

ITEM-4 EXHIBITION OF PENNANT (GAY) STREET TARGET SITE DRAFT DEVELOPMENT CONTROL PLAN**THEME:** Balanced Urban Growth**HILLS 2026 OUTCOME/S:** BUG 2 Lifestyle options that reflect our natural beauty.**COUNCIL STRATEGY/S:** BUG 2.1 Facilitate the provision of diverse, connected and sustainable housing options through integrated land use planning.**GROUP:** STRATEGIC PLANNING**AUTHOR:** FORWARD PLANNING COORDINATOR
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STEWART SEALE**EXECUTIVE SUMMARY**

Development of the Pennant Street Target Site provides an opportunity to support the growth of the Castle Hill Town Centre into a fully fledged Major Centre. The proposed development standards for the Target Site that permit development up to eighteen (18) storeys offers an opportunity to provide for a range of dwelling types, caters for development that is well connected with the streetscape and open spaces and will enable residents to enjoy convenient access and close proximity to a Major Centre.

In response to submissions received, a number of minor amendments are proposed that do not warrant re-exhibition. Accordingly, it is recommended that the Draft Baulkham Hill Development Control Plan, Part E Section 8, Pennant Street Target Site be adopted.

With respect to the recent adoption of Draft The Hills Local Environmental Plan 2010 and Draft The Hills Development Control Plan 2011, a planning proposal and an amendment to The Hills DCP 2011 is required to align the development standards of these plans with the current draft Pennant Street DCP recommended for adoption. Concurrent to this work, it is recommended that Council initiate the review of potential sites identified in Council's Residential Direction for higher density development in the vicinity of the site.

HISTORY

21/04/2009 The Planning, Environmental and Heritage Policy Development and Review Task Group considered the Draft Plan prepared for the site. The Task Group recommended that a report be submitted to Council authorising exhibition of the DCP with the reduced car parking ratios identified in the Draft Plan and the height controls allowing up to 18 storeys.

Castle Hill is identified as a Major Centre in the State Government's draft North West Subregional Strategy (December 2007). This strategy has set out a target for The Hills Shire to provide an additional 36,000 dwellings by 2031.

Major Centres are characterised by the following uses including:

- Transport Interchange
- Taller commercial built form
- Higher order retail and destination shopping
- Higher density and variety of housing
- Community services and facilities including Police Station and a major library
- Strong pedestrian activity day and night. Entertainment including restaurants and cinemas.

The draft North West Sub-Regional Strategy State Government identifies there is very strong potential for Castle Hill to mature into a fully fledged Major Centre for the northwest sub region, with a full range of functions beyond its existing retail role, such as housing, offices, community facilities, recreational and educational uses. Anticipated major developments that are consistent with the future status of Castle Hill as a Major Centre include the Castle Towers Stage 3 Expansion, the proposed bus interchange, the planned bus transit way link, the Castle Hill Main Street Project Civic Improvements, the completion of the Castle Hill Ring Road, the redevelopment of the Terminus Street Precinct, Crane Road Precinct and the deferred North West Rail Link.

Major centres are characterised by higher density and the provision for a variety of housing. Sites that have been targeted for high residential development in the Centre include the Crane Road Precinct, Terminus Precinct and the existing Castle Grand development which have maximum building heights of 18 storeys, 13 storeys and 8 storeys respectively.

With Castle Hill becoming a valuable centre in providing access to retail and commercial services, employment opportunities and vibrant spaces for the social needs of the community, the demand to reside in close proximity to these services would be desirable.

In accordance with Council's Centres Direction, Centres need to accommodate the growing population and meet the changing needs of the broader community. The Direction comments that as the number of people living in medium and higher density development increases, centres can become as extension of the home as a place to study, read or recreate. Given lifestyle trends including the rise of cafe culture, Castle Hill aims to create vibrant spaces for recreation and dining options. For example the Castle Hill Main Street Project will further encourage further outdoor dining options and opportunities for community events.

Council's Residential Direction (June 2008), identifies Castle Hill as a Major Centre with capacity for higher density residential development. The majority of sites zoned suitable for apartments in Castle Hill have already been developed or have had consent granted, illustrating a high uptake of the opportunity for this form of residential development.

Council's Residential Direction was informed by Council's Residential Strategy adopted in 1997 which involved the identification of target sites close to centres and established public routes which may accommodate multi unit residential development. Pennant Street Target Site was one of the target sites identified in the strategy, given its strategic location with convenient access to shopping, employment and other services. It is also within easy walking distance of transport facilities, with the proposed bus interchange providing improved links to and from the Centre.

Pennant Street Target Site

The Pennant Street Target Site is located within the Castle Hill Major Centre and is bounded by Pennant Street, Gay Street and Old Castle Hill Road as shown in Figure 1. The total area of the site is 1.416 ha.



Figure 1. Pennant Street Target Site

The site is currently zoned 2(a1) under LEP 2005 (Figure 2) and is covered by site specific development controls in Part E - Section 8 of the Baulkham Hills DCP, which permits multi-unit development including apartments.

Most of the site is vacant, except for lots fronting Old Castle Hill Road which are occupied by low-density housing. Figure 2 below illustrates the subject site and surrounding land uses in the Castle Hill Major Centre.

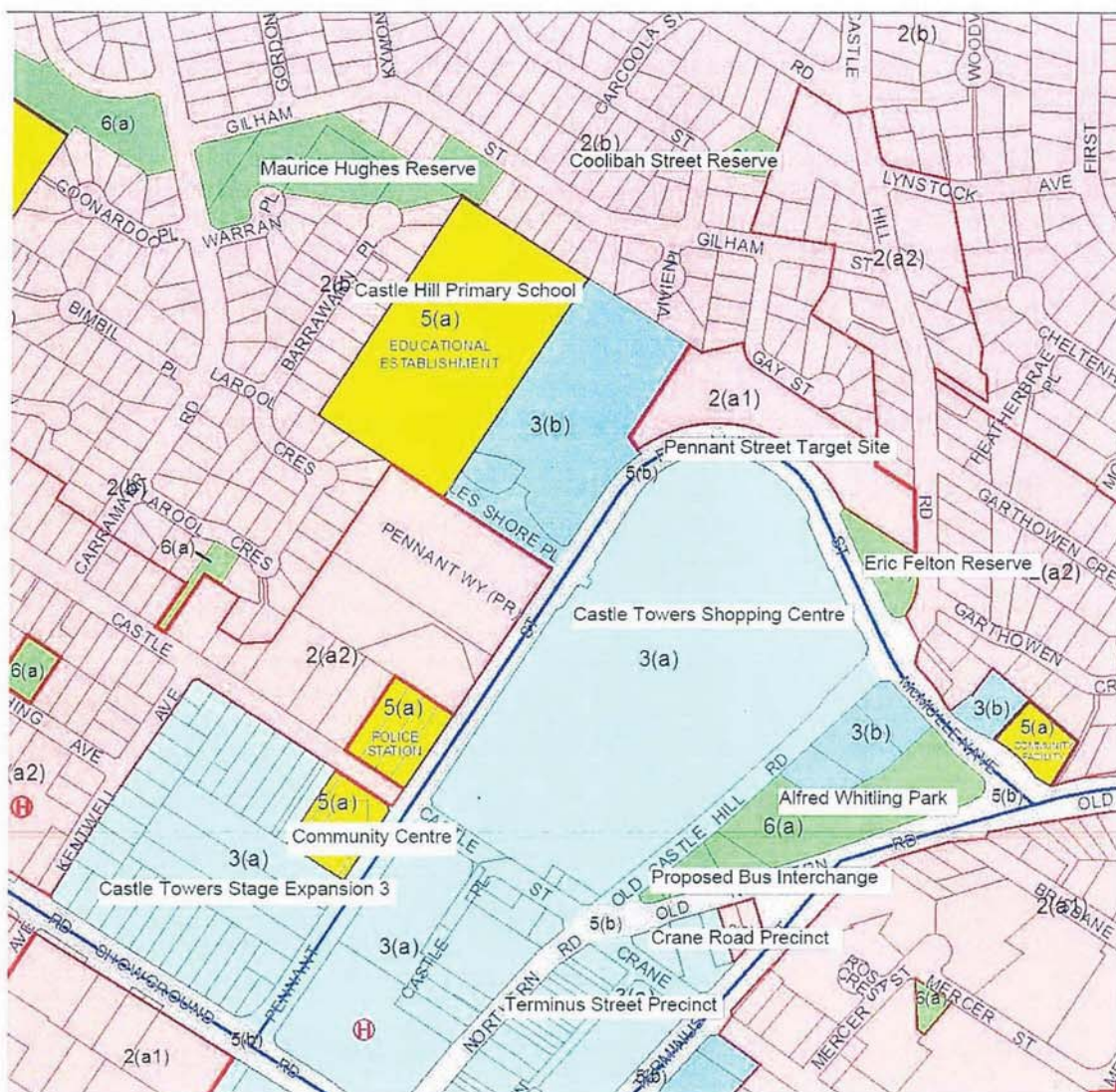


Figure 2: Pennant Street Target Site and surrounding land uses

Features of the Draft Plan

The principle features of the proposed development for the Target Site are listed below.

- A landmark development comprised of 18 storey building fronting Pennant Street;
- Lower-scale development fronting Gay Street and Old Castle Hill Road;
- Semi public on site through links from Gay Street to Pennant Street;
- Vehicular entry points at Gay Street and Old Castle Hill Road; and
- Basement car parking.

2. EXHIBITION

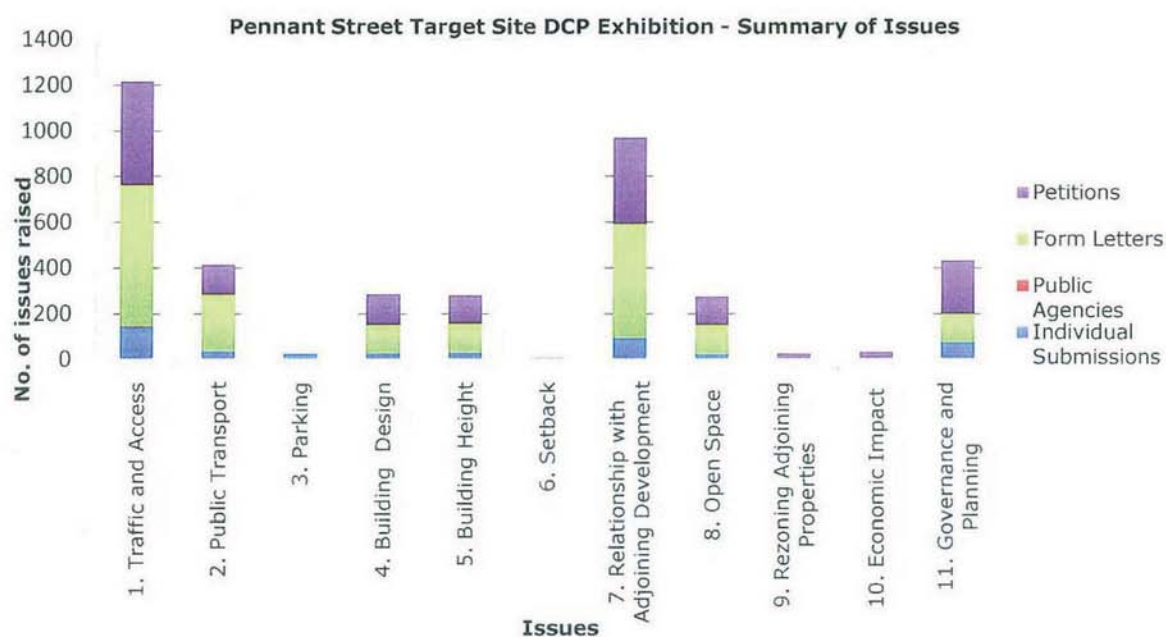
The draft Plan was publicly exhibited for a period of 32 days from Tuesday 12 October 2010 to Friday 12 November 2010 via the following methods:

- Advertisements in local newspaper;
- Consultation with public authorities including the Road and Traffic Authority (RTA), Sydney Water, Integral Energy, AGL and Telstra;
- Letters sent to adjoining and surrounding landowners;

- Static displays at Council's Administration Centre and Castle Hill Library;
- Dedicated webpage 'Major Plans on Exhibition' on Council's website; and
- Council officers available at Castle Hill Library for discussion.

