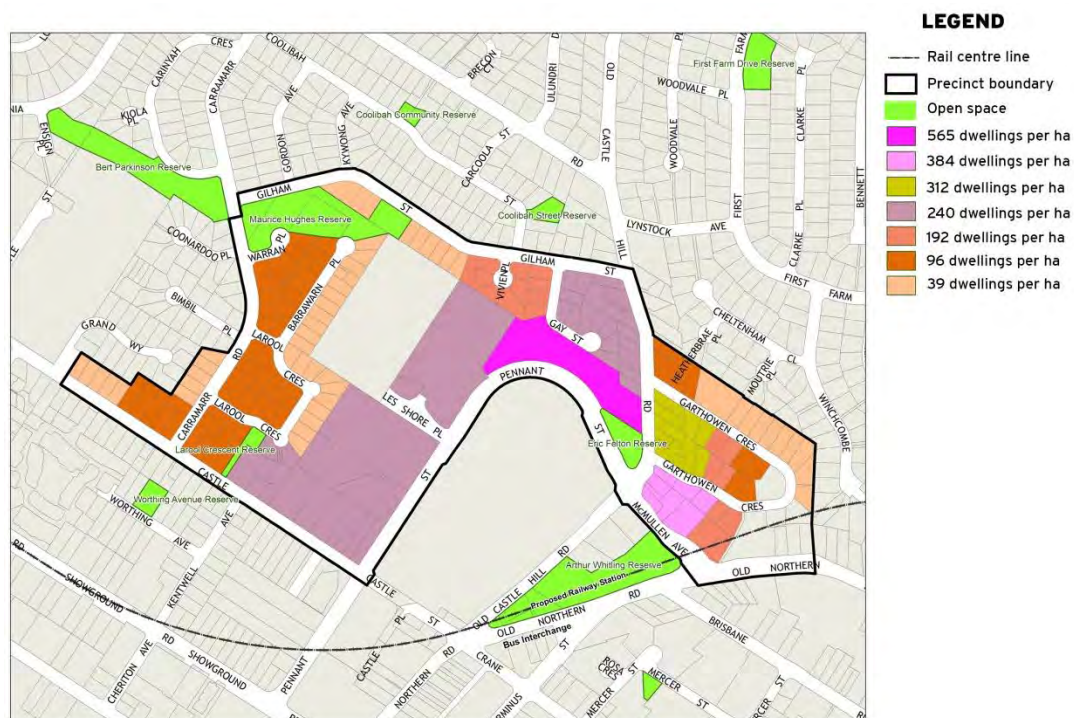


Figure 4
Castle Hill North Density Plan

The planning proposal is a result of the Castle Hill North Precinct Plan and will bring the plan to fruition.

2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes, the planning proposal is the best means of achieving the intended outcomes.

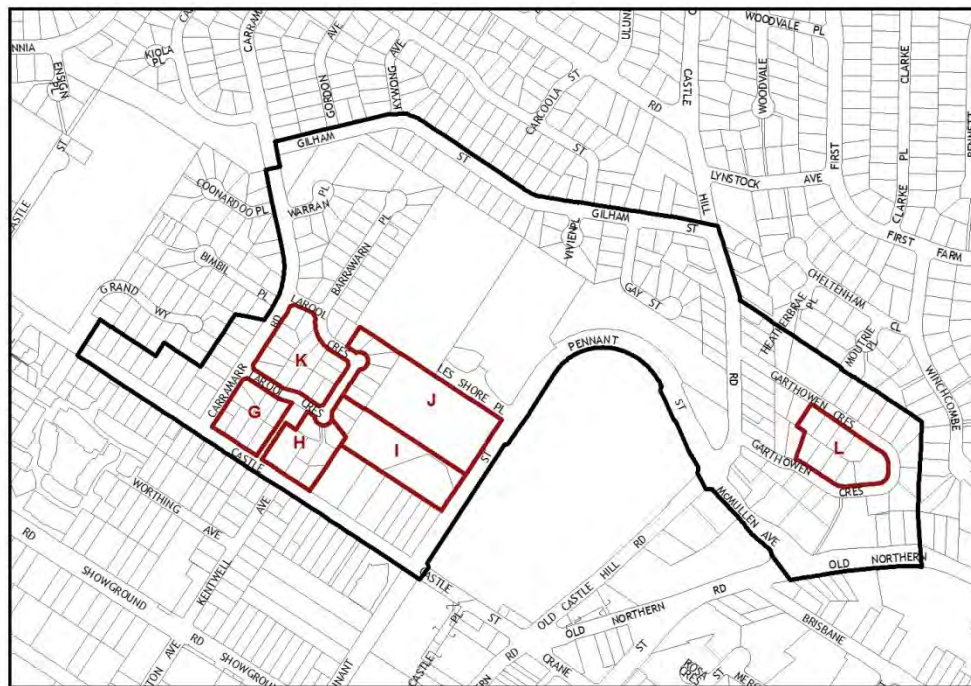
The proposed zone, height, floor space ratio and local provisions are considered to be the most effective way to facilitate the additional residential yield envisaged for Castle Hill North, in a way that meets the expectations of current and future residents within the Hills Shire. The proposal provides housing choice for different demographics, comfortable apartment sizes for families, master planned developments around open space, quality design in building form, and controls development yield through the floor space ratio, to provide flexibility in the built form.

An incentive provision (Attachment E) has been drafted to promote the housing outcomes advocated by Council to suit the needs of expected future residents. Developers will be able to achieve higher residential yields where they are willing to deliver the housing product that meets Council's apartment mix, apartment size and centres car parking rate.

Further, a local provision is proposed to encourage site amalgamation on key sites that have capacity to deliver improved built form outcomes and public domain improvements (refer to Attachment E). 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.

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 heritage items.



Key Sites Map



Figure 5
Proposed Key Sites Map

In addition, to achieve the desired high quality design the design excellence requirements are proposed to be amended (refer to Attachment E). The clause will apply to developments with a height of 25 metres (8 storeys) or more within the Shire. The clause requires development applications to be reviewed by a Design Excellence Panel to assess the quality of development. Following the lodgement of an application for development to which the 'Design Excellence' provision applies, Council will request the Panel to assess the proposed development against the 'Design Excellence' provision of LEP 2012 and provide expert recommendations in relation to urban design, architecture design and landscape architecture. The Panel will provide the consent authority with recommendations on the proposed development and may include a number of recommended amendments to the design of the development.

SECTION B: RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

3. *Is the planning proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?*

Yes – The planning proposal is consistent with the applicable regional and subregional strategies, as detailed below.

• A Plan for Growing Sydney

On 14 December 2014, the NSW Minister for Planning released A Plan for Growing Sydney. The Plan is intended to guide land use planning decisions for the next 20 years and presents a strategy for accommodating Sydney's forecast population growth over this time. To achieve the Government's vision for Sydney as a "strong global city and a great place to live", the Plan sets out four (4) main goals, for Sydney to be:

- A competitive economy with world-class services and transport,
- A city of housing choice with homes that meet our needs and lifestyles,
- A great place to live with strong, healthy and well-connected communities, and
- A sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources.

A Plan for Growing Sydney seeks to align economic and housing growth and emphasises the importance of the North West Rail Link Corridor as well as the creation of liveable centres that are well-integrated with adjacent neighbourhoods and best practice principles of transit-orientated design. The Plan notes that up to 80% of all new housing is proposed to be within walking distance of centres of all sizes that have good public transport.

The Precinct Plan will deliver a range of housing typologies including terrace style townhouses and residential flat buildings.

Direction 1.7 identifies the need to grow strategic centres to provide more jobs close to home. Castle Hill is identified as a 'strategic centre'. The planning proposal provides a high density residential base for the centre to leverage retail and office growth and provide a 24 hour active area. Given its location north of the retail and commercial core, the planning proposal does not inhibit future employment growth in the centre.

Direction 2.1 seeks to accelerate housing supply across Sydney. The planning proposal will provide opportunities within Castle Hill for increased residential development and increased housing choice by providing apartments and townhouses in addition to the traditional single dwelling house.

Direction 2.2 seeks to accelerate urban renewal across Sydney by providing homes closer to jobs. The planning proposal will facilitate urban renewal within the northern part of the Castle Hill strategic centre. The increase in dwellings with walking access to a future train station will make it easier for people to get to jobs and services.

Direction 3.1 seeks to revitalise existing suburbs. The planning proposal will facilitate urban renewal and revitalisation of property that is close to its life expectancy.

