

SUMMARY SHEET OF PUBLIC AUTHORITY SUBMISSIONS 12/2016/PLP

Number	Submission Author	Address
PUBLIC AUTHORITY SUBMISSIONS		
1.	Office of Environment and Heritage	PO Box 644, Parramatta
2.	Endeavour Energy	51 Huntingwood Drive, Huntingwood
3.	Roads and Maritime Services	PO Box 973, Parramatta
4.	Transport for NSW	PO Box K659, Haymarket
5.	Office of Environment & Heritage (Heritage Division)	Locked Bag 5020, Parramatta
6.	Sydney Water	PO Box 399, Parramatta

No.	1
Document No.	163844323
Submission Author	Office of Environment and Heritage
Issues raised	<p>1. The Office of Environment and Heritage has no comment to make on the planning proposal.</p> <p>Comment: Noted.</p>
Action	No further action required

No.	2
Document No.	163896420
Submission Author	Endeavour Energy
Issues raised	<p>Endeavour Energy has no objection to the planning proposal subject to the following recommendations and comments:</p> <ol style="list-style-type: none"> 1. The additional dwelling numbers are significant and will require developers to extend and augment the 11,000vilt / 11kV high voltage network to facilitate connection as per Endeavour Energy's normal customer connection processes. <p>Comment: Noted. The applicant is responsible for liaising with Endeavour Energy regarding the need for any augmentation to electrical infrastructure to service the proposed development.</p> <ol style="list-style-type: none"> 2. The Cheriton Avenue Zone Substation located at 35-37 Showground Road, Castle Hill, will supply this new load and was designed with space for augmentation. Supply could also be made available from the Castle Hill Zone Substation located at 167 Cecil Ave, Castle Hill. Endeavour Energy will continue to monitor the load growth on Cheriton Avenue Zone Substation and will augment the zone substation at the appropriate time. The upgrade of the zone substation is not a prerequisite for rezoning and new development proceeding. <p>Comment: Noted. This will form part of the options to be considered by the applicant.</p> <ol style="list-style-type: none"> 3. In due course the applicant will need to submit an application for connection of load via Endeavour Energy's Network Connections Branch to carry out the final local assessment and the method of supply will be determined. Any required padmount or indoor/chamber substation/s must be located within the property and protected by an easement and associated restrictions. <p>The proposed substation location on a site will require a detailed assessment to consider the suitability of access, safety clearances, fire ratings, impact on adjoining properties etc.</p> <p>Comment: This matter will be the responsibility of the applicant at development application stage.</p> <ol style="list-style-type: none"> 4. Advice on electricity infrastructure required to facilitate the development can be obtained by submitting a Technical review Request to Endeavour Energy's Network Connections Branch.

Comment:

This matter will be the responsibility of the applicant prior to lodging a development application.

5. Asset relocation: To facilitate the proposed future development of the Precinct, some existing electricity infrastructure may need to be decommissioned / relocated or undergrounded and a method of supply will need to be determined to service all other existing customers.

The Council Report of 8 August 2017 refers to various 'Infrastructure items' to support the future redevelopment of the area and the broader uplift in development potential within the Castle Hill Precinct as a whole. This includes significant transport and pedestrian facilities involving the widening and upgrade of the roadways. Works within the public domain should also have regard to Endeavour Energy's Underground Residential Distribution policy and asset relocation policies.

Comment:

Noted. This work will form part of Council's detailed strategic investigations as part of the precinct planning for the remainder of the Castle Hill Station Precinct. The cumulative impacts of the holistic development of the precinct will be considered as part of this process. Further consultation will be undertaken with Endeavour Energy as required.

6. Council's notification of development applications must comply with Section 45 of SEPP – Infrastructure.

Comment:

Council will comply with the consultation requirements of SEPP (Infrastructure) where applicable at development application stage.

7. Any future buildings, structures etc must comply with the minimum safe distances for voltages up to and including 132,000 volts. Proposed development in the vicinity of the electrical network must be adequately earthed.

Comment:

Noted. This is will be considered at the Development Application stage.

8. Access to existing electrical infrastructure must be maintained at all times.

Comment:

The applicant will be responsible for maintaining access to existing electrical infrastructure at all times.