A total of 59 individual submissions, two (2) separate form letters and four (4) separate petitions with a total of over 300 combined signatures and two (2) letters from public authorities: the Roads and Traffic Authority (RTA) and the Civil Aviation Safety Authority (CASA) were received in response to the exhibition.

Provided in the following graph is a summary of the key issues raised in the submissions. A full summary of issues raised and response is located in Attachment 1.



A summary of issues raised within submissions is provided below:

- Public Authority Submissions
- Traffic, access and parking
- Public transport
- Building height
- Building design
- Relationship with adjoining development
- Open space
- Rezoning of Gay Street
- Governance

A. Public Authority Submissions

Roads and Traffic Authority

The Roads and Traffic Authority (The RTA) raised no objection to the draft Plan subject to the following:

- The RTA is supportive of the proposed vehicular access from Gay Street, however do not support access from Pennant Street.*

Comment:

The Draft Plan does not propose vehicular access from Pennant Street.

- b. A detailed transport study should be undertaken to quantify the impacts of the proposed increase in residential development within the Pennant Street Target Site, with a public focus. The Study should include, but not limited to, the following issues:*
- i. Address vehicular and pedestrian movements at the intersection of Old Castle Hill Road and Pennant Street*
 - ii. Investigate the performance of the following intersections:*
 - Old Castle Hill Road and Gilham Street*
 - Carramarr Road and Gilham Street*
 - Carramarr Road and Castle Street; and*
 - Old Northern Road and McMullen Avenue.*
 - iii. Identify safe and convenient pedestrian access, to the Castle Towers Shopping Centre, from the site.*
 - iv. Identify the interaction and impact of this development and the ultimate development of the Castle Towers Shopping Centre.*

Comment:

A traffic study that assessed the impact on the intersection of Old Castle Hills Road and Gilham Street and Old Castle Hills Road and Pennant Street was exhibited with the Draft Plan.

The preparation of a detailed transport study to investigate the performance of additional intersections would be more appropriately addressed as part of precinct based investigation that examines development opportunity of a wider area as recommended within this report.

With respect to pedestrian access from the site to the Castle Towers Shopping Centre, the Draft Plan identifies access via the existing signalised intersection of Old Castle Hill Road, Pennant Street and Mc Mullen Avenue.

The draft Plan also seeks to ensure that these links to, from and through the development are simple, safe and direct through the provision of signage and lighting. Further it is envisaged that the draft Castle Hill Public Domain will improve pedestrian accessibility and circulation within Castle Hill through the provision of paving and lighting, within the vicinity of the site.

- c. A site specific Contributions Plan should be prepared to fund improvements works arising from a more detailed transport study. The existing Contributions Plan No.5 does not include traffic / pedestrian works required to mitigate the impact of the Pennant Street Target Site on the adjoining road network. Improvement works identified in the abovementioned Transport Study could be included in the Contribution Plan.*

Comment:

Funding of local traffic works via a site specific Contributions Plan is not appropriate on the grounds that nexus and apportionment considerations may limit the opportunity to fund required works. Rather, it is proposed that local traffic improvements be included in the Draft Plan under *Section 3.24 Public Improvement Works* and required as a condition of development consent

Civil Aviation Safety Authority

Council received a number of submissions regarding the height of the building and the consequences of this height to certain flight paths. On this basis, Council sought advice from the Civil Aviation Safety Authority.

The Civil Aviation Safety Authority raised no objection to the draft Plan and made the following comments:

This building is located in the Lane of Entry for aircraft tracking from the north to Bankstown, Camden and other locations to the south. The proposed building height will not exceed 110 metres above ground level; at an elevation of 188 metres AHD, it will not penetrate the obstacle limitation surfaces for Sydney, Richmond or Bankstown airports. On the basis of this information, there would be no operational requirements that would limit the construction of the building to the height you have indicated.

There would be no restrictions on a structure up to a height of 110m AGL, although we would probably recommend the inclusion of low intensity red obstacle lights at each corner of the building. There would, however, be requirements on a structure more than 150m AGL.

Comment:

To address the provision of low intensity obstacle lights, a new clause is proposed that requires consultation with CASA to determine their requirements.

B. Public Submissions**1. Traffic, access and parking**

The traffic generated from the scale of development will add to the congestion on the local road network, particularly on Gay Street, Gilham Street and Old Castle Hill Road. It is already difficult to turn into Old Castle Hill Road from Gilham Street.

The draft Plan allows for all vehicular access to the proposed development via Gay Street. This street will be unable to cope with the pressure during morning and afternoon peak periods, and traffic will back up along Gay Street, Gilham Street and Old Castle Hill Road.

Additional traffic generated from the proposal will cause an unsafe environment for children walking to Castle Hill Primary School entrance on Gilham Street.

The ratio of parking to residences has been reduced from 2 cars to 1.5 for a 2 bedroom unit. As most households have 2 cars, this seems like a backward step. A reduced parking rate will also mean that new residents and visitors will be park on the surrounding streets.

Comment:

With respect to vehicular access from Gay Street, the RTA, as previously stated, does not raise objection and supports the proposed vehicular access to the site from Gay Street. Since the adoption of the current Plan in 2001, Pennant Street has been reclassified as an arterial road and given this; the RTA does not support vehicle access to the site from Pennant Street.

A preliminary investigation with Council's Transport Manager has indicated the possibility of an additional access point from Old Castle Hill Road. Access into the site from Old

Castle Hill Road will provide a left in/left out arrangement. The provision of a second vehicle access point to the site will alleviate traffic impacts on Gay Street and Gilham Street particularly in peak periods.

The existing road design of Gilham Street incorporates traffic calming measures to ensure a safe environment for children walking to school. Traffic measures include a pedestrian crossing with speed hump close to the entrance of the school, chicanes and the whole length of Gilham Street is subject to school zone speed limits of 40km/hr which operate between the hours of **8:00am – 9:30am** and **2:30pm – 4:00pm** on gazetted school days. Such calming measures alleviate potential safety issues for pedestrians using Gilham Street.

It has been observed that no footpaths exist along Gilham Street. The provision for footpaths along Gilham Street may be considered subject to reviews of local area land uses in the future. As stated previously, a key direction of Council's Residential Direction is to investigate capacity for higher density residential development in identified areas just outside the Castle Hill major centre, as shown in Figure 3. The investigation will involve a broader infrastructure study to be conducted for these identified areas surrounding the subject site, including Gilham Street.

With respect to parking, the Draft Plan requires that all car parking, including visitor parking, be provided on site. This is to ensure that the development of the site will not adversely affect existing on street parking arrangements on surrounding streets including Gay Street and Gilham Street.

The Transport Direction states that an analysis of actual car ownership by unit residents in Castle Hill, Baulkham Hills and Carlingford (based on 2006 Census data) indicate that Council's Development Control Plan provisions are in excess of those required to meet vehicle ownership needs.

In support of these results, Council resolved on 22 June 2010 to adopt a draft amendment to Baulkham Hills DCP Part D Section 1 – Car Parking ("the car parking amendment") to introduce a differential parking rate for the centres of Rouse Hill, Castle Hill and Baulkham Hills. The adopted car parking amendment introduces new parking rates for Centre Apartment development as shown below:

	Centre Apartment		
	Parking	Rate	
The adopted centre for the target site appropriate based location, proposed public transport new bus strategic bus	1 Bedroom	1 space	based parking rates are considered on the site's improvements to services such as the interchange and corridors which will reduce reliance on private transport within the area over time. Additionally, the proposed development will also be within walking distance of the current and future services and facilities that the Castle Hill Major Centre will provide to those living, working and visiting the Centre.
	2 Bedroom	1.5 spaces	
	3 Bedroom	2 spaces	
	Visitor Parking	2 spaces for every 5 units	

2. Public Transport

The lack of public transport for Castle Hill will only exacerbate the problem with additional residents and cars generated from the proposed development.

Comment:

Council's Integrated Transport Direction (The Transport Direction) adopted in May 2010 provides the overall strategic context for planning and management of the transport system throughout the Shire. The Direction identifies a number of public transport opportunities to improve the accessibility of Castle Hill as it develops over time into a major centre.

A number of bus projects that are essential to the future development of the Castle Hill Major Centre include the improvement of existing bus routes and frequency to and from the Centre and the proposed bus interchange which forms part of the Castle Hill Main Street Project. The Direction also suggests a number of proposed strategic bus corridors which will serve Castle Hill and proposed bus priority lanes identified at Showground Road and Old Northern Road.

The delivery of such transport improvements is managed by the State Government. Hence, Council is not responsible for regional bus planning and bus operations but it has a role in lobbying State Government to ensure they understand the transport needs of the Shire and respond appropriately.

The future North West Rail Line, a rail link connecting from Rouse Hill to Epping via Castle Hill was announced by the State Government in March 2008 and is listed for commencement for 2015. The proposed Rail line will substantially improve accessibility to Castle Hill and surrounding areas and provide connection to other strategic centres at Norwest and Rouse Hill. Whilst the rail will provide important links to other parts of the metropolitan area and within the Shire, it will be buses that provide the critical linkages to enable the Shire's residents to access employment opportunities, leisure and shopping activities.

3. Building Height

An 18 storey building is excessive in Castle Hill. If taller buildings must be accommodated, then they should be no higher than Castle Towers Shopping Centre.

Comment:

Building height on the site must be addressed from a strategic planning perspective if the built form, character and amenity of Castle Hill in 10 to 20 years is to reflect the needs, desires and aspirations of the community.

Since the adoption of the original DCP in 2001, Castle Hill has been identified as a Major Centre. The original Plan for the site currently adopts a 4 – 5 maximum storey building height. It is considered that the current height controls may not provide a development outcome cognisant with the future status of the Centre. Therefore it is appropriate that Council to review the current Plan in light of Castle Hill's transition into a major centre and to respond to dwelling targets set by the State Government.

The draft Plan proposes a maximum building height of up to 18 storeys. Justification for higher built form on the site, include:

- Major Centres are characterised by higher density and the provision for variety of housing. The scale of the development envisaged is consistent with the future status of Castle Hill as a major centre and existing/proposed future development on other sites in the Centre such as the Crane Road Precinct with a maximum building height of 18 storeys, Terminus Street Target Site with a maximum height of 13 storeys and the existing Castle Grand development in which currently stands at 8 storeys;
- The site is identified as a target site to accommodate multi residential development that is close to the Centre;

- Development of the site is in response to local and state government directives including Council's Residential Direction and the Draft North West Subregional Strategy to accommodate population growth in the Hills Shire; and
- The draft Plan is regarded as an opportunity provide more housing closer to the centre and its functions including jobs, shopping, entertainment and proposed transport.