• North West Rail Link Corridor Strategy

The North West Rail Link (NWRL) Corridor Strategy was published in September 2013. The strategy provides a vision for how the areas surrounding the proposed railway stations could be developed to integrate with the North West Rail Link (now the Sydney Metro

Northwest). The Corridor Strategy includes a structure plan for each Station Precinct. An extract of the Castle Hill Precinct Structure Plan is included below.

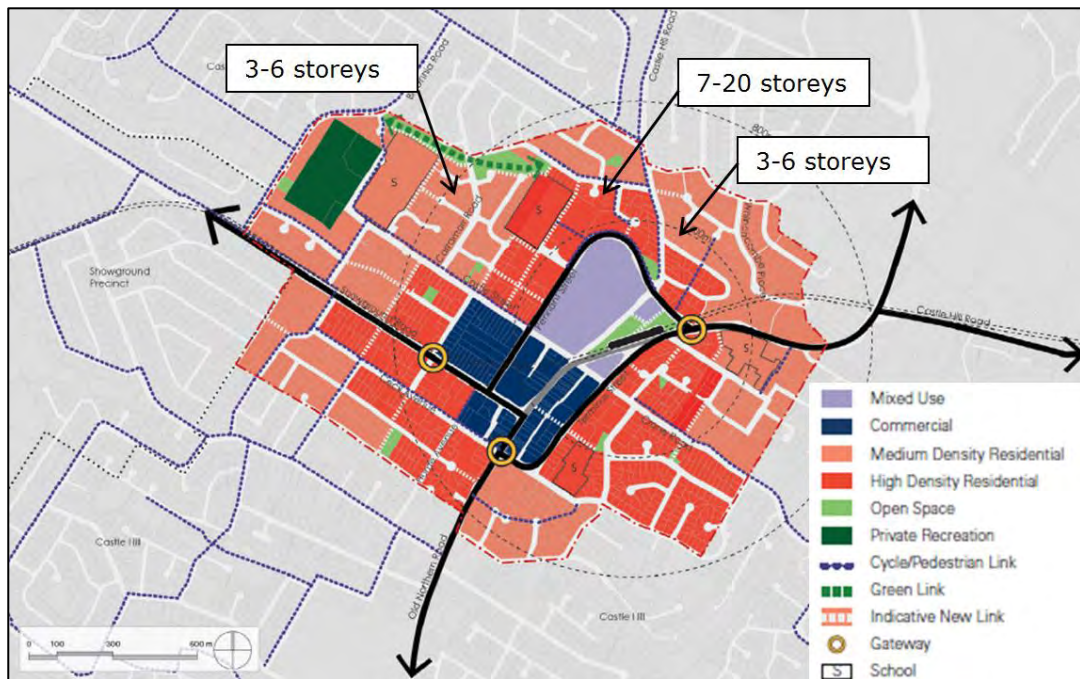


Figure 6
Castle Hill Structure Plan

The key focus for the Castle Hill Station Precinct is to strengthen the role as a strategic centre, by promoting growth within and around the centre. The strategy proposes land surrounding the commercial/retail core, be rezoned for high density residential between 7 to 20 storeys. On the periphery of the core, within a 10 minute walking distance of the station areas have been identified for medium density living comprising 3-6 storey apartments. Beyond these areas townhouses, duplexes and single detached dwellings have been envisaged.

The intent of the NWRL Corridor 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 planning proposal is consistent with the NWRL Corridor Strategy as it provides a high density resident population within close proximity to the future Castle Hill Station. The planning proposal translates the overall objectives of the North West Rail Link Corridor Strategy into planning controls that achieve realistic densities.

Consistency with the strategy is set out in Section 6 which addresses the applicable Section 117 Ministerial Direction.

4. Is the planning proposal consistent with the local council's Community Strategic Plan, or other local strategic plan?

The Planning Proposal is consistent with the following documents:

- The Hills Shire Plan;
- Local Strategy;
 - Residential Direction;
 - Centres Direction

- Employment Lands Direction;
 - Integrated Transport Direction; and
- Hills Corridor Strategy.

- **The Hills Shire Plan**

Council's Community Strategic Plan, The Hills Shire Plan 2026 identifies the community's vision for the Shire and outlines how Council will align its delivery of services and facilities to support this vision. Council's vision is for '*proactive leadership creating vibrant communities, balancing urban growth, protecting our environment and building a modern local economy*'. The planning proposal is consistent with the Hills 2026 Community Outcomes, and relevant Key Directions.

- **Local Strategy**

In June 2008 Council adopted its Local Strategy to provide the basis for the future direction of land use planning in the Shire and within this context implement the key themes and outcomes of the community strategic plan. The Residential, Centres, Employment Lands and Integrated Transport Directions are the components of the Local Strategy which have relevance to the planning proposal.

- *Residential Direction*

Council has maintained a planned and deliberate approach to managing urban growth within the Shire, which makes use of existing infrastructure and extends the lifestyle opportunities of its residents. This approach focuses high density development in precincts that show capacity to accommodate further growth, with the result being increased population around town centres and major transport nodes. The planning proposal is consistent with this philosophy.

The Residential Direction demonstrates that there is sufficient capacity to accommodate the housing targets set by the State Government in the Shire's established and release areas. However, as the Shire adjusts to potential new patterns of development and centres generated by the Sydney Metro Northwest there will be further pressure to provide increased accommodation and employment to areas within close proximity to train stations. This is particularly the case with the proposed Castle Hill Station that is centrally located within the established retail and commercial core of Castle Hill. Council has considered housing and employment based on the new opportunities that can be provided.

The 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.

- *Centres Direction*

The Centres Direction establishes The Hills Shire Centres Hierarchy which provides a framework for the scale, location and objectives of centres. This framework is important for the achievement of orderly and sustainable development of Centres that are appropriate in scale and design for their location.

The centre is supported by the existing and future public transport, retail and commercial development, local services and infrastructure. Future development within the precinct, together with supporting infrastructure, plays a critical role in supporting the Castle Hill Railway Station by providing a resident population with close proximity to these services.

The proposed R1 General Residential, R3 Medium Density Residential and R4 High Density Residential will appropriately reflect this role of the site as the objectives of the zone are to provide for a variety of housing types and densities, enable land uses that provide facilities and services to meet the daily needs of residents, and to encourage residential development that are in location that are close to population centres and public transport routes.

- *Integrated Transport Direction*

Council's Integrated Transport Direction and provides an overall strategic context for the planning and management of transport within the Shire. The Direction provides a package of solutions to provide greater connectivity between key destinations and to ensure that residents and workers can get where they need to go with a range of integrated travel options.

Future development on the site will play a key role in supporting the operation of the Sydney Metro Northwest as it will provide a resident population within close proximity to high frequency public transport services. This transport link will ensure that the precinct is well connected to the CBD and other strategic centres.

- **The Hills Corridor Strategy and Castle Hill North Precinct Plan**

The Hills Corridor Strategy articulates Council's vision and desired outcomes for land within the rail corridor. It identifies that Castle Hill has the potential to become an urban setting that includes residential, retail, cultural and commercial uses.

The Castle Hill Station Precinct is identified as a strategic centre which signifies its role as an important retail and business centre for the region. Future development is to reinforce the centre as a high quality Major Centre with a variety of building heights, including some distinctive or 'iconic heights'. The desired outcome for the Castle Hill North Precinct ranges from 565 dwelling per ha (Pennant Street Target Site) to 39 dwellings per ha (townhouse developments with sensitive interfaces) (refer to Figure 4).

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.

The Hills Corridor Strategy and Castle Hill North Precinct Plan both provide a consistent strategic framework to support growth and activity around the rail corridor. The Castle Hill North Precinct Plan follows from the 'holistic' approach of The Hills Corridor Strategy and further details the planning work that will facilitate future housing that responds to the values of the Hills Shire and is supported by adequate infrastructure. In order to achieve this, future planning controls under the LEP 2012 have been drafted to allow for partial uplift in densities on land in Castle Hill North, with maximum uplift allowed only for development which facilitates the delivery of apartments which satisfy the needs and expectations of the Hills Shire residents and family demographic.

5. Is the planning proposal consistent with applicable State Environmental Planning Policies?

Yes, the planning proposal is consistent with the relevant State Environmental Planning Policies, as detailed below. Evaluation of the planning proposal against all State Environmental Planning Policies is provided in Attachment A.

- **State Environmental Planning Policy No 32 – Urban Consolidation (Redevelopment of Urban Land)**

This policy aims to enable urban land which is no longer required for its intended use to be redeveloped for multi dwelling housing. To promote urban consolidation, the plan seeks to ensure an uplift in residential densities where existing public infrastructure, transport and facilities are available.