9. Noise: Overhead powerlines can produce an audible sound (buzz) as a side effect of carrying electricity, which is louder at times of increased moisture. Substation transformers may also emit a hum.

	<p>Comment: The applicant will be required to address noise attenuation requirements at the development application stage.</p> <p>10. Vegetation management: Planting large trees in the vicinity of electricity infrastructure is not supported. Only low growing shrubs and ground covers not exceeding 3m in height with non-invasive root systems should be used.</p> <p>Comment: The applicant will be required to submit a detailed landscape plan that meets the requirements of Council and Endeavour Energy at the development application stage.</p> <p>11. The proponent should contact Dial Before you Dig and Endeavour Energy before commencing excavation works</p> <p>Comment: Such notification will be the responsibility of the applicant.</p> <p>12. Demolition work must be carried out in accordance with Australian Standards and care must be taken to ensure there is no damage or interference with electrical infrastructure.</p> <p>Comment: This is a matter for consideration at the development application stage.</p> <p>13. Public safety must be maintained during works near electricity infrastructure.</p> <p>Comment: This matter will be the responsibility of the proponent if the planning proposal is supported.</p> <p>14. Not all of the above matters are immediately relevant to the planning proposal, however they are provided to alert proponents of potential matters that may arise as development occurs.</p> <p>Comment: Noted. The applicant has been provided with a copy of Endeavour Energy's correspondence for their information.</p>
Action	No further action required

No.	3
Document No.	164007978, 175419677 and 179155202
Submission Author	Roads and Maritime Services
Issues raised	<p>Letter dated 20 September 2017:</p> <p>1. Concern raised that the planning proposal and resulting traffic generation and the proposed upgrade of the Old Northern Road / Francis Street intersection is being considered as a spot rezoning ahead of Council's development of a precinct plan for Castle Hill South and in the absence of a cumulative traffic and transport assessment that considers all potential future uplift in Castle Hill South Precinct.</p> <p>Comment: See Section 3.1(a) in the Report.</p> <p>The Department of Planning identified the precincts surrounding the stations for uplift in its North West Rail Link Corridor Strategy in 2013.</p> <p>While the proposal is being considered in the absence of precinct planning for the Castle Hill South locality, it is not entirely unanticipated as the 2013 strategy flags significant uplift in Castle Hill.</p> <p>The RMS have had sufficient time to develop cumulative traffic and transport assessments and to provide guidance on what is needed for the regional road network. Any work that the RMS has completed has not been shared with Council or made public which prevents Council from assessing the cumulative impacts. Council has however undertaken a traffic and transport study for Castle Hill South.</p> <p>2. Recommendation that the planning proposal be deferred until a comprehensive traffic and transport assessment for the south precinct has been undertaken which identifies a package of transport infrastructure works required to support future uplift supported by an appropriate funding delivery mechanism such as a Section 94 Contributions Plan, Developer Contribution and / or Voluntary Planning Agreement which outlines the cost, timing and trigger points for implementation.</p> <p>Comment: See Section 3.1(a) in the Report.</p> <p>Council has completed the Castle Hill South traffic and transport study. A draft Voluntary Planning Agreement has been prepared and exhibited which provides funds for Council to allocate toward traffic and transport infrastructure.</p> <p>3. A merit assessment of the intersection upgrade at Old</p>