There are advantages of increased building height in suburban areas such as Castle Hill, including:

- Taller buildings can provide for higher level of activity, of business residential or other uses. This helps to support local businesses, commercial and community facilities; generate local employment; and can add to creating more active, busy and interesting places;
- Taller buildings can provide opportunity for panoramic or corridor views to the Blue Mountains, which are highly sought after;
- Taller buildings can provide an alternative type of housing that meets the needs of the housing market;
- Taller buildings can provide places of character that become the focal point of activity or visual interest.

However, the advantages of taller buildings can easily become disadvantages if poorly designed. Height is one characteristic of built form that has the potential to have a major impact on the urban character and residential amenity of a neighbourhood. Height cannot be however considered in isolation to other critical aspects of built form such as building setback, mass form, bulk, landscape setting in which they occur. The Draft Plan proposes development options to reduce the impact of tall buildings, including:

- Building setbacks
- Building height
- Architectural style and character
- Streetscape and public realm
- Landscape and vegetation
- Solar access and overshadowing

Future development applications of the site will need to address these controls in order to facilitate a high quality development of the site.

The draft Plan outlines a number of building form measures that may minimise the impact of tall buildings. The draft Plan requires the proposed development to adopt a built form that is in the arrangement of a podium and tower. The draft Plan requires the podium to be a maximum of 4-5 storeys across the site with a majority of floorspace located within two towers located on the podium. The towers are to be setback on the podium towards the Pennant Street boundary. By setting back higher parts of buildings from the street frontage, it is possible to achieve a more comfortable street environment and lower the overall building height perceived by pedestrians as well as improving daylight exposure and wind mitigation.

4. Building Design

18 storey tower buildings would be aesthetically unappealing.

Comment:

With respect to aesthetics, a key design outcome of the Draft Plan is to achieve a high quality landmark building. The Draft Plan prescribes the architectural style and character of the development via building envelope controls which includes building height,

building setbacks, streetscape and public realm, private and shared open space, solar access and overshadowing and landscape and vegetation.

In addition, the design quality of apartment building development is assessed under the provisions of *State Environmental Planning Policy No.65 – Design Quality of Residential Flat Development* and *Council’s Multi Unit Urban Housing Design Guidelines*. Design principles are set out in SEPP 65 *Design Quality of Residential Flat Development* and include context, scale, built form, density, use of resources, landscape, amenity, safety, social dimensions and quality aesthetics. The policy seeks to provide a guide as to what constitutes good design and appropriate responses.

5. Relationship with adjoining development

The proposal is out of place with the existing residential character of the area and destroys the amenity of the existing population.

An eighteen (18) storey building would overshadow the neighbouring properties, causing both loss of privacy and direct sunlight and views.

Comment:

Pursuant to Baulkham Hills Local Environmental Plan 2005, the subject site is zoned Residential 2(a1) which permits the erection of high density development close to centres including apartment buildings, townhouses and villas.

Council’s Residential Direction (adopted June 2008) guides the planning and management of the Shire’s residential development. The Direction identifies residential development opportunities for land that is in close proximity to jobs, transport and services. The Direction identifies a number of opportunities for higher density housing in and around the Castle Hill Major Centre. Areas surrounding the target site including Gilham and Gay Streets have been identified as areas that could be considered for increased residential development opportunities.

Therefore, whilst the existing residential nature of the surrounding properties is predominately single storey dwellings, the residential nature of these streets have the potential to change from low to medium and/or higher forms of density development over time as Castle Hill evolves as a Major Centre.

In terms of the relationship of the site with the surrounding residential development, the draft Plan proposes a maximum building height of up to eighteen (18) storeys transitioning to two (2) storeys at the perimeter of the site adjacent to existing low density development. The Draft Plan ensures that the design of future development is required to consider solar access, overshadowing and the privacy of adjoining development given the proposed 18 storey maximum height. Further, design options to reduce the overall bulk of tall buildings have been considered in the plan which includes providing appropriate separation and landscaping between buildings, building articulating and podium levels for transition to adjoining sites and public spaces.

The draft Plan requires the proposed development to adopt a built form that is in the arrangement of a podium and tower. This type of built form aims to minimise the bulk and scale of the proposed building on the landscape. The vision for the site is of a light, transparent and clean architecture grounded by an articulated podium responsive to the street and public realm. This will provide human scale to the surrounding streets and the tower element is to provide an interesting addition to the city skyline.

Development controls in the draft Plan require the podium to be a maximum height of 2-5 storeys across the site with two (2) towers positioned on the podium. Future development is to have a two (2) storey edge to Old Castle Hill Road and Gay Street.

The portion of the site fronting Old Castle Hill Road will step up in stages from two (2) storeys to reach a maximum height of 5 storeys. The north western part of the site fronting Gay Street will step up from two storeys to reach a maximum of 5 storeys.

The towers are to be setback on the podium towards the Pennant Street boundary with a minimum setback of 8 metres from all boundaries including Gay Street and Pennant Street. By setting back higher parts of buildings from the street frontage, it is possible to achieve a more comfortable street environment, for example this lowers the overall building height perceived by pedestrians as well as improving daylight exposure and wind mitigation.

With respect to overshadowing, the Draft Plan requires that a minimum of 2 hours of direct sunlight between 9am and 3pm on June 22nd is to be available to the majority of balconies, living room spaces and private and communal open space areas of the proposed dwellings. Further, primary living areas and private open space of existing dwellings are to receive a minimum of 4 hours of direct sunlight between 9am and 3pm on June 22nd. Given the site's northerly aspect, it is considered that minimal overshadowing will occur north of the site towards Gay Street.

In terms of overlooking, the Draft Plan requires that private open space and habitable rooms of proposed and adjacent existing residents shall be reasonably protected from overlooking by attending to, but not limited to:

- Building layout;
- Location, size and placement of windows and balconies;
- Screening devices; and
- Landscaping.

These development controls for overshadowing and overlooking reflect best practice as they are consistent with Council's Apartment Development Control Plan and State Environmental Planning Policy No.65 – *Design Quality of Residential Flat Development*.

6. Open space

The area of communal open space will not be enough to accommodate the needs for the large number of residents of the proposed development.

Comment:

The Draft Plan specifies the provision for private and shared open spaces. The Draft Plan incorporates open space in the centre of the site between the first and second building, with a minimum width of 30m along Gay Street and Pennant Street. The Draft Plan requires a minimum of 50% of terrace /rooftop areas to be used for shared open space. In addition to this, surrounding parks in the local area include Alfred Whitting Park, Eric Felton Reserve, Coolibah Street Reserve and Maurice Hughes Reserve.

Given, the provisions within the Draft Plan and the close proximity of local parks the amount of open space proposed is considered appropriate.

7. Zoning of Gay Street

The current low density zoning of Gay Street should be reviewed as there is lack of transition between the site and Gay Street in terms of density structure.

Comment:

Council's Residential Direction ('The Residential Direction') adopted June 2008 aims to give Council, the community and developers a clear strategy for the future planning and management for residential development and growth to 2031. It reviews progress in

achieving additional dwellings and demonstrates the capacity to accommodate State Government dwelling targets into the future.

Given many of the locations around Castle Hill that were targeted for high density residential developments are nearing full development, The Residential Direction identifies two areas towards the North/West and South/East shown in Figure 3, as being suitable for increased residential density subject to further investigation as discussed in Section 5 of this report.

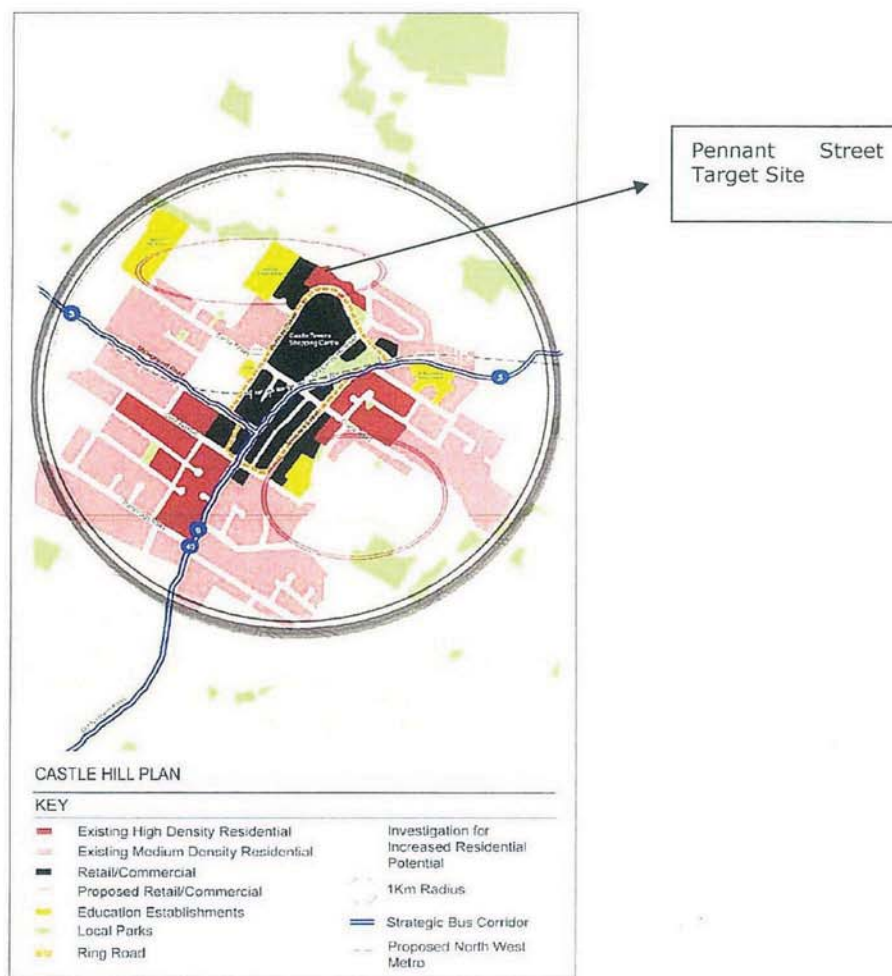


Figure 3: Indication of indicative areas in Castle Hill that could be considered for increased residential development opportunities

8. Governance

Concern exists regarding Council's role as the land owner and consent authority on the grounds that Council is improving the value of its land. Particularly as other Council owned sites within the town centre have beneficial height and floor space ratios.

Comment:

Council has considered a number of proposals to increase the height of buildings on privately owned land in locations such as the Castle Hill Town Centre and Carlingford to eighteen storeys. The proposal to increase the building height on the Pennant Street Target Site is consistent with the Directions that under-pin Council's Draft Local Strategy

and NSW Directives such as the Metropolitan Strategy and North West Sub Regional Plan.

Should Council proceed to prepare a Development Application on the site, Council would not act as the consent authority.

4. AMENDMENTS ARISING FROM EXHIBITION

Section 21 of the Environmental Planning and Assessment Regulation 2000, enables Council to approve a plan with such alterations as the council thinks fit. Arising from exhibition, amendments are proposed to clearly communicate Council's vision for the Target Site, to provide clear development objectives, controls and submission requirements.