The planning proposal is consistent with the policy as it will increase the residential capacity of land in close proximity to Castle Hill strategic centre and future train station. By facilitating a landmark apartment development, the planning proposal will provide for greater housing choice in a location that is highly accessible by public transport, walking and cycling.

- **State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development**

Previously, Council has adopted apartment mix controls and apartment size controls for residential flat building developments that seek to optimise housing diversity and has sought exemption to the requirements of SEPP 65 given the demonstrated ability in responding to housing demand and concerns that amendments to the SEPP will inhibit the achievement of housing choice in the Shire.

As a response, 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 to be developed 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 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 put forward in this planning proposal is based upon the outcomes of the meeting with the Minister. The incentive is considered to provide a degree of certainty to Council, developers and the community as to housing outcomes.

The planning proposal is considered to be consistent with SEPP No. 65 given it will encourage and promote a high quality development within the precinct and a variety of housing types with positive design and amenity outcomes. The proposal provides a floor space incentive if a developer complies with Council's apartment size/mix and car parking controls given these controls are considered by Council to better suit the family demographic expected for the Shire into the future. However, the proposal does not prevent future development from utilising the mandatory controls under the SEPP and therefore is not inconsistent with the SEPP.

6. Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

Section 117(2) of the *Environmental Planning and Assessment Act 1979* (EP&A Act) enables the Minister for Planning and Environment to issue directions that councils must address when preparing planning proposals for a new LEP. The relevant Section 117 Directions are:

- 2.3 Heritage Conservation

The objective of this direction is to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance.

14 Garthowen Crescent contains an existing heritage dwelling which is now used for the business purposes of a child care centre, which are listed as a heritage item within Schedule 5 of LEP 2012 (Item I51).



Figure 7
Garthowen House location

Garthowen holds historic significance for the local area, demonstrating the role of Castle Hill as a country retreat. Future development within the vicinity of 'Garthowen House' must have a sensitive design approach that preserves and complements the heritage value of the item with the scale and bulk of any new developments surrounding 'Garthowen House' respecting the existing curtilage. The planning proposal is consistent with Ministerial Direction 2.3 Heritage Conservation as requirements within the Development Control Plan will detail specific controls that will ensure an orderly and appropriate development surrounding the heritage item.

- 3.1 - Residential Zones

This direction applies when a relevant planning authority prepares a planning proposal that will affect land within an existing or proposed residential zone (including the alteration of any existing residential zone boundary) or any other zone in which significant residential development is permitted or proposed to be permitted.

This Ministerial Direction is applicable in this instance as it proposes an intensification of residential densities within an existing residential zone. The objectives of the Direction are:

- to encourage a variety and choice of housing types to provide for existing and future housing needs,
- to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and
- to minimise the impact of residential development on the environment and resource lands.

The planning proposal is considered to be consistent with this Direction as it will broaden the choice of building types and locations available in the housing market such as terrace style townhouses, low rise residential apartments (3-6 storey), medium rise apartments (7-12) and high density apartments (12 – 20 storeys). The provision of more apartments in a traditionally suburban area capitalises the use of new and existing transport infrastructure and services.

- 3.4 - Integrating Land Use and Transport

This Direction aims to ensure that development improves access to housing, jobs and services, increase choice of available transport, reduce travel demand, and provide for the efficient movement of freight. A planning proposal must locate zones for urban purposes and include provisions that are consistent with the aims, objectives and principles of Improving Transport Choice – Guidelines for planning and development (DUAP 2001) and The Right Place for Business and Services – Planning Policy (DUAP 2001).

The proposal is considered to be consistent with this Direction as it will facilitate development which meets the following key objectives:

- a) Improve access to housing, jobs and services by walking, cycling and public transport; and
- b) Increase the choice of available transport and reducing dependence on cars; and
- c) Reduce travel demand including the number of trips generated by development and the distances travelled, especially by car; and
- d) Support the efficient and viable operation of public transport services including the North West Rail Link.
- e) Increased residential densities with better access to services

- Direction 4.3 - Flood Prone Land

This Direction applies when a planning proposal creates, removes or alters a zone or a provision that affects flood prone land and requires the planning proposal to include provisions that give effect to, and be consistent with, the NSW Flood Prone Land Policy and the principles of the *Floodplain Development Manual 2005* (including the *Guideline on Development Controls on Low Flood Risk Areas*). The Direction requires that planning proposals must not permit development that will result in significant flood impacts to other properties, permit significant increases in the development of that land or result in a substantially increased requirement for government spending on flood mitigation measures, infrastructure or services.

An overland flowpath is 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.

Part C Section 6 of The Hills Development Control Plan, Flood Controlled Land remains applicable to the portions of the precinct that are flood controlled. The Floodplain Development Manual 2005 was a key reference document in the preparation of The Hills DCP. Future development on flood controlled lots will be required to meet the requirements

of the Floodplain Development Manual 2005 and The Hill Shire DCP. The proposal is considered to be consistent with Direction 4.3 Flood Prone Land.

5.9 – North West Rail Link Corridor Strategy

The objectives of this Direction are to promote transit-oriented development and manage growth around the eight train stations of the Sydney Metro Northwest (North West Rail Link) and to ensure development within the rail corridor is consistent with the proposals set out in the NWRL Corridor Strategy and precinct Structure Plans.

The planning proposal is consistent with the objectives of this Direction by promoting and encouraging transit orientated development around Castle Hill Station. The Hills Corridor Strategy and the Castle Hill North Precinct Plan have been prepared which investigated site constraints, dwelling densities and the walkable catchment of the train station. The development intended via this planning proposal reflects the character identified in the Castle Hill Structure Plan

The Direction requires that a planning proposal must be consistent with the growth projections and proposed built form and future character for each of the Station Precincts. Consistency with these elements is discussed below:

- *Future Precinct Character and Built Form*

Table 1 demonstrates that within the Castle Hill North Precinct, approximately the same amount of land is identified for each of the character areas stipulated in the Castle Hill Structure Plan.

Future Precinct Character Areas	Amount of land in each Future Precinct Character Area in the Castle Hill Structure Plan	Land in Castle Hill North identified in Structure Plan as each Future Precinct Character Area	Land in Castle Hill North Precinct Plan and Planning Proposal
High Density Apartment Living (7-20 storeys)	30 hectares	11 hectares (of 30)	13 hectares
Medium Density Apartment Living (3-6 storeys)	43 hectares	5 hectares (of 43)	4.6 hectares
Townhouses	16 hectares	1.7 hectares (of 16)	3.8 hectares

Table 1

Comparison of planning proposal with NWRL Corridor Strategy

Note: Area calculations are approximate and do not account for land identified as “areas expected to remain unchanged” in the Castle Hill Structure Plan.

The planning proposal is generally consistent with the Future Precinct Character diagrams in the Castle Hill Structure Plan. There are some exceptions where Council has identified, through the Hills Corridor Strategy and Castle Hill North Precinct Plan, the need to provide planning controls to ensure more appropriate outcomes for constrained land. This includes land near Garthowen House that needs controls to ensure an appropriate response to the heritage item and land with shallow lot depths that cannot create the “apartment buildings, carefully master planned around communal open spaces and incorporating landscaped setbacks to existing streetscapes”. Land with interfaces to existing low density residential development and Castle Hill Public School requires additional controls to manage the impacts on these sensitive uses.

The floor space ratios and incentives identified in this planning proposal facilitate the built form outcomes identified in the Castle Hill Structure Plan in terms of medium and high

density apartment living. The floor space ratio is considered a better mechanism than building height for providing certainty in terms of density. There is no height of building control on these sites to provide flexibility for developers when responding to site orientation and constraints.

Given the more detailed analysis undertaken in the preparation of this planning proposal, some sites within the Castle Hill North Precinct do not align directly with the future precinct character area identified in the Castle Hill Structure Plan. However, as the planning proposal is generally consistent with the future character identified in the Castle Hill Structure Plan, this inconsistency is considered justified and minor.

- *Growth Projections*

The Castle Hill Structure Plan projects growth of 100 additional townhouses, 1000 apartments in 3-6 storey buildings and 3500 apartments in 7-20 storey apartments.

It is anticipated that under the planning proposal the Castle Hill North 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, comprising 3,637 apartments and 95 townhouse/terraces.

The area of Castle Hill North Precinct represents only approximately 25% of the developable Castle Hill Structure Plan area, yet has capacity under the Precinct Plan to yield 67% of the projected residential growth (2,984 additional dwellings out of 4,400 dwellings).