	<p>Northern Road / Francis Street intersection to traffic signals can be justified by the outcomes of a cumulative traffic and transport assessment. Further, the proposal to upgrade the Old Northern Road / Francis Street intersection to traffic signals, as a stand-alone traffic mitigation measure to support the planning proposal, requires further analysis in relation to the matters outlined below.</p> <p>Comment: See Section 3.1(a) in the Report.</p> <p>The Castle Hill South traffic and transport study has been undertaken and justifies the need for the signals at Francis Street and Old Northern Road.</p> <p>4. There has been no assessment of mode share to public transport despite the use of a traffic generation rate that assumes a high level of public transport facilities in the area. The adopted traffic generation rates have been derived from the traffic generation rates published in the Roads and Maritime Services Technical Direction TD13/04a for high density residential developments where a higher level of public transport service is provided.</p> <p>Further assessment is required of the mode share and likely public transport demand.</p> <p>Comment: While no specific assessment of mode share has been undertaken with the planning proposal, other Sydney Metro Northwest Stations have had transport assessments undertaken which assume 53% mode share for active and public transport take up. This takes the future bus services and interchanges at stations into account.</p> <p>5. The draft strategic concept plan shows a right turn storage bay on Old Northern Road which will require land acquisition along Old Northern Road and a reduction of the existing public footpath posing safety implications for pedestrians and motorists along this section. The RMS will be seeking confirmation of Council's agreement to the draft strategic concept plan including the matter of land acquisition should the proposal be pursued in the future.</p> <p>Comment: See Section 3.1(a) in the Report.</p> <p>A concept plan has been developed indicating where land acquisition would be necessary to facilitate road widening. Council cannot provide agreement to the road widening as it is privately owned property and each land parcel to be acquired would need to be negotiated with the individual land owner. This is the responsibility of the Roads and Maritime Service as it is a classified road.</p>
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6. Existing traffic data used in the SIDRA modelling for the proposed intersection upgrade of Old Northern Road / Francis Street does not reflect existing conditions. Traffic count data undertaken by the RMS in 2011 shows a higher number of right hand turn movements from Old Northern Road into Francis Street, particularly during the PM peak period. The length of the right turn lane as proposed needs further analysis and/or justification.

Comment:

The numbers of right hand turns from Old Northern Road into Francis Street were determined by traffic counts undertaken between December 2016 and August 2017. These counts are considered accurate.

7. The proposed traffic signal design should also take into consideration the adjacent intersection of Old Northern / Parsonage Road and the potential queuing of right turning traffic into Parsonage Road and the impact on the operation of the proposed traffic signal at the intersection of Old Northern Road / Francis Street.

Comment:

The traffic signal design concept, if supported by the Roads and Maritime Service, will need to be refined to address these issues. The Castle Hill South Study recommends signals at Francis St and Old Northern Road and the restriction of Parsonage/Old Northern Road to left in/left out.

8. Council may need to consider banning the right turn movement from Old Northern Road into Parsonage Road if the proposed traffic signal is supported in the future. However, a comprehensive traffic and transport assessment will assist in informing future road network improvements along Old Northern Road and other local and regional roads in the south precinct.

Comment:

See Section 3.1(a) in the Report.

9. The proposal is seeking 907 car parking spaces which is considered a high level of provision given the development's proximity to the future Sydney Metro Castle Station and public transport services along Old Northern Road. This highlights the inconsistency with the adopted traffic generation rate (and calculation of the associated traffic generation) and total number of car parking spaces.

Comment:

The number of car parking spaces is consistent with the agreed methodology in the Gateway Determination and Councils adopted car parking rates for retail and office development. The exact number of spaces will be determined at the Development Application stage when the distribution of retail, commercial and residential floor space is known.

The traffic generation estimates were calculated using the RMS' own 'Guide to Traffic Generating Development' 2002 for developments within proximity to train stations.

Letter dated 17 April 2018:

10. RMS acknowledges the receipt of additional information, including the Castle Hill South Study. RMS requests changes to the design of the Old Northern Road and Francis Street intersection with respect to the lane and footpath widths.

Comments:

The applicant has already provided concept designs for the intersection indicating that the proposed turning lane and signals can be accommodated with land acquisition. This information is sufficient for RMS to be comfortable that the intersection can be delivered and it is unreasonable to require further design work at this stage. The draft VPA provides potential funds for this intersection which includes design work, and further detailed designs can be undertaken at a later stage.

11. RMS requests additional information to demonstrate the warrant for traffic signals.

Comments:

The traffic signal warrant assessment provided is preliminary only and provides some data to enable the RMS to consider the proposal for signals at this intersection. It is not reasonable to expect the applicant to provide a full warrant assessment.

12. RMS requests to provide further comments on the draft Voluntary Planning Agreement, including trigger points for delivery, following the submissions of the updated information.

Comments:

The RMS is not a party to the VPA.

Letter dated 2 July 2018:

13. RMS advises that the proponent has withdrawn their proposal to signalise the intersection of Francis Street / Old Northern Road. RMS does not support the proposal to retain the existing priority controlled intersection at Francis Street / Old Northern Road.

Comment:

See Section 3.1(a) in the Report.