These amendments are detailed in Attachment 2 and summarised below:

Amendment	Description
Amendment to Part 1 Introduction, Clause 1.2 Aims and objectives of this section of the DCP.	Inclusion of specific objectives to guide future character and building design.
Amendment to Clause 1.3 Relationship with other plans and policies	To identify other relevant plans within the Castle Hill Town Centre that should be considered when preparing a development application.
Amendment to Part 2 Urban Context	Details relating to embellishment of the public domain have been deleted in favour of a public domain plan that will be prepared the Castle Hill Town Centre.
Amendment to Clause 3.1 Desired Future Character	The amendment clearly sets out the required built form to comprise the a podium level along Gay Street with tower elements set back.
Amendment to Clause 3.2 Site Planning	Replacement of existing controls that read more like objectives with prescriptive development standards.
Amendment to Clause 3.4 Building Height	Inclusion of additional development standards to clearly indicate the maximum building height and measurement from natural ground level to the highest point of the building. Height is expressed in storeys and metres to ensure consistency with THLEP2010.
Insert new Clause 3.5 Podium and Tower Form	Additional controls are required to clearly express the relevant development standards currently only shown in illustrations.
Delete building images from Clause 3.4 Building Height	Indicative built form images sourced from a basic 3D models have been deleted from the plan.
Amendment to Clause 3.8 Car Parking and Vehicular Access	Amendment to the development control and illustration to permit vehicular access to Old Castle Hill Road to alleviate pressure on Gay and Gilham Street.
Amendment to Clause 3.10 Private and Shared Open Space	The amendment moves exhibited controls to a new section and includes additional standards to address the amenity of

	private and shared open space.
Insert new Clause 3.12 Planting on Structures	New controls are required to address landscape requirements for planting on structures such as rooftop and terrace areas.
Insert new Clause 3.14 Ceiling Height	New controls are required to clarify the floor to ceiling height for habitable and non habitable rooms.
Insert new Clause 3.16 BASIX	BASIX is a mandatory component of the approval process for residential development in NSW.
Insert additional development controls under Clause 3.18 Overlooking and Acoustic Privacy.	Additional controls have been included to address privacy, overlooking, and acoustic standards for air conditioning.
Amendment of Clause 3.19 Site Facilities and Services.	This amendment provides for the DCP to be consistent with BHDCP Part C Section 7 Apartment Buildings which requires each dwelling to have a laundry.
Insert new Clause 3.20 Storage.	This clause sets out the minimum storage requirements based on the number of bedrooms.
Insert new Clause 3.22 Waste Management	This amendment provides for the DCP to be consistent with BHDCP Part C Section 7 Apartment Buildings.
Insert new Clause 3.23 Erosion and Sediment Control	New controls are required to manage site impacts during construction.
Insert new Clause 3.24 Public Improvement Works	To require traffic improvements at the intersection of Gilham Street and Old Castle Hill Road and provision of footpaths.
Insert new Clause 3.25 Aviation Requirements	To require consultation with the Civil Aviation Safety Authority during the preparation of the Development Application.
Insert Clause 3.26 Information required for a Development Application.	This clause sets out the submission requirements including a model of the development.

5. REVIEW OF LOCAL AREA LAND USES

A key issue arising from the exhibition of the draft Plan is related to the interface between the subject site and Gay Street. The interface largely refers to the change in density from high residential development on the subject site to low density residential on Gay Street.

Prior to the preparation of the draft Plan, The Residential Direction identified opportunities and mechanisms to improve the means by which residential development is planned and managed. It contains key directions supported by objectives, strategies and actions.

A key direction is to accommodate population growth. Council's role in addressing State dwelling targets includes investigating opportunities for housing growth in the major Centre of Castle Hill. The Residential Direction states that the majority of sites zoned and suitable for apartments have already been developed or have had consent granted, illustrating the high uptake of the opportunity for this form of residential development. Providing capacity for new dwellings within centres is consistent with the principle of providing proximity to shops, services and public transport.

There is an increased focus on the development of Castle Hill as a major centre with a full range of retail, commercial, community and recreational functions. Future transport improvements canvassed in the Transport Direction will improve accessibility for Castle Hill and will be likely to increase housing demand within and close to the centre. Figure 3 provides an indication of the areas in Castle Hill that could be considered for increased residential development opportunities. Although the area is indicative, streets surrounding the site including Gay Street and Gilham Street have been identified.

The rezoning of Gay Street to a higher density zone would provide a better form of transition / interface with the subject site in terms of density structure.

It is recommended that Council commence strategic work to investigate these identified areas for higher density. An investigation will need to consider traffic and infrastructure implications arising from increased development. The investigation would involve determining the dwelling density yields and proposed works which would require a review of the relevant Contributions Plan No.5 – Castle Hill.

The results of the site investigation will be detailed in a Report to Council. Should it be resolved to commence strategic work, the site investigation will involve the preparation of a planning proposal which will be forward to the Department of Planning in order to receive a gateway determination. The planning proposal will reflect consistency with the new standard LEP. The gateway determination will confirm the public consultation requirements and all submissions received as a result will be considered in a report to Council. The final decision will be subject to ministerial approval and the plan will become law once it is published on the NSW legislation website.

6. DRAFT THE HILLS SHIRE LOCAL ENVIRONMENTAL PLAN 2010

On 23 August 2011 Council adopted the draft The Hills Local Environmental Plan 2010 ('draft THLEP2010'). The supporting draft The Hill Development Control Plan 2011 will come into force upon notification of the draft THLEP2010 on the NSW legislation website. The draft THLEP2010 includes maps which show the zoning, minimum lot size, building heights, building floor size in certain areas and identifies heritage items, land acquisition and local constraints.

Under the adopted draft THLEP2010, the site is proposed to be zoned R4 High Density Residential. The R4 High Density Residential zone permits residential flat buildings, shop-top housing and neighbourhood shops with consent.

The draft THLEP2010 Height of Buildings Map shows a maximum height of 20m on the subject site, and an FSR of 0.8 is shown on the Floor Space Ratio Map. Should Council adopt the Draft Plan, an amendment to the adopted draft LEP 'Height of Buildings' (HOB) map will be required to increase the building height to 54m for the majority of the site. On the grounds that the draft Plan does not include a floor space ratio (FSR) control, the planning proposal would also involve the deletion of the existing standard (0.8:1) from the Floor Space Ratio Map.

These amendments will require that a planning proposal be prepared to ensure that development standards contained in the draft Plan are appropriately reflected in the adopted draft THLEP 2010.

7. NEXT STEPS

This report recommends that the exhibited Draft Baulkham Hill Development Control Plan, Part E Section 8, Pennant Street Target Site be adopted. Commencement of the DCP will occur upon notification in local newspapers.

To ensure the proposed development standards remain applicable under the adopted Draft THLEP2010 and Draft The Hills DCP 2011, the following steps are required:

Planning Proposal

Prepare and submit a planning proposal to the Department of Planning for Gateway Determination. Upon Authorisation to exhibit, public consultation for a prescribed period as determined by the LEP Panel will occur.

Development Control Plan

Prepare and exhibit an amendment to the adopted Draft The Hills DCP 2011, Part D Section 2 – Pennant Street Target Site Castle Hill.

Site Investigation

Council initiate the review of potential sites identified in Council's Residential Direction for higher density development in the vicinity of the site.

CONCLUSION

The future re-development of the Pennant Street Target Site for high density residential development is consistent with the evolution of the Castle Hill Town Centre into a Major Centre. In response to submissions received, amendments are proposed to assist interpretation of the plan and to provide clear development objectives and controls. Given the nature of these amendments, it is recommended that Council adopt the Draft Plan as attached to this report.

Due to the recent adoption of draft The Hills Local Environmental Plan 2010 and The Hills Development Control Plan 2011, a further exhibition process is required to enable the plan under these instruments. During this period, further investigation of the potential sites for higher density residential development will be initiated.

IMPACTS

Financial

Clause 3.24 (Public Improvement Works) of Part E Section 8 – Pennant Street Target Site, requires essential infrastructure arising from the development of this site to be implemented, at the cost of the developer prior to the completion and occupation of the development.

The estimated cost of works nominated by Clause 3.24 is approximately \$375,000 which is comprised of the construction of a roundabout at the intersection of Gilham Street and Old Castle Hill Road and footpath construction.

Hills 2026

The draft Plan outlines a development framework in which a quality urban development outcome may be achieved within the Castle Hill Major Centre. The draft Plan will guide development of the target site to provide for a visually prominent residential

development that will add to the emerging skyline of the Major Centre and support the retail and commercial areas of Castle Hill.

RECOMMENDATION

1. Council adopt Draft Part E Section 8, Pennant Street Target Site as provided in Attachment 3 with amendments outlined in this report and detailed in Attachment 2.
2. That a planning proposal for the Pennant Street Target Site be prepared and forwarded to the Department of Planning and Infrastructure to amend the Draft The Hills LEP 2010:
 - i. Height of Building Map to enable the proposed building height of 54 metres; and
 - ii. Floor Space Ratio Map to delete the existing floor space control.
3. Upon receiving a Gateway Authorisation to exhibit the planning proposal, a concurrent amendment be exhibited to replace Part D Section 2, Pennant Street Target Site Castle Hill of Draft The Hills DCP 2011 with the adopted DCP.
4. Council initiate the review of potential sites identified in Council's Residential Direction for higher density development in the vicinity of the site.

ATTACHMENTS

1. Summary of Submissions (114 pages)
2. Summary of post exhibition amendments to Baulkham Hills DCP Part E Section 8 – Pennant Street Target Site (17 Pages)
3. Draft Development Control Plan Part E Section 8 – Pennant Street Target Site (28 Pages)

ATTACHMENT 1

No.	1
Issues raised	1. Proposal will have negative impacts on the surrounding properties, including social impacts. 2. Proposal is not in keeping with the existing residential character. 3. The proposal will cause loss of existing residential amenity. 4. Proposed height of the buildings is not supported. 5. The proposed setback to Gay Street is considered to be insufficient. 6. The report fails to mention the density requirements for the proposal. 7. Expected traffic volumes generated from proposal raises concern, due to narrow surrounding streets not wide enough to cope with future traffic. 8. Council's role as land owner and consent authority on grounds that Council is improving the value of its land.
Comment	1. The draft Plan incorporates a range of development controls that future development must address in order to mitigate adverse off site impacts to the surrounding residential properties, including • Building height; • Building setback; • Streetscape and public realm; • Car parking and vehicular access; • Pedestrian access; • Landscaping; • Solar access and overshadowing; • Overlooking and privacy; and • Site facilities and services. Assessment of compliance with these objectives would occur upon completion of a Development Application with Council. Further should a development application be lodged Council may request a Social Impact Assessment be undertaken. This assessment includes the processes of analysing, monitoring and mapping the intended and unintended social consequences, both positive and negative of planned interventions. 2. Pursuant to Baulkham Hills Local Environmental Plan 2005, the subject site is zoned Residential 2(a1) which permits the erection of high density development close to centres including apartment buildings, townhouses and villas. Council's adopted Residential Direction guides the planning and management of the Shire's residential development. The Direction identifies residential development opportunities for land that is in close proximity to jobs, transport and services. The Direction identifies a number of opportunities for higher density housing in and around Castle Hill Major Centre. Areas surrounding the target site including Gilham and Gay Streets have been identified as areas

that could be considered for increased residential development opportunities.

Therefore, whilst the existing residential nature of the surrounding properties is predominately single storey dwellings, the residential nature of these streets have the potential to change from low to medium and/or higher forms of density development over time as Castle Hill evolves as a Major Centre.