The planning proposal exceeds the growth projections in the Castle Hill Structure Plan, however this inconsistency is considered justified and minor.

The Secretary's concurrence with respect to the justified and minor inconsistencies with Direction 5.9 North West Rail Link Corridor Strategy is sought.

• 6.1 Approval and Referral Requirements

The purpose of this Direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development by minimising the inclusion of provisions that require the concurrence, consultation or referral of development applications to a Minister or public authority. The proposal is considered to be consistent with this Direction as it does not include any concurrence, consultation or referral provisions and does not identify any development as designated development.

• 6.3 Site Specific Provisions

This Direction applies *"when a relevant planning authority prepares a planning proposal that will allow a particular development to be carried out"* and requires that a planning proposal must either:

- a) allow that land use to be carried out in the zone the land is situated on, or
- b) rezone the site to an existing zone already applying in the environmental planning instrument that allows that land use without imposing any development standards or requirements in addition to those already contained in that zone, or
- c) allow that land use on the relevant land without imposing any development standards or requirements in addition to those already contained in the principal environmental planning instrument being amended.

The objective of this Direction is to discourage unnecessarily restrictive site specific planning controls. To bring the draft Castle Hill North Precinct Plan to fruition a planning proposal is required to amend Local Environmental Plan 2012. The purpose 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 changes include rezoning of land zoning and the application of minimum lot size, maximum height of buildings and maximum floor space ratios. In terms of zoning and allowable land uses, the planning proposal is consistent with the use of residential zones within Council's Standard Instrument LEP

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. Proposed clause 4.4B, as set out in Attachment E, contains the objectives and an incentive for amalgamation of six (6) identified key sites. The potential improved outcomes for these sites include publicly accessible common open space, publicly accessible through site links, active frontages, centrally located height and a sensitive response to the heritage item Garthowen House.

This clause provides an incentive for developers and is not unnecessarily restrictive for developers and therefore is not setting site specific provisions. The planning proposal is consistent with Direction 6.3 Site Specific Provisions.

- 7.1 Implementation of A Plan for Growing Sydney

The planning proposal is consistent with A Plan for Growing Sydney. An overarching theme within the Plan is to ensure that more homes are located within suitable locations. In light of the delivery of the Sydney Metro Northwest, the planning proposal is consistent as it presents an opportunity to incorporate the principles of transit oriented development by locating higher density residential development within close proximity to high frequency public transport services. This will both improve public transport patronage and will reduce car dependency.

SECTION C: ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

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

No, the majority of the Precinct is already developed and occupied residential dwellings, open space and a public school. The Precinct is generally void of any significant vegetation or trees. Maurice Hughes Reserve is identified as Sydney Turpentine Ironbark Forest.

While there is likely to be additional foot traffic and embellishment works to Maurice Hughes Reserve, the area will not be adversely affected by the proposal. Therefore the planning proposal is unlikely to create any adverse impacts on critical habitat or threatened species, populations or economical communities and their habitats.

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

There is likely to be an increase in stormwater runoff with the additional development potential in the precinct. This is proposed to be managed through a suite of upgrades to existing stormwater management facilities, as well as through on site re-use of stormwater and onsite detention.

The precinct development will also attract an increase in vehicle traffic. This is proposed to be managed through upgrades to key intersections to facilitate safe and efficient movement of traffic to and from the precinct.

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.

The funds for these works will be collected via developer contributions under a Section 94 Contributions Plan for the Castle Hill North Precinct.

9. How has the planning proposal adequately addressed any social and economic effects?

Social Impact

The projected increase in population for the Castle Hill North precinct under the planning proposal is approximately 6200 people.

Community Facilities

Based on an assessment of the need for social infrastructure and community facilities against standard benchmarks contained within the Growth Centres Development Code, an estimated additional population of 6,200 people would generate demand for an additional

local community centre as well as a marginal increase in the capacity of district level facilities (community centre and library).

Similar to open space provision, this high level of community facility provision would generally be secured as part of the land use planning process for a precinct. Given the Castle Hill North Precinct is located within an established urban area with access to existing community facilities (such as the Castle Hill Community Centre and Library at Castle Grand), a more detailed assessment will be required to determine the social infrastructure required to support the future population within the Precinct. This assessment will identify how existing community facilities within the catchment area of the Precinct can be better utilised (or have their capacity increased) to meet the future demand.

The Precinct is located within Contributions Plan 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 5 – Castle Hill is almost complete, it is not proposed to amend the existing plan to include proposed higher density residential development opportunities for this Precinct. Rather it is proposed that the required infrastructure will be supported and delivered through a new Contributions Plan.

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 The Hills 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 2
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. 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.

Economic Impact

While the planning proposal will not generate any large retail shops, the provision of R1 General Residential Zone will provide additional local employment opportunities for residents close to home and a major transport node. Redevelopment of the Precinct will strengthen the centre with the provision of more local shops and improved pedestrian links to existing services and retail.

SECTION D: STATE AND COMMONWEALTH INTERESTS

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

Whilst it is considered that there is suitable public infrastructure in the immediate vicinity of the site to support increased residential densities, consultation will be required with utility providers following the issue of a Gateway Determination.

Augmentations will be required to the existing infrastructure to ensure that future development is appropriately serviced. In this regard consultation is recommended with the following service providers:

- Water & Sewerage Services
Consultation with Sydney Water Corporation will be required following receipt of the Gateway Determination.
- Electricity Services
Consultation with Integral Energy and AGL will be required following receipt of the Gateway Determination. Council has previously received a response from Endeavour Energy and stated no objections to the Precinct Plan.
- Traffic Generation and Management
Consultation with the Roads and Maritime Services will be required following receipt of the Gateway Determination.

11. What are the views of State and Commonwealth Public Authorities consulted in accordance with the gateway determination, and have they resulted in any variations to the planning proposal?

Consultation with authorities during precinct planning process was undertaken. 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.

- 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.

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 Northwest 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.

- Endeavour Energy

Endeavour Energy raised 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.

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.

- NSW Health Western Sydney Local Health District

The Centre for Population Health supported the 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.

- 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 was 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. They 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.

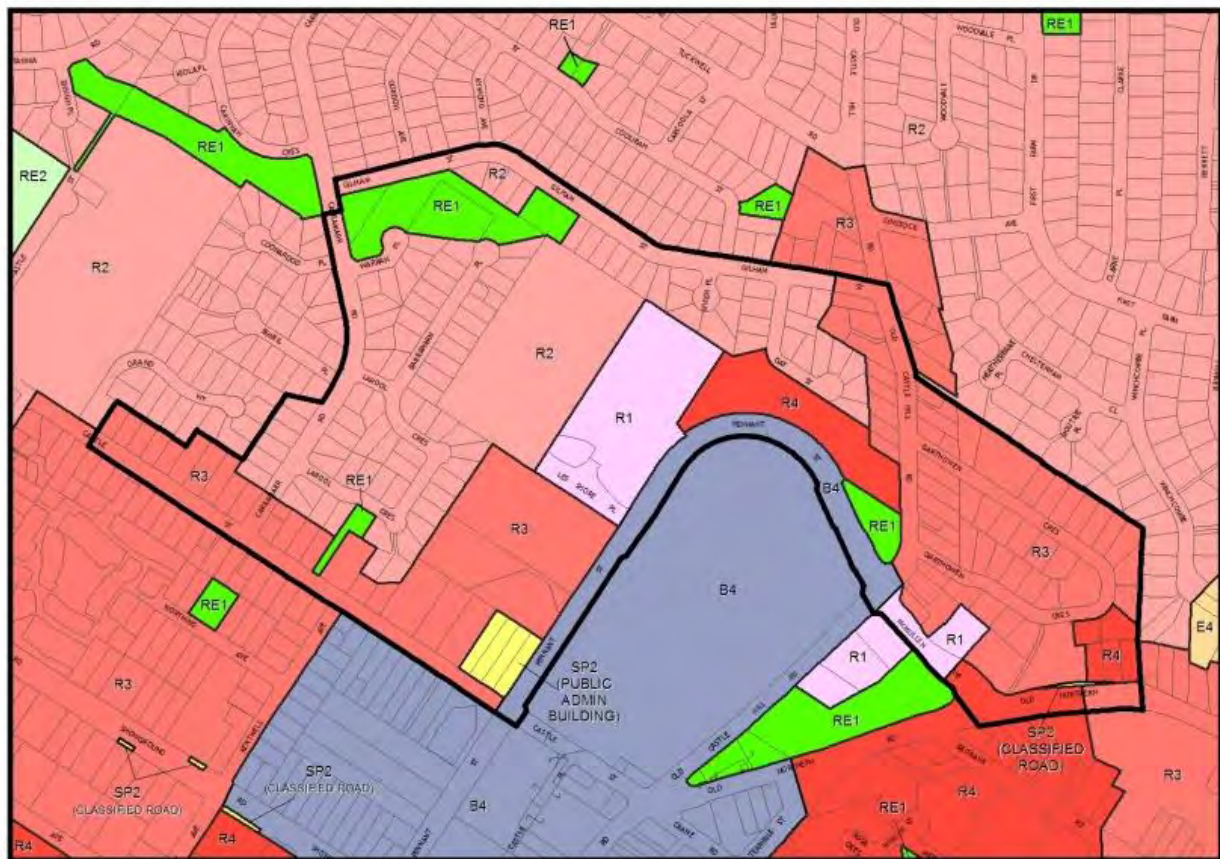
Further consultation will be undertaken with authorities following a Gateway determination.