The proponent has never offered to undertake the signalisation of the Francis Street / Old Northern Road intersection. Council identified that this could be funded by the VPA and would be a key piece of infrastructure to support this development and others in the Castle Hill South area. The RMS has incorrectly

	<p>assumed that the proponent would be undertaking this work.</p> <p>It is not within the applicant's power to acquire land and deliver traffic improvement works on property that is not in their control. However, the RMS do have property acquisition powers that they could utilise to ensure enough land is available to deliver the intersection.</p> <p>The retention of the priority controlled intersection is the only option at this point in time to progress the planning proposal. The intersection requires upgrade without this planning proposal and therefore it is appropriate that the RMS undertakes this work to ensure safe and efficient movement on its arterial road network.</p> <p>14. RMS strongly recommends that Council proceed with a precinct-wide traffic and transport assessment and that individual planning proposals are deferred until the assessment is complete and a funding mechanism is identified.</p> <p>Comment: It is not appropriate for the RMS to insist that Council undertake precinct-wide traffic and transport assessments, given that RMS and TfNSW are unwilling to share their data, models and intentions for these areas. The deferral of planning proposals is also not appropriate given that state agencies have had 5 years to consider and plan for the implications of the North West Rail Link Corridor Strategy.</p> <p>15. The RMS identifies the following matters to be resolved prior to the making of the plan:</p> <ol style="list-style-type: none"> a. The identification of the Francis Street / Old Northern Road signalisation and this proposal should not be considered individually, but in the broad context of growth within the Castle Hill precinct and long term road network response that responds to the cumulative growth. <p>Comment: Council is obligated to consider planning proposals as they are lodged. The State government has created a strategic framework that supports growth in the station precincts. It is not appropriate to defer consideration of this planning proposal.</p> <ol style="list-style-type: none"> b. Reconciliation of inconsistent traffic data used in the various traffic reports and modelling assessments. <p>Comment: The RMS are referring to traffic data provided to them in May 2018, but which was prepared by the proponent in July 2017, and comparing it to data from the Castle Hill South Study, which was finalised in December 2017. It is not appropriate to question the difference in the data sets when they have clearly been prepared based on different scenarios (one being the existing</p>
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	<p>conditions, with the development only being added and the other being the complete development of the Castle Hill South Precinct).</p> <p>If RMS have different data sets that they rely on, these should be shared and be available for Council and proponents to use.</p> <p>c. RMS acknowledges that the delivery of the Francis Street / Old Northern Road intersection is not the responsibility of one proponent. They recommend that Council undertakes further detailed assessment and prepare an Infrastructure Staging Plan, including costs, funding mechanisms and trigger points for this intersection.</p> <p>Comment: The proponents' Traffic and Parking Assessment and the Castle Hill South Study both identify that the intersection of Francis Street and Old Northern Road are currently at a Level of Service 'F', without the proposal or any uplift in the Castle Hill South locality. Given that the RMS is the authority for Old Northern Road, it is their responsibility to maintain and upgrade this road. It is not appropriate for the RMS to request Council to undertake work that is their responsibility. This intersection is a key access point to the Castle Hill station precinct and the RMS has had sufficient time to consider the impact of the uplift identified for the station precinct and identify upgrades for the regional road network to accommodate this growth.</p> <p>While Council has identified that some of the monetary contribution offered with the VPA could be allocated towards this intersection, Council has not made a firm commitment that the funds will be used for this purpose. Council is open to discussing allocation of some of the monetary contributions towards this intersection with the RMS, however the RMS will need to provide certainty for Council regarding their commitment to the delivery of the intersection.</p> <p>d. RMS states the VPA should include a condition that infrastructure contributions are required prior to the development on the land.</p> <p>Comment: The RMS is not a party to the VPA.</p> <p>e. Until the further work RMS requires has been undertaken, the traffic impacts associated with this and other proposals anticipated in the area may require interim traffic management measures, including a left in / left out scenario, for the Francis Street / Old Northern Road intersection. Additional traffic analysis is required to assess the impact of restricting Francis Street / Old Northern Road to left in / left out movements only on the surrounding local road network.</p>
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	<p>Comment:</p> <p>The RMS could undertake the required studies and propose a left in / left out scenario at this intersection, if they believe it is necessary. This kind of interim measure to manage traffic should have been considered by RMS as part of their planning for the growth in the station precincts.</p>
Action	<p>The matters raised by the RMS are discussed further in Section 3.1(a) of the Report.</p>