3. Appropriate detailed controls are contained in the exhibited draft DCP to ensure the existing residential environment in the locality is not adversely affected. The assessment of future development applications against these controls and imposition of appropriate conditions of any consent that maybe issued will seek to address amenity concerns.
4. The building height on the site must be addressed from a strategic planning perspective if the built form, character and amenity of castle Hill in 10 to 20 years is to reflect the needs, desires and aspirations of the community.

Since the adoption of the original development control plan in 2001, Castle Hill has been identified as a Major Centre. The original plan for the site currently adopts a 4-5 maximum storey building height. It is considered that the current height controls may not provide a development outcome cognisant with the future status of the Centre. Therefore it is considered appropriate that Council review the current plan in light of Castle Hill's transition into a major centre and to respond to dwelling targets set by the State Government.

5. The proposed 3m setback along Gay Street is considered appropriate, given that the future development is to be a maximum of two (2) storeys along this boundary.
6. Any future development application will determine the actual unit breakdown.
7. The Traffic Report prepared for the site takes into consideration existing controls that permit a 4-5 storey residential development, as well as the additional traffic demand which will be created by development in accordance with the draft Plan. The Traffic Report concludes that traffic generated by the proposed development can be accommodated within the local road network if the recommended traffic improvement is implemented. This improvement includes roundabout treatment at the intersection of Gilham Street and Old Castle Hill Road.

	Any future development application on the site will be conditioned to construct a roundabout at the intersection of Gilham Street and Old Castle Hill Road. It is considered that the existing streets are appropriate for the expected traffic. 8. Council has considered a number of proposals to increase the height of buildings on privately owned land in locations such as Castle Hill Town Centre and Carlingford to eighteen storeys. The proposal to increase the building height on the Pennant Street Target Site is consistent with the Directions that under-pin Council's draft Local Strategy and NSW Directives such as the Metropolitan Strategy and North West Sub Region Plan. Should Council proceed to prepare a Development Application on the site, Council would not act as the consent authority.
Action	- A setback 3m to be proposed on the boundary adjoining the residential property on Old Castle Hill Road (north of the site). - Public Improvement Works including the construction of a roundabout at the Gilham Street and Old Castle Hill Road intersection will be nominated by the draft Plan under section 3.17 Public Improvement Works. - Section 3.8 of the draft Plan be amended to provide an additional vehicular access point from Old Castle Hill Road. - It is recommended that Council initiate the review of potential sites identified in Council's Residential Direction for higher density development in the vicinity of the site.

No.	2
Issues raised	1. Insufficient notification of the proposal. 2. Proposed height of the buildings is not supported.
Comment	1. The draft Plan was on exhibition for a period of 32 days from Tuesday 12 October 2010 to Friday 12 November 2010 via the following methods: • Adjoining and surrounding property owners were invited to make submissions on the proposal; • Council officers available at Castle Hill Library for discussion; • Consultation with public authorities including the Road and Traffic Authority (RTA), Sydney Water, Integral Energy, AGL and Telstra • Advertisements in the local newspaper on two separate occasions; • Static displays at Council's Administration Centre and Castle Hill Library; and • Dedicated web page 'Major Plans on Exhibition' on Council's website, whereby the public can view and download exhibited material. Further Council's forward planners were available at various times at Castle Hill Library throughout the exhibition period. It is considered that Community consultation was appropriate and consistent with the relevant statutory requirements. 2. The building height on the site must be addressed from a strategic planning perspective if the built form, character and amenity of castle Hill in 10 to 20 years is to reflect the needs, desires and aspirations of the community. Since the adoption of the original development control plan in 2001, Castle Hill has been identified as a Major Centre. The original plan for the site currently adopts a 4-5 maximum storey building height. It is considered that the current height controls may not provide a development outcome cognisant with the future status of the Centre. Therefore it is considered appropriate that Council review the current plan in light of Castle Hill's transition into a major centre and to respond to dwelling targets set by the State Government.
Action	No further action required

No.	3
Issues raised	1. Height of the proposed buildings is not supported. 2. Potential overshadowing caused on adjoining and surrounding properties. 3. Vehicular access to the site from Gay Street is not supported, and Gay Street should be left as a Cul-de- Sac.
Comment	1. The building height on the site must be addressed from a strategic planning perspective if the built form, character and amenity of castle Hill in 10 to 20 years is to reflect the needs, desires and aspirations of the community. Since the adoption of the original development control plan in 2001, Castle Hill has been identified as a Major Centre. The original plan for the site currently adopts a 4-5 maximum storey building height. It is considered that the current height controls may not provide a development outcome cognisant with the future status of the Centre. Therefore it is considered appropriate that Council review the current plan in light of Castle Hill's transition into a major centre and to respond to dwelling targets set by the State Government. 2. With respect to overshadowing the draft development control plan requires a minimum of two (2) hours of direct sunlight between 9am and 3pm on June 22 is to be available to the majority of balconies, living room spaces and private communal open space areas of the proposed dwellings. Further primary living areas and private open space of existing dwellings are to receive a minimum of four (4) hours of direct sunlight between 9am and 3pm on June 22. Given the site's northerly aspect, it is considered that minimal overshadowing will occur north of the site towards Gay Street. 3. Comments sought from the Roads and Traffic Authority have indicated that the Roads and Traffic Authority does not raise objection and supports the proposed vehicular access to the subject site from Gay Street. Since the adoption of the current plan in 2001, Pennant Street has been reclassified as an arterial road and given this, the Roads and Traffic Authority does not support vehicle access to the site from Pennant Street. A preliminary investigation with Council's Transport Manager has indicated the possibility of an additional access point from Old Castle Hill Road. Access into the site from Old Castle Hill Road will provide a left in/left out arrangement. The provision of a second vehicle access point to the site will alleviate traffic impacts on Gay Street and Gilham Street particularly in peak periods.
Action	No further action required.

No.	4
Issues raised	1. The proposal will destroy the nature of the area aesthetically and erode the existing community in and around the Gilham Street area. 2. Proposed height is not supported. 3. Potential overshadowing and overlooking issues caused on adjoining and surrounding properties. 4. Expected traffic volumes generated from proposal raises concern, due to narrow surrounding streets not wide enough to accommodate future traffic. 5. Increased traffic generated from the development will impact existing bus services along Old Castle Hill Road and will create a safety hazard for children walking along Gilham Street to the local primary school.
Comment	1. With respect to aesthetics, a key design outcome of the draft development control plan is to achieve a high quality landmark building. The draft development control plan prescribes the architectural style and character of the development via building envelope controls which includes building height, building setbacks, streetscape and public realm, private and shared open space, solar access and overshadowing and landscape and vegetation. 2. The building height on the site must be addressed from a strategic planning perspective if the built form, character and amenity of castle Hill in 10 to 20 years is to reflect the needs, desires and aspirations of the community. Since the adoption of the original development control plan in 2001, Castle Hill has been identified as a Major Centre. The original plan for the site currently adopts a 4-5 maximum storey building height. It is considered that the current height controls may not provide a development outcome cognisant with the future status of the Centre. Therefore it is considered appropriate that Council review the current plan in light of Castle Hill's transition into a major centre and to respond to dwelling targets set by the State Government. 3. With respect to overshadowing the draft development control plan requires a minimum of two (2) hours of direct sunlight between 9am and 3pm on June 22 is to be available to the majority of balconies, living room spaces and private communal open space areas of the proposed dwellings. Further primary living areas and private open space of existing dwellings are to receive a minimum of four (4) hours of direct sunlight between 9am and 3pm on June 22. Given the site's northerly aspect, it is considered that minimal overshadowing will occur north of the site towards Gay Street.

In terms of overlooking, the draft development control plan requires that existing residents be protected from overlooking by attending to, but not limited to, building layout, location, size and placement of windows and balconies, screening devices and landscaping.

4. The Traffic Report prepared for the site takes into consideration existing controls that permit a 4-5 storey residential development, as well as the additional traffic demand which will be created by development in accordance with the draft Plan. The Traffic Report concludes that traffic generated by the proposed development can be accommodated within the local road network if the recommended traffic improvement is implemented. This improvement includes roundabout treatment at the intersection of Gilham Street and Old Castle Hill Road.

Any future development application on the site will be conditioned to construct a roundabout at the intersection of Gilham Street and Old Castle Hill Road. It is considered that the existing streets are appropriate for the expected traffic.

5. Castle Hill Major Centre is emerging as a major transport hub for the Shire. Council's adopted Integrated Transport Direction provides the overall strategic context for planning and management of the transport system throughout the Shire. The Direction identifies a number of public transport opportunities to improve the accessibility of Castle Hill as it develops over time into a major centre.

A number of bus projects that are essential to the future development of the Castle Hill Major Centre include the improvement of existing bus routes and frequency to and from the Centre and the proposed bus interchange which forms part of the Castle Hill Main Street Project.

The existing road design of Gilham Street incorporates traffic calm measures to ensure a safe environment for children walking to school. Traffic measures include a pedestrian crossing with speed hump close to entrance of the school, chicanes and the whole length of Gilham Street is subject to school zone speed limits.

It should be noted that no footpaths exist along Gilham Street. The provision for footpaths in this area may be considered subject to future strategic work identified in Council's Residential Direction. Strategic work will involve a broader infrastructure study to be

	considered in the surrounding streets of the site including Gilham Street and Gay Street.
Action	No action required.

No.	5
Issues raised	1. The provision for shared laundries is not supported. 2. Insufficient undercover parking including visitor parking is proposed. 3. Vehicular access to the site from Gay Street is not supported. 4. Expected traffic volumes raises concern due to narrow surrounding streets that are not wide enough to accommodate future traffic.
Comment	1. The draft Development Control Plan requires that a shared laundry facility shall be provided for use by at least 30% of residences. A review of this control is considered necessary in terms of providing improved convenience to future residents. 2. The draft Development Control Plan requires that all car parking, including visitor parking, be provided on site. This is to ensure that the development of the Precinct will not adversely affect existing on-street parking arrangements on surrounding streets including Gay Street and Gilham Street. The applicable Centre parking rates for the proposed development is appropriate based on the site's location and proposed improvements to public transport services to and from the Centre. 3. Comments sought from the Roads and Traffic Authority have indicated that the Roads and Traffic Authority does not raise objection and supports the proposed vehicular access to the subject site from Gay Street. 4. The Traffic Report prepared for the site takes into consideration existing controls that permit a 4-5 storey residential development, as well as the additional traffic demand which will be created by development in accordance with the draft Plan. The Traffic Report concludes that traffic generated by the proposed development can be accommodated within the local road network if the recommended traffic improvement is implemented. This improvement includes roundabout treatment at the intersection of Gilham Street and Old Castle Hill Road. Any future development application on the site will be conditioned to construct a roundabout at the intersection of Gilham Street and Old Castle Hill Road.
Action	- The provision for shared laundries shall be deleted and replaced with a requirement that each dwelling shall provide a laundry.