PART 4 MAPPING

The planning proposal seeks to amend Land Use Zone Map, Building Height Map and Floor Space Ratio Map of *The Hills Local Environmental Plan 2012*. The planning proposal subsequently introduces a Floor Space Ratio Incentives Map and Proposed Key Sites Map.

Existing Land Zoning Map

The site is currently zoned RE1 Public Recreation, R1 General Residential, R2 Low Density Residential, R3 Medium Density Residential and R4 High Density Residential.



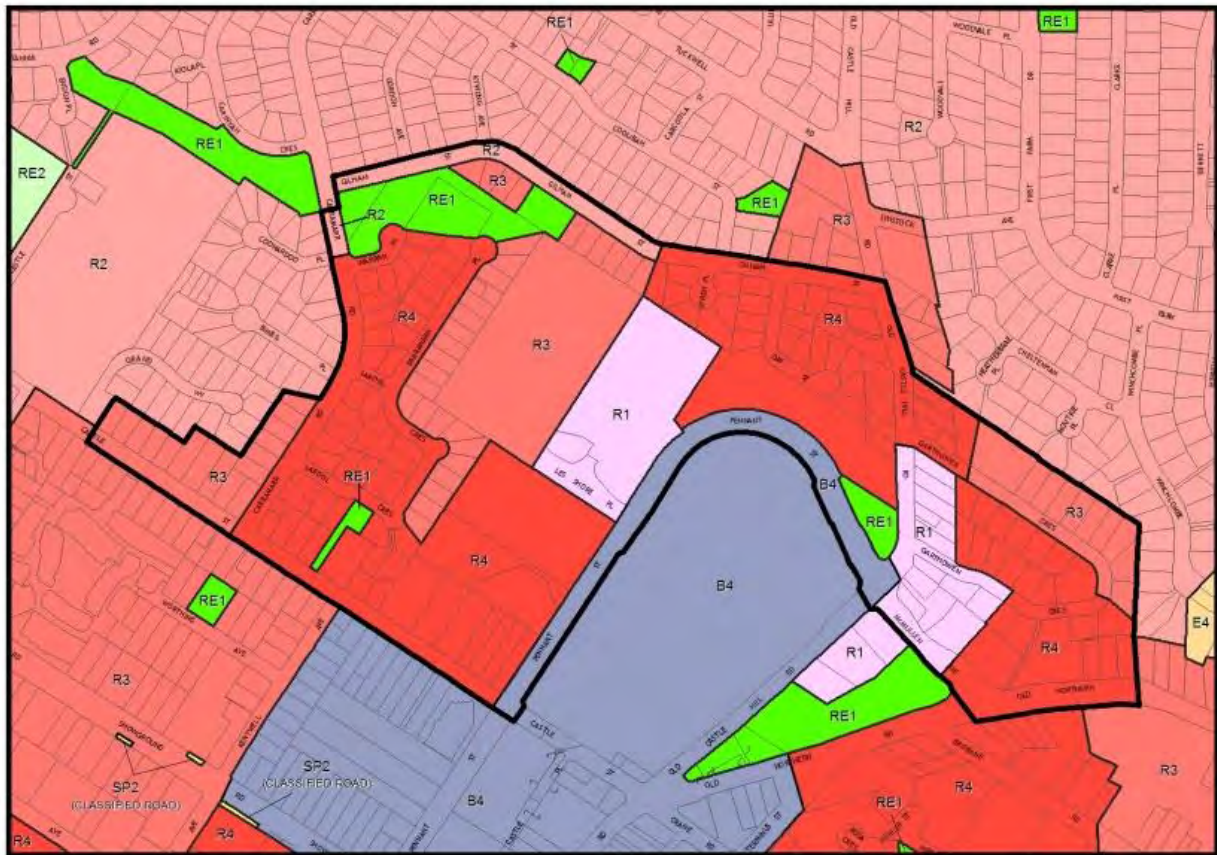
Land Zoning (LZN)

B4	Mixed Use	R2	Low Density Residential	RE1	Public Recreation
E4	Environmental Living	R3	Medium Density Residential	RE2	Private Recreation
R1	General Residential	R4	High Density Residential	SP2	Infrastructure

Figure 8
Existing Land Use Zoning (LEP 2012)

Proposed Land Zoning Map

The planning proposal seeks to rezone the site to R1 General Residential, R3 Medium Density Residential and R4 High Density Residential. No change is proposed to the RE1 Public Recreation Zone.



Land Zoning (LZN)

B4	Mixed Use	R2	Low Density Residential	RE1	Public Recreation
E4	Environmental Living	R3	Medium Density Residential	RE2	Private Recreation
R1	General Residential	R4	High Density Residential	SP2	Infrastructure

Figure 9
Proposed Land Use Zoning

Existing Minimum Lot Size Map

The site currently has a minimum lot size of 600m² and 700m².