No.	4
Document No.	165049164 and 175729405
Submission Author	Transport for NSW
Issues raised	<p>Letter dated 6 October 2017:</p> <ol style="list-style-type: none"> 1. Council should consider the following pedestrian infrastructure improvements to support the north/south pedestrian desire line between residential developments to the south (including the site) and the Castle Hill centre: <ul style="list-style-type: none"> - A pedestrian refuge or raised pedestrian crossing along Cecil Avenue, which provides an extension of the internal pedestrian link through the site to/from the Castle Hill centre; and - Pedestrian footpaths along Roger Avenue connecting to existing footpaths on Francis Street. <p>Comment: It is anticipated that pedestrians will utilise the existing signals at Old Northern Road / Terminus Street. The draft DCP contains a requirement for the proponent to undertake works in Roger Avenue to widen the road and provide a footpath.</p> <ol style="list-style-type: none"> 2. Council should consider allocating local infrastructure contributions towards improving facilities at bus stops TSN 2154115 and TSN 2154116 on Old Northern Road to provide weather protection and improve amenity. <p>Comment: All of the bus stops in the vicinity of the Castle Hill Centre are likely to experience increased demand as a result of the rail and growth generally. It is the responsibility of TfNSW to determine how this demand can be accommodated with additional bus infrastructure.</p> <ol style="list-style-type: none"> 3. A breakdown of funds should be provided within the Voluntary Planning Agreement. This would allow Council to determine the suitability of the contribution offer having regard for the road network improvements required to support the future development of the site. <p>Comment: TfNSW is not a party to the VPA.</p> <ol style="list-style-type: none"> 4. As the proposed planning controls could result in a greater balance of retail floor space (which has higher traffic generating potential), the traffic assessment may underestimate the traffic generation of future development on the site. TfNSW recommend that the commercial/retail floor space assumptions be reviewed having regard for similar mixed-use developments.

Comment:

The concerns raised regarding the mix of commercial, retail and residential development can be dealt with at the development application stage. Any development in the B4 zone could result in varying proportions of retail, commercial and residential development and the final breakdown will not be known until a development application is lodged.

5. Council should consider amending Section 2.8(b) of Part D Section 21 of draft DCP 2012 to require that on-site car parking be provided in accordance with maximum rates.

Also, the draft DCP residential parking rates should be revised to the rates prescribed in the *Guide to Traffic Generating Developments (2002)* for higher density residential flat buildings within Metropolitan sub-regional centres.

Comment:

The car parking rates in the DCP reflect the agreement with the State government regarding housing diversity, apartment sizes and mix which is in LEP Clause 7.12.

6. Council should consider prioritising the preparation of a potential precinct rezoning and infrastructure plan prior to any further consideration of site-specific planning proposals within the Castle Hill Precinct. Such a plan would identify funding measures and include cost estimates to undertake any required infrastructure works.

Comment:

The State government released the North West Rail Link Corridor Strategy in 2013, which identified this area for increased density. Precinct plans and associated infrastructure strategies take significant time and resources to complete. No government support has been provided to further precinct planning for the Castle Hill precinct and as such the planning is subject to resourcing and time limitations. Broader traffic and infrastructure requirements should already have been considered as part of the North West Rail Link Corridor Strategy by TfNSW, RMS and the Department of Planning and Environment.

Letter dated 30 April 2018:

7. TfNSW has developed a mesoscopic modelling tool for the Sydney Metro North West Corridor that covers the Castle Hill CBD and the planning proposal site. This is the preferred method to assess infrastructure requirements for any precinct-wide uplift.