No.	6
Issues raised	1. Proposed height of the building is not supported. 2. The development is aesthetically unappealing. 3. Expected traffic volumes raises concern given narrow surrounding streets that are not wide enough to accommodate future traffic.
Comment	1. The building height on the site must be addressed from a strategic planning perspective if the built form, character and amenity of castle Hill in 10 to 20 years is to reflect the needs, desires and aspirations of the community. Since the adoption of the original development control plan in 2001, Castle Hill has been identified as a Major Centre. The original plan for the site currently adopts a 4-5 maximum storey building height. It is considered that the current height controls may not provide a development outcome cognisant with the future status of the Centre. Therefore it is considered appropriate that Council review the current plan in light of Castle Hill's transition into a major centre and to respond to dwelling targets set by the State Government. 2. With respect to aesthetics, a key design outcome of the draft development control plan is to achieve a high quality landmark building. The draft development control plan prescribes the architectural style and character of the development via building envelope controls which includes building height, building setbacks, streetscape and public realm, private and shared open space, solar access and overshadowing and landscape and vegetation. 3. The Traffic Report prepared for the site takes into consideration existing controls that permit a 4-5 storey residential development, as well as the additional traffic demand which will be created by development in accordance with the draft Plan. The Traffic Report concludes that traffic generated by the proposed development can be accommodated within the local road network if the recommended traffic improvement is implemented. This improvement includes roundabout treatment at the intersection of Gilham Street and Old Castle Hill Road. Any future development application on the site will be conditioned to construct a roundabout at the intersection of Gilham Street and Old Castle Hill Road.
Action	No action required.

No.	7
Issues raised	1. The site and surrounding area including Gilham Street, Old Castle Hill Road should be zoned for townhouses only. 2. To accommodate future traffic Gay Street should be extended to Old Castle Hill Road and a roundabout to be installed at the intersection of Gilham and Gay Streets, and Gilham Street and Old Castle Hill Road. 3. Loss of privacy arising from development of the site. 4. The installation of solar panels for the development should be properly planned for. 5. A park should be planted in the centre of the apartment complex with through on site links to the proposed bus/rail interchange. 6. The site would be more appropriate for a seniors living development and what is the gradient required for the land.
Comment	1. Pursuant to Baulkham Hills Local Environmental Plan 2005, the subject site is zoned Residential 2(a1) which permits the erection of high density development close to centres including apartment buildings, townhouses and villas. High density development including apartment development would assist in achieving State Government dwelling targets. Council's adopted Residential Direction guides the planning and management of the Shire's residential development. The Direction identifies residential development opportunities for land that is in close proximity to jobs, transport and services. The Direction identifies a number of opportunities for higher density housing in and around Castle Hill Major Centre to accommodate State Government dwelling targets. 2. With respect to the installation of a roundabout, any future development application on the site will be conditioned to construct a roundabout at the intersection of Gilham Street and Old Castle Hill Road. 3. The draft Development Control Plan ensures that the design of future development is required to consider overlooking and privacy issues. Designing for privacy is an issue that is most effectively addressed at the development application stage when detail plans can be assessed. 4. With respect to solar panels, details will be specified at the development application stage. 5. The draft Plan envisages a shared central open space which allows for public movement through the site. The current pedestrian network between the site and the proposed bus interchange is considered sufficient in terms of accessibility and safety.

	6. The future use of the site for residential purposes is dependent upon the lodgement of a development application. The current proposal relates to built form and not land use. Existing provisions for senior living is available under state legislation. With respect to the gradient of the land that is required this will need to be in accordance with Australian Standards.
Action	No action required.

No.	8
Issues raised	1. The site should only be subject to residential uses and not commercial. 2. Expected traffic volumes raises concern given the narrow surrounding streets that are not wide enough to accommodate future traffic. 3. Height of the proposed building is not supported, particularly in the form of two towers. 4. The approval of the proposal will set precedence for other developments of a similar height. 5. Insufficient justification has been given for the proposal particularly regarding Castle Hill being a major centre. 6. The proposal would create overshadowing issues on adjoining and surrounding properties.
Comment	1. The current zoning in accordance with Baulkham Hills Local Environmental Plan 2005 prohibits commercial development on the site. However, under the draft standard Local Environmental Plan 2010, the site is proposed to be zoned R4 High Density Residential which permits residential flat buildings, shop top housing and neighbourhood shops with Council's consent. 2. The Traffic Report prepared for the site takes into consideration existing controls that permit a 4-5 storey residential development, as well as the additional traffic demand which will be created by development in accordance with the draft Plan. The Traffic Report concludes that traffic generated by the proposed development can be accommodated within the local road network if the recommended traffic improvement is implemented. This improvement includes roundabout treatment at the intersection of Gilham Street and Old Castle Hill Road. Any future development application on the site will be conditioned to construct a roundabout at the intersection of Gilham Street and Old Castle Hill Road. 3. The building height on the site must be addressed from a strategic planning perspective if the built form, character and amenity of castle Hill in 10 to 20 years is to reflect the needs, desires and aspirations of the community. Since the adoption of the original development control plan in 2001, Castle Hill has been identified as a Major Centre. The original plan for the site currently adopts a 4-5 maximum storey building height. It is considered that the current height controls may not provide a development outcome cognisant with the future status of the Centre. Therefore it is considered appropriate that Council review the current plan in light of Castle Hill's transition into a major centre and

	to respond to dwelling targets set by the State Government. 4. The development on the site will not set a precedent for other developments of a similar scale for the following reasons: • The target site is one of the last remaining lots that is to be developed within the Centre of Castle Hill that is zoned Residential 2(a1) in which permits residential apartment development. • The majority of lots zoned Residential 2(a1) within the Centre have been developed. • Baulkham Hills Development Control Plan (BHDCP) Part E Section 25 – Crane Road Precinct has a maximum height of 18 storeys. • BHDCP Part E Section 21 – Terminus Street Precinct has a maximum height of 13 storeys. • Given the target site's close proximity to the Centre, it is considered that the site is sufficient to accommodate high rise development. 5. The draft North West Subregional Strategy prepared by the NSW Government identifies 29 Strategic Centres within the Greater Metropolitan Region of Sydney including Castle Hill. These are the largest and most important centres which serve the various needs of each subregion. This Strategy aims to continue to support these centres by concentrating jobs and dwellings in and around these places. A typology of centres has been developed to guide development in centres that perform a similar role in the various parts of Sydney. Subsequently, the State Government has set targets for Castle Hill to mature into a Major Centre for the North West subregion, with a full range of functions beyond its existing retail role, including additional housing. Hence, the role of Castle Hill as a Major Centre is vital in terms of planning for the whole of North West Subregion within Greater Metropolitan Sydney. 6. With respect to overshadowing the draft development control plan requires a minimum of two (2) hours of direct sunlight between 9am and 3pm on June 22 is to be available to the majority of balconies, living room spaces and private communal open space areas of the proposed dwellings. Further primary living areas and private open space of existing dwellings are to receive a minimum of four (4) hours of direct sunlight between 9am and 3pm on June 22. Given the site's northerly aspect, it is considered that minimal overshadowing will occur north of the site towards Gay Street.
Action	No action required.

No.	9
Issues raised	1. Height of the proposed building is not supported. 2. Proposal will be out of character with the existing residential area. 3. Expected traffic volumes raises concern given the narrow surrounding streets that are not wide enough to accommodate future traffic.
Comment	1. The building height on the site must be addressed from a strategic planning perspective if the built form, character and amenity of castle Hill in 10 to 20 years is to reflect the needs, desires and aspirations of the community. Since the adoption of the original development control plan in 2001, Castle Hill has been identified as a Major Centre. The original plan for the site currently adopts a 4-5 maximum storey building height. It is considered that the current height controls may not provide a development outcome cognisant with the future status of the Centre. Therefore it is considered appropriate that Council review the current plan in light of Castle Hill's transition into a major centre and to respond to dwelling targets set by the State Government. 2. The nature of Castle Hill is evolving from a Town Centre to a Major Centre. Continued growth is anticipated in the future including growth in demand for retail, commercial and major centre functions like hospitality, medical services and apartments. The vision for higher built form on the target site is consistent with the future status of Castle Hill as a Major Centre. - A key design outcome of the draft Development Control Plan is to achieve a high quality landmark building. This will be achieved by provisions indicated in the draft Development Control Plan that prescribe the built form, building design and articulation for the development. 3. The Traffic Report prepared for the site takes into consideration existing controls that permit a 4-5 storey residential development, as well as the additional traffic demand which will be created by development in accordance with the draft Plan. The Traffic Report concludes that traffic generated by the proposed development can be accommodated within the local road network if the recommended traffic improvement is implemented. This improvement includes roundabout treatment at the intersection of Gilham Street and Old Castle Hill Road. Any future development application on the site will be conditioned to construct a roundabout at the intersection of Gilham Street and Old Castle Hill Road.

Action	No action required.

No.	10
Issues raised	1. Insufficient open space proposed for the development. 2. Insufficient on-site parking would create adverse on street parking issues. 3. Expected traffic volumes raises concern given narrow surrounding streets that are not wide enough to accommodate future traffic. 4. Increase in traffic will create a safety hazard for children walking to the local primary school.
Comment	1. The draft Plan envisages a shared central open space at ground level which allows for public movement through the site. In addition, the draft Plan requires a minimum of 50% of terrace/rooftop areas to be used for shared open space. It should be noted that there are currently four (4) parks in close proximity to the site including Eric Felton Reserve, Alfred Whitting Park, Coolibah Street Reserve and Maurice Hughes Reserve. 2. The draft Development Control Plan requires that all car parking, including visitor parking, be provided on site. This is to ensure that the development of the Precinct will not adversely affect existing on-street parking arrangements on surrounding streets including Gay Street and Gilham Street. The applicable Centre parking rates for the proposed development is considered to be appropriate based on the site's location and proposed improvements to public transport services to and from the Centre. 3. The Traffic Report prepared for the site takes into consideration existing controls that permit a 4-5 storey residential development, as well as the additional traffic demand which will be created by development in accordance with the draft Plan. The Traffic Report concludes that traffic generated by the proposed development can be accommodated within the local road network if the recommended traffic improvement is implemented. This improvement includes roundabout treatment at the intersection of Gilham Street and Old Castle Hill Road. Any future development application on the site will be conditioned to construct a roundabout at the intersection of Gilham Street and Old Castle Hill Road. 4. The existing road design of Gilham Street incorporates traffic calm measures to ensure a safe environment for children walking to school. Traffic measures include a pedestrian crossing with speed hump close to entrance of the school, chicanes and the whole length of Gilham Street is subject to school zone speed limits. It should be noted that no footpaths exists along Gilham Street. The provision for footpaths in this area

	may be considered subject to future strategic work identified in Council's Residential Direction. Strategic work will involve a broader infrastructure study to be considered in the surrounding streets of the site including Gilham Street and Gay Street.
Action	No action required.

No.	11
Issues raised	1. Proposal is completely out of character with the surrounding residential area. 2. Height of the proposed building is not supported.
Comment	1. Pursuant to Baulkham Hills Local Environmental Plan 2005, the subject site is zoned Residential 2(a1) which permits the erection of high density development close to centres including apartment buildings, townhouses and villas. Council's adopted Residential Direction guides the planning and management of the Shire's residential development. The Direction identifies residential development opportunities for land that is in close proximity to jobs, transport and services. The Direction identifies a number of opportunities for higher density housing in and around Castle Hill Major Centre. Areas surrounding the target site including Gilham and Gay Streets have been identified as areas that could be considered for increased residential development opportunities. Therefore, whilst the existing residential nature of the surrounding properties is predominately single storey dwellings, the residential nature of these streets have the potential to change from low to medium and/or higher forms of density development over time as Castle Hill evolves as a Major Centre. 2. The building height on the site must be addressed from a strategic planning perspective if the built form, character and amenity of castle Hill in 10 to 20 years is to reflect the needs, desires and aspirations of the community. Since the adoption of the original development control plan in 2001, Castle Hill has been identified as a Major Centre. The original plan for the site currently adopts a 4-5 maximum storey building height. It is considered that the current height controls may not provide a development outcome cognisant with the future status of the Centre. Therefore it is considered appropriate that Council review the current plan in light of Castle Hill's transition into a major centre and to respond to dwelling targets set by the State Government.
Action	No action required.