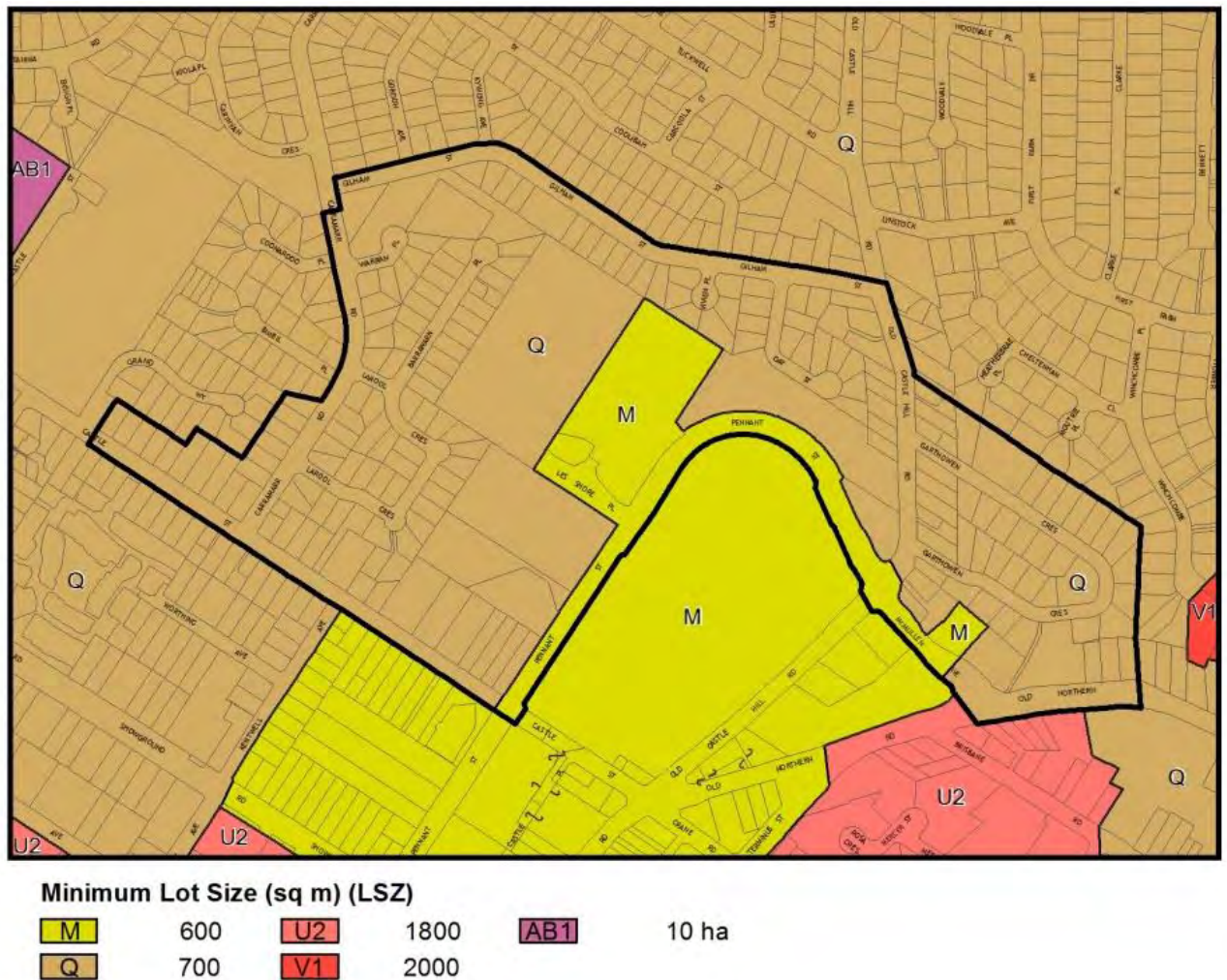


Figure 10
Existing Minimum Lot Size

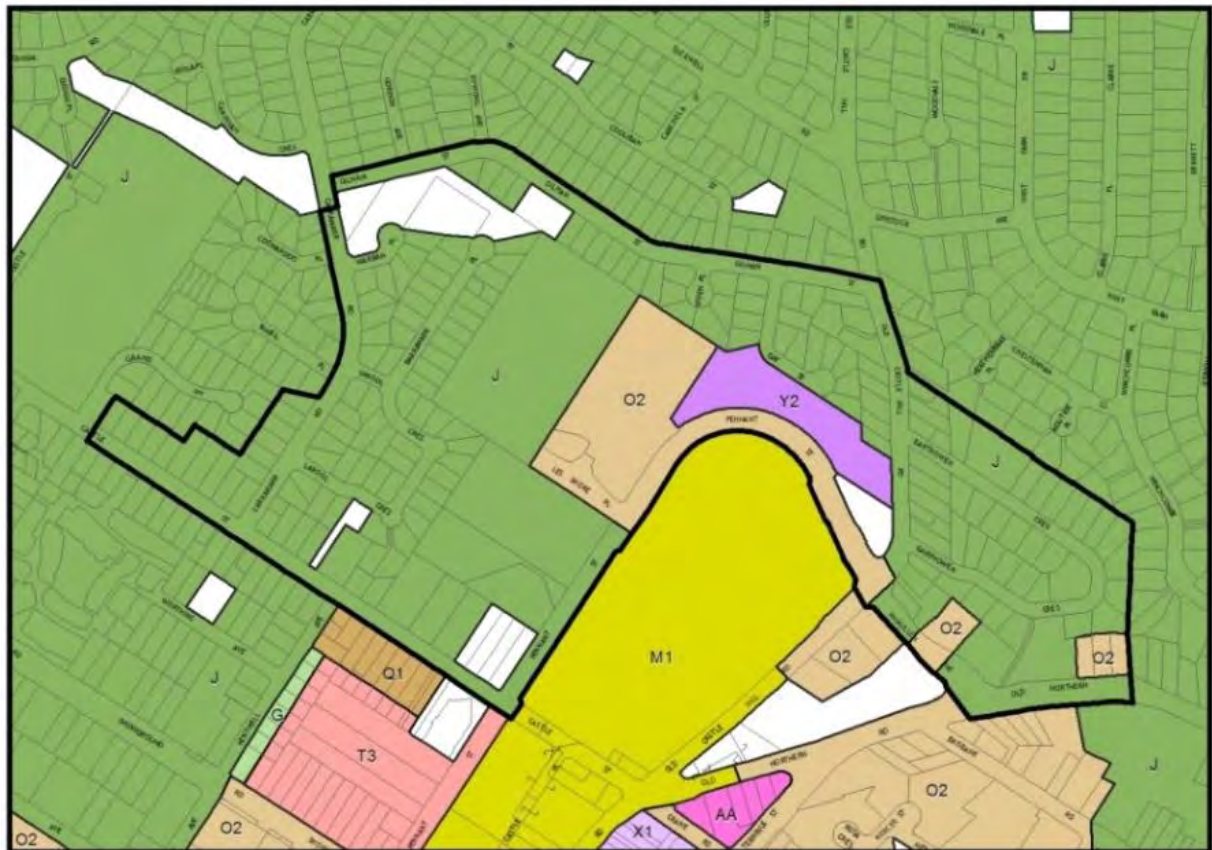
The proposal seeks to amend the minimum lot size to be 1800m² in the Precinct.



Figure 11
Proposed Minimum Lot Size

Existing Height of Building Map

The precinct is subject to maximum building height of predominately 9 metres, with 16 metres on land that currently allows for residential flat buildings. The Pennant Street Target site is identified as 54 metres. It was subject to a separate planning proposal process.



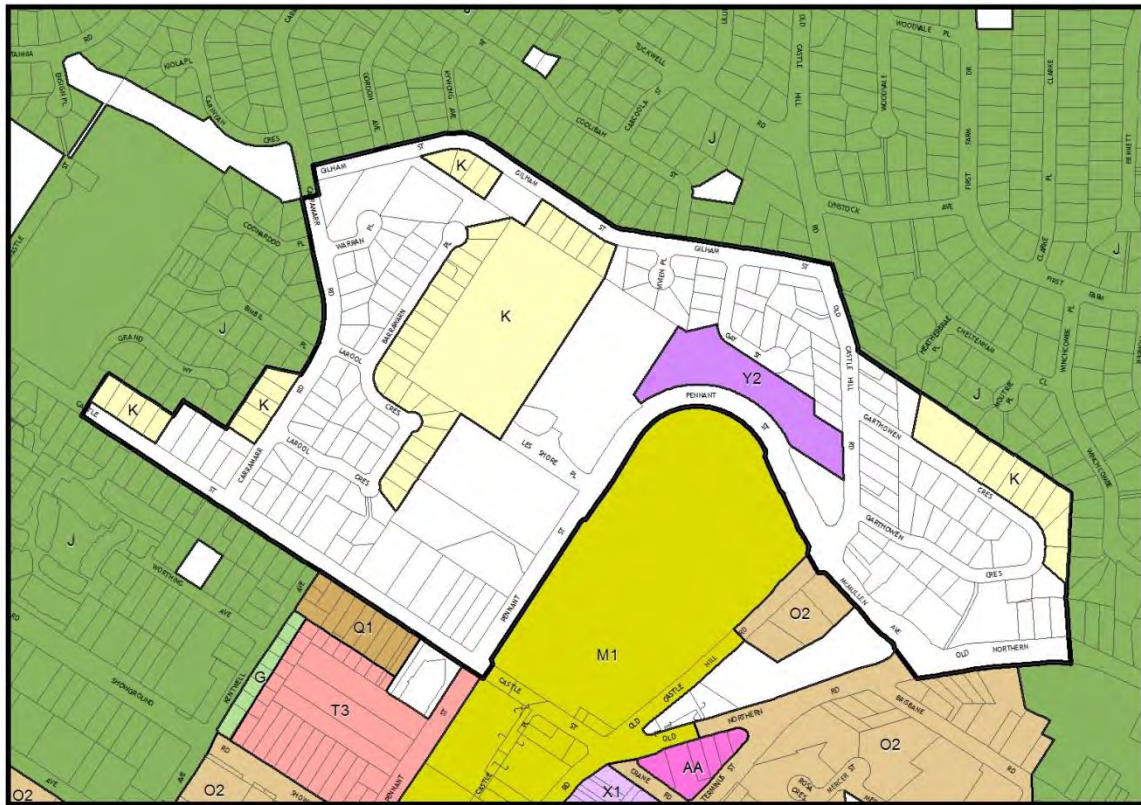
Height of buildings (m) (HOB)

G	7.0	O2	16.0	X1	45.0
J	9.0	Q1	19.0	Y2	54.0
M1	12.0	T3	28.0	AA	68.0

Figure 12
Existing Height of Building

Proposed Height of Building Map

The proposal seeks to amend the height of buildings map by removing the maximum building height control for the majority of sites and relying on the floor space ratio controls and development controls to manage built form outcomes. A height of 10 metres is proposed for sites zoned R3 Medium Density Residential and for the Castle Hill Public School.