Comment:

The mesoscopic modelling tool that has been provided to Council is the base model only and does not include the projections for the development scenarios. TfNSW have advised that the previous work undertaken for the future forecasts are no

	<p>longer valid due the changes in development anticipated due to the District Plans being released. Use of the model can be further investigated during precinct planning for Castle Hill South.</p> <p>8. The Castle Hill South Traffic Study identifies the need for signals at the intersection of Old Northern Road and Francis Street. TfNSW makes the following comments with respect to the intersection:</p> <p>a. Any signals would be subject to RMS approval.</p> <p>Comment: Noted.</p> <p>b. The proposed intersection work would need to be provided as works-in-kind.</p> <p>Comment: The intersection works are away from the subject site and it is not practical for these to be undertaken as works in kind. The applicant has provided sufficient information to assess whether the intersection can be delivered and the part of the VPA monetary contribution could potentially be used to help deliver the intersection. This will be subject to further work to be undertaken by RMS.</p> <p>c. Several properties may be impacted by land acquisition to deliver the intersection.</p> <p>Comment: See Section 3.1 (b) in the Report. The information provided by the applicant indicates that land acquisition is likely to be required.</p> <p>d. Should the intersection not be required due to works/changes by others, the monetary contribution should still be provided and used for other local traffic infrastructure.</p> <p>Comment: The monetary contributions in the VPA are not linked to the delivery of the intersection.</p>
Action	<p>The matters raised by Transport for NSW are discussed further in Section 3.1(b) of the Report. No further action is required at this time.</p>

No.	5
Document No.	166485437 and 176591757
Submission Author	Office of Environment and Heritage (Heritage Division)
Issues raised	<p>Letter dated 6 November 2017:</p> <p>1. Two local heritage items adjoin the site (St Paul's Cemetery and the Christadelphian Church). A State Heritage Register item 'St Paul's Anglican Church' is located at 221 – 225 Old Northern Rd, Castle Hill (approximately 2.5 kilometres from the site).</p> <p>The cemetery is significant as it contains the graves of several key early land owners in the Hills Shire. The Christadelphian Church was developed as a memorial to war veterans.</p> <p>Comment: The heritage items located in the vicinity of the subject site, and their significance, are noted.</p> <p>2. The Heritage Impact Statement does not identify St Paul's Anglican Church as a State Heritage Register item. St Paul's Cemetery is administered by St Paul's Anglican Church and there is an important historical relationship between the two items.</p> <p>Any existing relationship between the two items, including remnant site lines, should be preserved by the proposal. Any opportunities for interpretation which would enhance the historic linkage between the two items should also be considered.</p> <p>Comment: See Section 3.1(c) in the Report. The State significance of St Paul's Anglican Church has been considered in the assessment of the planning proposal. The proposal will not impact on sight lines between the St Paul's Anglican Church and the cemetery. Further opportunity for interpretation of linkages between the church and cemetery could be considered when broader precinct planning for the remainder of the Castle Hill Station Precinct is undertaken.</p> <p>3. The following heritage items are located in the vicinity of the Francis Street / Old Northern Road intersection in Castle Hill where traffic signalisation is proposed:</p> <ul style="list-style-type: none"> • St Paul's Anglican Church at 221 – 225 Old Northern Rd, Castle Hill (listed on State Heritage Register); • 'Castle Hill House' at 6-10 Francis St, Castle Hill (Item I50); • 'Wansbrough House' at 230 Old Northern Rd, Castle Hill (Item I60); and • 'The Old Parsonage' at 210 Old Northern Road, Castle Hill (Item I58).

Comment:

Locations of the heritage items are noted. See Section 3.1(c) of the Report.

4. It is considered that the signalisation of the Francis Street / Old Northern Road intersection will not detract from the significance of the nearby State Heritage Register-listed item.

Comment:

Noted.

5. Council is the relevant planning authority for local items in the vicinity of this intersection. Council should be satisfied that any required intersection works do not detract from the significance of the local items in the vicinity.

Comment:

Noted. Council is satisfied that the significance of local heritage items will not be affected if the intersection works are undertaken in accordance with Option 1A of the Heritage Impact Statement.

6. Council should be satisfied that the proposed amendments to LEP 2012 and the draft development controls will provide adequate protection to ensure that the heritage significance of St Paul's Cemetery and the Christadelphian Church is retained.

Comment:

In addition to the site specific DCP, future development on the site will also need to have regard to the requirements of Council's Heritage DCP. It is considered that the heritage significance of the items can be retained and protected through these controls.

7. The proposed rezoning will facilitate a more intensive use of the site for urban purposes and future development could impact on potentially significant archaeological remains located on the site, especially in the vicinity of the two local items. Consideration should be given to the potential for any significant historic archaeology or relics that may be uncovered by future excavation or ground disturbance on the site. Such excavations are likely to require approval from the Heritage Council under the *Heritage Act 1977*.