No.	12
Issues raised	1. Height of the proposed building is not supported. 2. Expected traffic volumes generated from the proposed will cause congestion and lead to dangerous driving. 3. Proposal will have negative impacts on the surrounding properties, including increase in population. 4. The development is aesthetically displeasing.
Comment	1. The building height on the site must be addressed from a strategic planning perspective if the built form, character and amenity of castle Hill in 10 to 20 years is to reflect the needs, desires and aspirations of the community. Since the adoption of the original development control plan in 2001, Castle Hill has been identified as a Major Centre. The original plan for the site currently adopts a 4-5 maximum storey building height. It is considered that the current height controls may not provide a development outcome cognisant with the future status of the Centre. Therefore it is considered appropriate that Council review the current plan in light of Castle Hill's transition into a major centre and to respond to dwelling targets set by the State Government. 2. The Traffic Report prepared for the site takes into consideration existing controls that permit a 4-5 storey residential development, as well as the additional traffic demand which will be created by development in accordance with the draft Plan. The Traffic Report concludes that traffic generated by the proposed development can be accommodated within the local road network if the recommended traffic improvement is implemented. This improvement includes roundabout treatment at the intersection of Gilham Street and Old Castle Hill Road. Any future development application on the site will be conditioned to construct a roundabout at the intersection of Gilham Street and Old Castle Hill Road. 3. The draft Plan incorporates a range of development controls that future development must address in order maintain the existing amenity of the surrounding residential properties, including, Building height; Building setback; Streetscape and public realm; Car parking and vehicular access; Pedestrian access; Landscaping; Solar access and overshadowing; Overlooking and privacy; and Site facilities and services. Further should a development application be lodged Council may request a Social Impact Assessment be

	undertaken. This assessment includes the processes of analysing, monitoring and mapping the intended and unintended social consequences, both positive and negative of planned interventions. 4. With respect to aesthetics, a key design outcome of the draft development control plan is to achieve a high quality landmark building. The draft development control plan prescribes the architectural style and character of the development via building envelope controls which includes building height, building setbacks, streetscape and public realm, private and shared open space, solar access and overshadowing and landscape and vegetation.
Action	No action required.

No.	13
Issues raised	1. Height of the proposed building is not supported. 2. The development is aesthetically unpleasing. 3. Vehicular access to the site from Gay Street is not supported and Gay Street should remain as a cul-de-sac. 4. Insufficient on-site parking is proposed and will create adverse impacts to on-street parking. 5. Insufficient proposed private and communal open spaces for the development.
Comment	1. The building height on the site must be addressed from a strategic planning perspective if the built form, character and amenity of castle Hill in 10 to 20 years is to reflect the needs, desires and aspirations of the community. Since the adoption of the original development control plan in 2001, Castle Hill has been identified as a Major Centre. The original plan for the site currently adopts a 4-5 maximum storey building height. It is considered that the current height controls may not provide a development outcome cognisant with the future status of the Centre. Therefore it is considered appropriate that Council review the current plan in light of Castle Hill's transition into a major centre and to respond to dwelling targets set by the State Government. 2. With respect to aesthetics, a key design outcome of the draft development control plan is to achieve a high quality landmark building. The draft development control plan prescribes the architectural style and character of the development via building envelope controls which includes building height, building setbacks, streetscape and public realm, private and shared open space, solar access and overshadowing and landscape and vegetation. 3. Comments sought from the Roads and Traffic Authority have indicated that the Roads and Traffic Authority does not raise objection and supports the proposed vehicular access to the subject site from Gay Street. 4. The draft Development Control Plan requires that all car parking, including visitor parking, be provided on site. This is to ensure that the development of the Precinct will not adversely affect existing on-street parking arrangements on surrounding streets including Gay Street and Gilham Street. The applicable Centre parking rates for the proposed development is appropriate based on the site's location and proposed improvements to public transport services to and from the Centre.

	5. The draft Plan envisages a shared central open space at ground level which allows for public movement through the site. In addition, the draft Plan requires a minimum of 50% of terrace/rooftop areas to be used for shared open space. It should be noted that there are currently four (4) parks in close proximity to the site including Eric Felton Reserve, Alfred Whitling Park, Coolibah Street Reserve and Maurice Hughes Reserve.
Action	No action required.

No.	14
Issues raised	1. Insufficient notification by Council. 2. Public transport is insufficient for the existing population in the area let alone future residents. 3. Vehicular access to the site from Gay Street is not supported. 4. Expected traffic volumes generated from the proposal raises concern. 5. Insufficient on-site parking is proposed. 6. The development is aesthetically unpleasing. 7. Lack of access for emergency services. 8. Insufficient open space proposed for the development, particularly proposed planting on podiums.
Comment	1. The draft Development Control Plan was publicly exhibited for a period of 32 days from Tuesday 12 October 2010 to Friday 12 November 2010 via the following methods: - Advertisements in local newspaper - Consultation with public authorities including the Road and Traffic Authority (RTA), Sydney Water, Integral Energy, AGL and Telstra - Letters sent to adjoining and surrounding landowners - Static displays at Council's Administration Centre and Castle Hill Library - Dedicated webpage 'Major Plans on Exhibition' on Council's website - Council officers available at Castle Hill Library for discussion. Further Council forward planners were available at various times at Castle Hill Library throughout the exhibition period. Community consultation was considered adequate and appropriate and consistent with the relevant statutory requirements. 2. Castle Hill Major Centre is emerging as a major transport hub for the Shire. Council's adopted Integrated Transport Direction provides the overall strategic context for planning and management of the transport opportunities to improve the accessibility of Castle Hill as it develops over time into a major centre. A number of bus projects that are essential to the future development of the Castle Hill Major Centre include improvement of existing bus routes and frequency to and from the Centre and the proposed bus interchange which forms part of the Castle Hill Main Street Project. 3. Comments sought from the Roads and Traffic Authority have indicated that the Roads and Traffic Authority does not raise objection and supports the proposed vehicular access to the subject site from Gay

	Street. 4. The Traffic Report prepared for the site takes into consideration existing controls that permit a 4-5 storey residential development, as well as the additional traffic demand which will be created by development in accordance with the draft Plan. The Traffic Report concludes that traffic generated by the proposed development can be accommodated within the local road network if the recommended traffic improvement is implemented. This improvement includes roundabout treatment at the intersection of Gilham Street and Old Castle Hill Road. Any future development application on the site will be conditioned to construct a roundabout at the intersection of Gilham Street and Old Castle Hill Road. 5. The draft Development Control Plan requires that all car parking, including visitor parking, be provided on site. This is to ensure that the development of the Precinct will not adversely affect existing on-street parking arrangements on surrounding streets including Gay Street and Gilham Street. 6. With respect to aesthetics, a key design outcome of the draft development control plan is to achieve a high quality landmark building. The draft development control plan prescribes the architectural style and character of the development via building envelope controls which includes building height, building setbacks, streetscape and public realm, private and shared open space, solar access and overshadowing and landscape and vegetation. 7. Emergency vehicle access to the site will be from existing streets and driveways. This detail will be addressed within a future development application and compliance with Australian Standards. 8. The draft Plan envisages a shared central open space at ground level which allows for public movement through the site. In addition, the draft Plan requires a minimum of 50% of terrace/rooftop areas to be used for shared open space. It should be noted that there are four (4) parks in close proximity to the site including Eric Felton Reserve, Alfred Whitling Park, Coolibah Street Reserve and Maurice Hughes Reserve. With respect to planting on podiums, design principles of the draft Plan have been guided by the Residential Design Flat Code released by the NSW Government in 2000. The Design Code is set of guidelines that provide benchmarks for better practice in the planning and design of residential flat buildings. The code
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	states that an increasingly common scenario in urban areas is the establishment of landscape areas on top of basement car parks, on podiums, and/or on roofs. Communal open space may be accommodated on a podium or roof(s), provided it has adequate amenity through planting. Subsequently, it is recommended that an amendment be made to the draft Plan which makes provision for appropriate planting on structures including roof tops and podiums.
Action	- A new section to be inserted in the draft Plan to provide appropriate planting on structures including roofs and podiums to contribute to the quality and amenity of communal open space of these areas.

No.	15
Issues raised	1. Height of the proposed buildings is not supported. 2. Expected traffic volumes generated from proposal raises concern. 3. Public transport is insufficient for the existing population in the area let alone future residents. 4. Lack of access for emergency services. 5. Insufficient open space areas proposed for the development. 6. The report fails to mention the number of units proposed. 7. The proposal is not in keeping with the existing residential area.
Comment	1. The building height on the site must be addressed from a strategic planning perspective if the built form, character and amenity of castle Hill in 10 to 20 years is to reflect the needs, desires and aspirations of the community. Since the adoption of the original development control plan in 2001, Castle Hill has been identified as a Major Centre. The original plan for the site currently adopts a 4-5 maximum storey building height. It is considered that the current height controls may not provide a development outcome cognisant with the future status of the Centre. Therefore it is considered appropriate that Council review the current plan in light of Castle Hill's transition into a major centre and to respond to dwelling targets set by the State Government. 2. The Traffic Report prepared for the site takes into consideration existing controls that permit a 4-5 storey residential development, as well as the additional traffic demand which will be created by development in accordance with the draft Plan. The Traffic Report concludes that traffic generated by the proposed development can be accommodated within the local road network if the recommended traffic improvement is implemented. This improvement includes roundabout treatment at the intersection of Gilham Street and Old Castle Hill Road. 3. Castle Hill Major Centre is emerging as a major transport hub for the Shire. Council's adopted Integrated Transport Direction provides the overall strategic context for planning and management of the transport opportunities to improve the accessibility of Castle Hill as it develops over time into a major centre. A number of bus projects that are essential to the future development of the Castle Hill Major Centre include improvement of existing bus routes and frequency to and from the Centre and the proposed

	bus interchange which forms part of the Castle Hill Main Street Project. 4. Emergency vehicle access to the site will be from existing streets and driveways. This detail will be addressed within a future development application and compliance with Australian Standards. 5. The draft Plan envisages a shared central open space at ground level which allows for public movement through the site. In addition, the draft Plan requires a minimum of 50% of terrace/rooftop areas to be used for shared open space. It should be noted that there are four (4) parks in close proximity to the site including Eric Felton Reserve, Alfred Whitling Park, Coolibah Street Reserve and Maurice Hughes Reserve. 6. Any future development application will determine the actual unit breakdown. 7. Pursuant to Baulkham Hills Local Environmental Plan 2005, the subject site is zoned Residential 2(a1) which permits the erection of high density development close to centres including apartment buildings, townhouses and villas. Council's adopted Residential Direction guides the planning and management of the Shire's residential development. The Direction identifies residential development opportunities for land that is in close proximity to jobs, transport and services. The Direction identifies a number of opportunities for higher density housing in and around Castle Hill Major Centre. Areas surrounding the target site including Gilham and Gay Streets have been identified as areas that could be considered for increased residential development opportunities. Therefore, whilst the existing residential nature of the surrounding properties is predominately single storey dwellings, the residential nature of these streets have the potential to change from low to medium and/or higher forms of density development over time as Castle Hill evolves as a Major Centre.
Action	No further action required.