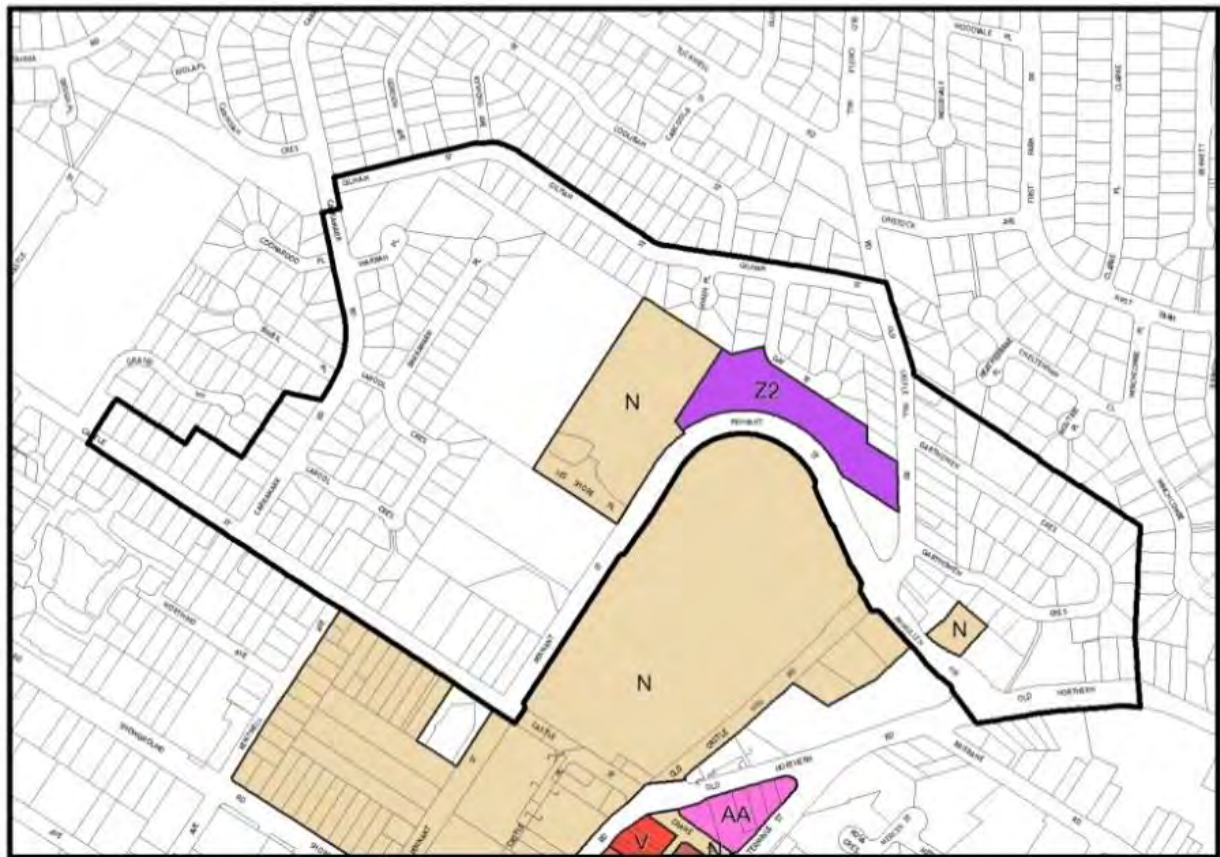
Height of buildings (m) (HOB)

G	7.0	M1	12.0	T3	28.0	AA	68.0
J	9.0	O2	16.0	X1	45.0		
K	10.0	Q1	19.0	Y2	54.0		

Figure 13
Proposed Height of Building

Existing Floor Space Ratio Map

Apart from the Pennant Street Target Site which was subject to a separate planning proposal process, the precinct has two sites subject to a maximum floor space ratio of 1:1.



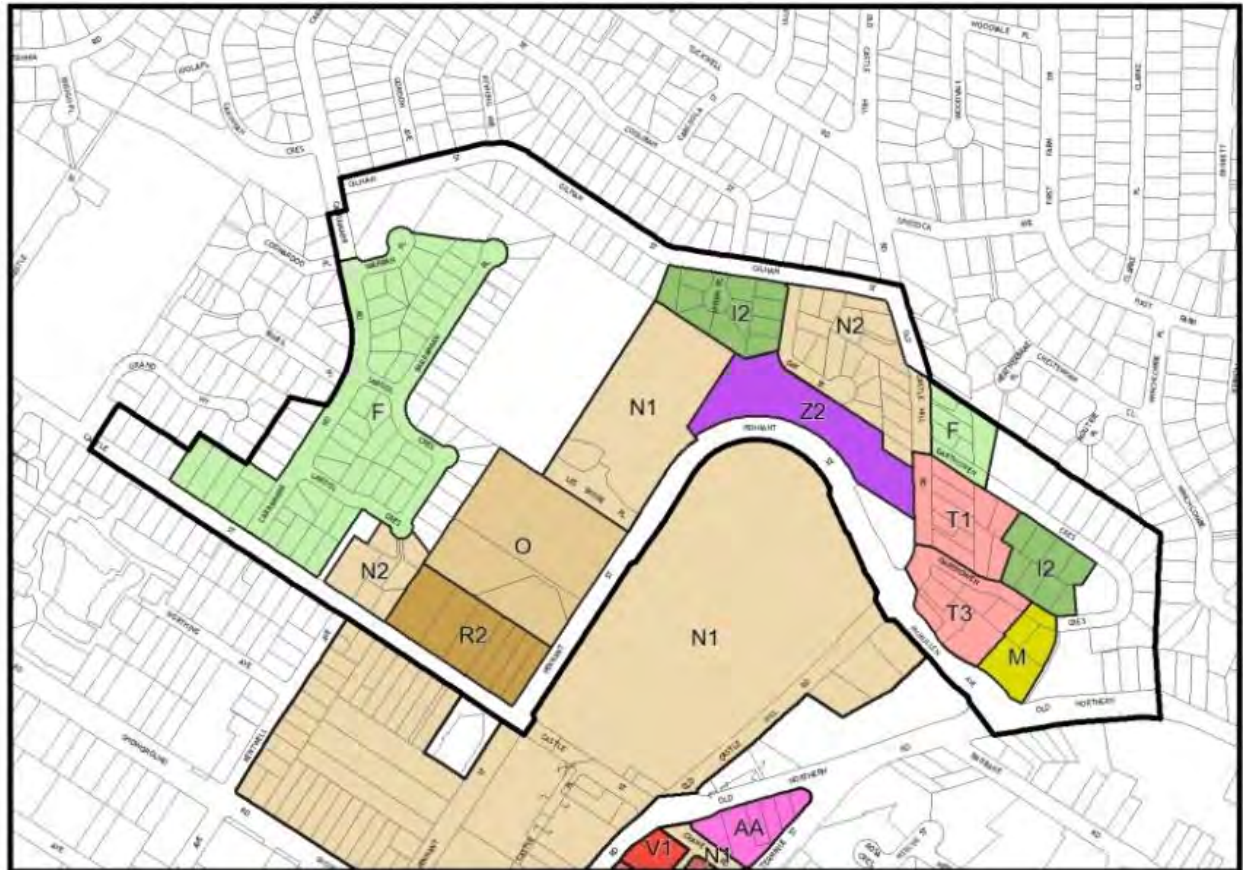
Maximum Floor Space Ratio (FSR) (n:1)

N	1.0	V	3.0	Z2	5.5
U	2.7	W	3.8	AA	6.4

Figure 14
Existing Floor Space Ratio

Proposed Floor Space Ratio Map

The proposal seeks to amend the Floor Space Ratio Map by applying a range of floor space ratios to the precinct. An extract of the proposed Floor Space Ratio Map is included below.