Comment:

Any future development consent for the subject proposal would require compliance with conditions in relation to the potential discovery of historic archaeology or relics during excavation.

Letter dated 18 May 2018:

8. The Francis Street / Old Northern Road intersection that is planned to be upgraded to facilitate the proposed development directly adjoins the St Paul's Anglican Church (a State heritage item).

	<p>Comment: The location of the State-listed heritage item is noted. See Section 3.1(c) in the Report.</p> <p>8. Support for the intersection upgrade design 'Option 1A' as recommended by the Heritage Impact Statement as it is unlikely to impact on the State-listed item. The other options identified in the Heritage Impact Statement are likely to have adverse impacts on the significance of the State-listed item and are unlikely to be supported.</p> <p>Comment: Noted. Option 1A is also supported by Council as the only option that will not have an impact on the heritage significance of the State-listed heritage item whilst still allowing for the provision of 3.5m footpaths on both sides of Old Northern Road.</p> <p>9. Any works within the curtilage of the State-listed heritage item will require approval from the Heritage Council of NSW under the <i>Heritage Act 1977</i>. Consideration should be given to the potential for any significant historic archaeological remains or relics that may be uncovered by future excavation or ground disturbance near the heritage items. Such excavations are also likely to require approval from the Heritage Office under the <i>Heritage Act 1977</i>.</p> <p>Comment: Noted. It will be the responsibility of the Roads and Maritime Services, as the owner of Old Northern Road, to obtain the required approvals prior to the commencement of any intersection upgrade.</p>
Action	No further action required.

No.	6
Document No.	168036719 and 168403122
Submission Author	Sydney Water
Issues raised	<p>1. They are currently investigating options for water-related services in the North-West Growth Area and in the Metro North West Rail Link Area. Detailed planning (based on October 2017 growth forecasts) is currently being undertaken to assess and identify potential trunk upgrade(s) required to service the area based on their information to date. This detailed planning period is expected to be completed by February 2018.</p> <p>Comment: Sydney Water's planning for infrastructure requirements for land in the Metro North West Rail Link Area is noted.</p> <p>2. Sydney Water has requested notice of any change to growth forecasts for this area to ensure that they have adequate sized infrastructure, as well as staging information for the subject development to assist their planning.</p> <p>Comment: Council will notify Sydney Water of future planning proposals in Castle Hill that involve an increase in population beyond that envisaged in existing forecasts. Staging of the development is a matter for consideration at the development application stage if the subject planning proposal proceeds to finalisation.</p> <p>3. <i>Drinking Water:</i> The subject development is serviced by the West Pennant Hills System. Network extensions or amplifications may be required to service the redevelopment areas, which will be assessed at the Section 73 (Sydney Water Act) application stage.</p> <p><i>Wastewater:</i> The subject development is serviced by the Castle Hill SCAMP system. Network extensions or amplifications may be required to service the redevelopment areas, which will be assessed at the Section 73 (Sydney Water Act) application stage.</p> <p>Formal requirements for servicing the development will be determined a part of the Section 73 applications.</p> <p>Comment: Noted. Should the planning proposal proceed to finalisation, the developer will be required to submit a Section 73 application at the Development Application stage.</p> <p>4. Attention should be given to the appropriate use of the land, based on flooding constraints, and relevant development controls for stormwater discharges and increased storage of roof water should be considered.</p>

	<p>Comment: Future development on the site will need to comply with the stormwater management provisions in The Hills DCP Part B Section 5 – Residential Flat Buildings, which seek to control stormwater and ensure that residential flat buildings do not increase downstream drainage flows or adversely impact on adjoining and downstream properties.</p> <p>5. There is a potential risk to existing Sydney Water assets in the development of any new roads, infrastructure and construction developments, which will be considered at the Section 73 (Sydney Water Act) application stage.</p> <p>Comment: Noted.</p> <p>5. Supports for planning authorities mandating dual reticulation where appropriate. Council may wish to review initiatives / options to meet any sustainability and/or BASIX plus targets (e.g. stormwater harvesting and recycling).</p> <p>Comment: Any future development on the site will be required to comply with the water sensitive urban design requirements in The Hills DCP Part B Section 5 – Residential Flat Buildings.</p>
Action	No further action required.