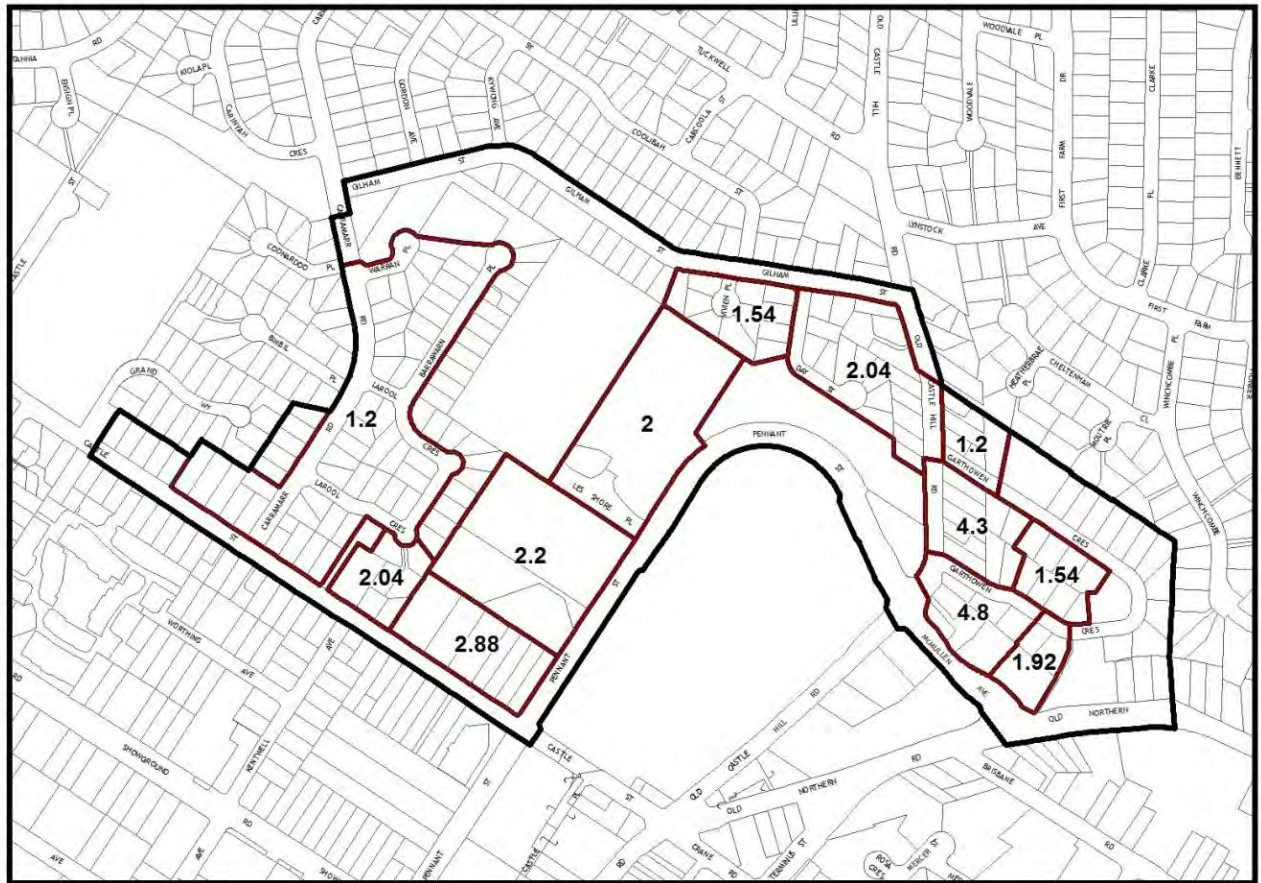
Maximum Floor Space Ratio (FSR) (n:1)

F	0.6	N1	1.0	R2	1.44	T3	2.4	W	3.8
I2	0.77	N2	1.02	T1	2.15	U2	2.7	Z2	5.5
M	0.96	O	1.1	T2	2.3	V1	3.0	AA	6.4

Figure 15
Proposed Floor Space Ratio

Proposed Floor Space Ratio Incentive Map

The proposal seeks to introduce the Floor Space Ratio Incentive Map by applying a range of floor space ratios to the precinct that can be used when particular requirements stipulated in the written instrument are met, such as apartment size, mix and car parking. An extract of the proposed Floor Space Ratio Incentive Map is included below.



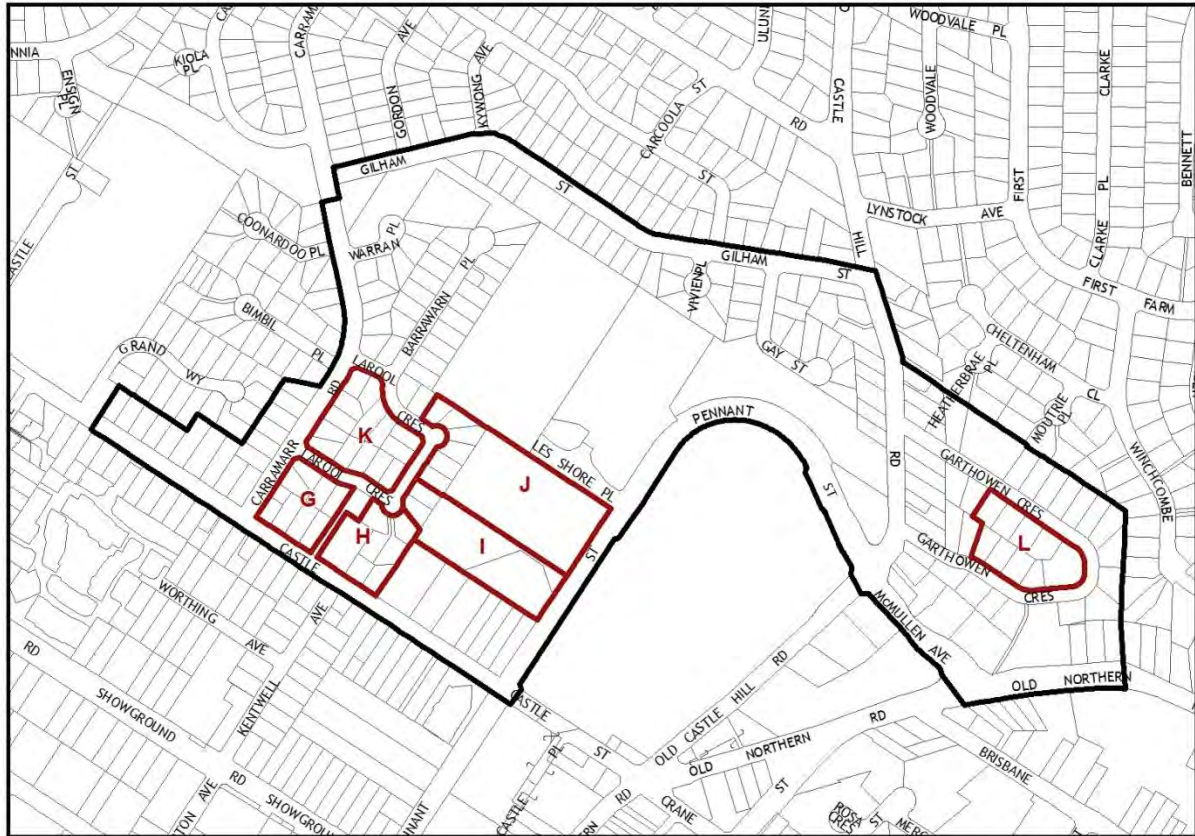
Maximum Floor Space Ratio (FSR) (n:1)

FP38 FSR Incentive Clause

Figure 16
Proposed Floor Space Incentive Ratio

Key Sites Map

The proposal seeks to include particular sites on the Key Sites Map to identify properties where particular outcomes and key public domain improvements are incentivised via a new clause in the written instrument (refer to Attachment E). An extract of the proposed Key Sites Map is included below.



Key Sites Map



Figure 17
Proposed Key Sites Map

PART 5 COMMUNITY CONSULTATION

The draft Precinct Plan for Castle Hill North was publicly exhibited from Tuesday 20 January 2015 to Friday 27 February 2015, and Council has received a total of 129 individual submissions, 9 petitions and 4 responses from public authorities.

The comments in the submissions related to increased traffic and on-street parking, changes in the character of Castle Hill, requests for increased development potential and requests to be included in the Precinct.

It is expected that the planning proposal would be exhibited for a period of 28 days. The exhibition period would be advertised in local newspapers and on display at Council's administration building located at 3 Columbia Court, Baulkham Hills and at Castle Hill Library, corner of Castle & Pennant Streets, Castle Hill.

The planning proposal will also be made available on Council's website. Notification letters will be sent to owners of property within the precinct as well as adjoining and nearby property owners advising them of the exhibition of the planning proposal.

PART 6 PROJECT TIMELINE

STAGE	DATE
Commencement Date (Gateway Determination)	March 2016
Commencement of government agency consultation and public exhibition	April 2016
Completion of public exhibition period	April 2016
Timeframe for consideration of submissions	May 2016
Timeframe for consideration of proposal post exhibition	June 2016
Report to Council on submissions	July 2016
Date Council will make the plan (if delegated)	August 2016
Date Council will forward to department for notification (if delegated)	August 2016