No.	16
Issues raised	1. Expected traffic volumes generated by the proposal raises concern particularly in terms of noise. 2. The proposal would create overshadowing and overlooking issues on the adjoining and surrounding properties. 3. Height of proposed building is not supported.
Comment	1. The Traffic Report prepared for the site takes into consideration existing controls that permit a 4-5 storey residential development, as well as the additional traffic demand which will be created by development in accordance with the draft Plan. The Traffic Report concludes that traffic generated by the proposed development can be accommodated within the local road network if the recommended traffic improvement is implemented. This improvement includes roundabout treatment at the intersection of Gilham Street and Old Castle Hill Road. 2. With respect to overshadowing the draft development control plan requires a minimum of two (2) hours of direct sunlight between 9am and 3pm on June 22 is to be available to the majority of balconies, living room spaces and private communal open space areas of the proposed dwellings. Further primary living areas and private open space of existing dwellings are to receive a minimum of four (4) hours of direct sunlight between 9am and 3pm on June 22. Given the site's northerly aspect, it is considered that minimal overshadowing will occur north of the site towards Gay Street. 3. The building height on the site must be addressed from a strategic planning perspective if the built form, character and amenity of castle Hill in 10 to 20 years is to reflect the needs, desires and aspirations of the community. Since the adoption of the original development control plan in 2001, Castle Hill has been identified as a Major Centre. The original plan for the site currently adopts a 4-5 maximum storey building height. It is considered that the current height controls may not provide a development outcome cognisant with the future status of the Centre. Therefore it is considered appropriate that Council review the current plan in light of Castle Hill's transition into a major centre and to respond to dwelling targets set by the State Government.
Action	No further action required.

No.	17
Issues raised	1. Expected traffic volumes generated by proposal raises concern given the narrow surrounding streets that are not wide enough to accommodate future traffic. 2. Public transport is insufficient for the existing population in the area let alone future residents. 3. The approval of the development will set precedence for other high rise developments.
Comment	1. The Traffic Report prepared for the site takes into consideration existing controls that permit a 4-5 storey residential development, as well as the additional traffic demand which will be created by development in accordance with the draft Plan. The Traffic Report concludes that traffic generated by the proposed development can be accommodated within the local road network if the recommended traffic improvement is implemented. This improvement includes roundabout treatment at the intersection of Gilham Street and Old Castle Hill Road. 2. Castle Hill Major Centre is emerging as a major transport hub for the Shire. Council's adopted Integrated Transport Direction identifies an improvement of travel options including increasing the existing bus routes and frequency to and from the Major Centre and the proposed bus interchange which is within walking distance to the site. 3. The development on the site will not set a precedent for other developments of a similar scale for the following reasons: • The target site is one of the last remaining lots that is to be developed within the Centre of Castle Hill that is zoned Residential 2(a1) in which permits residential apartment development. • The majority of lots zoned Residential 2(a1) within the Centre have been developed. • Baulkham Hills Development Control Plan (BHDCP) Part E Section 25 – Crane Road Precinct has a maximum height of 18 storeys. • BHDCP Part E Section 21 – Terminus Street Precinct has a maximum height of 13 storeys. • Given the target site's close proximity to the Centre, it is considered that the site is sufficient to accommodate high rise development.
Action	No further action required.

No.	18
Issues raised	1. Height of the proposed building is not supported. 2. The development will cause the area to become a 'slum.' 3. Noise generated by the proposal is a concern in terms of traffic and air conditioners. 4. Expected traffic volumes generated by the proposal raises concern. 5. Insufficient parking to be provided on site. 6. The demand for services of water, sewage, drainage, electricity and telephone will increase.
Comment	1. The building height on the site must be addressed from a strategic planning perspective if the built form, character and amenity of castle Hill in 10 to 20 years is to reflect the needs, desires and aspirations of the community. Since the adoption of the original development control plan in 2001, Castle Hill has been identified as a Major Centre. The original plan for the site currently adopts a 4-5 maximum storey building height. It is considered that the current height controls may not provide a development outcome cognisant with the future status of the Centre. Therefore it is considered appropriate that Council review the current plan in light of Castle Hill's transition into a major centre and to respond to dwelling targets set by the State Government. 2. The issue is expressed as one associated with a feeling of discomfort and is not a planning issue. 3. The draft Plan requires that external air conditioning units must not exceed 5Db(A) above the background noise level. The draft Plan incorporates acoustic privacy controls. It is recommended that the draft Plan be amended to require future development applications to submit an acoustic report. 4. The Traffic Report prepared for the site takes into consideration existing controls that permit a 4-5 storey residential development, as well as the additional traffic demand which will be created by development in accordance with the draft Plan. The Traffic Report concludes that traffic generated by the proposed development can be accommodated within the local road network if the recommended traffic improvement is implemented. This improvement includes roundabout treatment at the intersection of Gilham Street and Old Castle Hill Road. 5. The draft Development Control Plan requires that all car parking, including visitor parking, be provided on site. This is to ensure that the development of the

	Precinct will not adversely affect existing on-street parking arrangements on surrounding streets including Gay Street and Gilham Street. The applicable Centre parking rates for the proposed development is appropriate based on the site's location and proposed improvements to public transport services to and from the Centre. 6. All public authorities such as Roads and Traffic Authority, Australian Gas, CASA, Sydney Water, Telstra and Integral Energy would be notified and asked for comment should a development application be lodged. 7. The draft Development Control Plan makes provision for site facilities and services, i.e rubbish and recycling bin enclosures, letter boxes, and other site facilities should be located having regard to the protection of residential amenity, vehicle service access, visual impact and resident access. The draft Plan also considers the subject of stormwater management.
Action	It is recommended that the draft Plan be amended to require future development applications to submit an acoustic report.

No.	19
Issues raised	1. Height of the proposed building is not supported. 2. The development will be aesthetically unpleasing. 3. Vehicular access to the site from Gay Street is not supported. 4. Expected traffic volumes generated by proposal raises concern given the narrow surrounding streets and narrow intersections that are not wide enough to accommodate future traffic.
Comment	1. The building height on the site must be addressed from a strategic planning perspective if the built form, character and amenity of castle Hill in 10 to 20 years is to reflect the needs, desires and aspirations of the community. Since the adoption of the original development control plan in 2001, Castle Hill has been identified as a Major Centre. The original plan for the site currently adopts a 4-5 maximum storey building height. It is considered that the current height controls may not provide a development outcome cognisant with the future status of the Centre. Therefore it is considered appropriate that Council review the current plan in light of Castle Hill's transition into a major centre and to respond to dwelling targets set by the State Government. 2. With respect to aesthetics, a key design outcome of the draft development control plan is to achieve a high quality landmark building. The draft development control plan prescribes the architectural style and character of the development via building envelope controls which includes building height, building setbacks, streetscape and public realm, private and shared open space, solar access and overshadowing and landscape and vegetation. 3. Comments sought from the Roads and Traffic Authority have indicated that the Roads and Traffic Authority does not raise objection and supports the proposed vehicular access to the subject site from Gay Street. Further, a preliminary investigation with Council's Transport Manager has indicated the possibility of an additional access point from Old Castle Hill Road in order to alleviate potential traffic impacts on Gay Street and improve vehicular accessibility to the site. 8. The Traffic Report prepared for the site takes into consideration existing controls that permit a 4-5 storey residential development, as well as the additional traffic demand which will be created by development in accordance with the draft Plan. The Traffic Report concludes that traffic generated by the proposed development can be accommodated within

	the local road network if the recommended traffic improvement is implemented. This improvement includes roundabout treatment at the intersection of Gilham Street and Old Castle Hill Road.
Action	No further action required.

No.	20
Issues raised	1. The proposed development out of character with the existing residential area. 2. Height of the proposed building is not supported. 3. Expected traffic volumes generated by proposal raises concern. 4. Insufficient on-site parking is proposed that would create adverse impacts to on street parking. 5. Insufficient open space areas in close proximity to the site.
Comment	1. Pursuant to Baulkham Hills Local Environmental Plan 2005, the subject site is zoned Residential 2(a1) which permits the erection of high density development close to centres including apartment buildings, townhouses and villas. Council's adopted Residential Direction guides the planning and management of the Shire's residential development. The Direction identifies residential development opportunities for land that is in close proximity to jobs, transport and services. The Direction identifies a number of opportunities for higher density housing in and around Castle Hill Major Centre. Areas surrounding the target site including Gilham and Gay Streets have been identified as areas that could be considered for increased residential development opportunities. Therefore, whilst the existing residential nature of the surrounding properties is predominately single storey dwellings, the residential nature of these streets have the potential to change from low to medium and/or higher forms of density development over time as Castle Hill evolves as a Major Centre. 2. The building height on the site must be addressed from a strategic planning perspective if the built form, character and amenity of castle Hill in 10 to 20 years is to reflect the needs, desires and aspirations of the community. Since the adoption of the original development control plan in 2001, Castle Hill has been identified as a Major Centre. The original plan for the site currently adopts a 4-5 maximum storey building height. It is considered that the current height controls may not provide a development outcome cognisant with the future status of the Centre. Therefore it is considered appropriate that Council review the current plan in light of Castle Hill's transition into a major centre and to respond to dwelling targets set by the State Government. 3. The Traffic Report prepared for the site takes into consideration existing controls that permit a 4-5 storey residential development, as well as the

	additional traffic demand which will be created by development in accordance with the draft Plan. The Traffic Report concludes that traffic generated by the proposed development can be accommodated within the local road network if the recommended traffic improvement is implemented. This improvement includes roundabout treatment at the intersection of Gilham Street and Old Castle Hill Road. 4. The draft Development Control Plan requires that all car parking, including visitor parking, be provided on site. This is to ensure that the development of the Precinct will not adversely affect existing on-street parking arrangements on surrounding streets including Gay Street and Gilham Street. The applicable Centre parking rates for the proposed development is appropriate based on the site's location and proposed improvements to public transport services to and from the Centre. 5. The draft Plan envisages a shared central open space at ground level which allows for public movement through the site. In addition, the draft Plan requires a minimum of 50% of terrace/rooftop areas to be used for shared open space. It should be noted that there are four (4) parks in close proximity to the site including Eric Felton Reserve, Alfred Whitling Park, Coolibah Street Reserve and Maurice Hughes Reserve.
Action	No further action required.

No.	21
Issues raised	1. The proposal is out of character with the existing residential area. 2. Proposed height of the building is not supported. 3. Concern is raised regarding the expected traffic volumes generated from the development. 4. Public transport is insufficient for the existing population let alone future residents.
Comment	1. Pursuant to Baulkham Hills Local Environmental Plan 2005, the subject site is zoned Residential 2(a1) which permits the erection of high density development close to centres including apartment buildings, townhouses and villas. Council's adopted Residential Direction guides the planning and management of the Shire's residential development. The Direction identifies residential development opportunities for land that is in close proximity to jobs, transport and services. The Direction identifies a number of opportunities for higher density housing in and around Castle Hill Major Centre. Areas surrounding the target site including Gilham and Gay Streets have been identified as areas that could be considered for increased residential development opportunities. Therefore, whilst the existing residential nature of the surrounding properties is predominately single storey dwellings, the residential nature of these streets have the potential to change from low to medium and/or higher forms of density development over time as Castle Hill evolves as a Major Centre. 2. The building height on the site must be addressed from a strategic planning perspective if the built form, character and amenity of castle Hill in 10 to 20 years is to reflect the needs, desires and aspirations of the community. Since the adoption of the original development control plan in 2001, Castle Hill has been identified as a Major Centre. The original plan for the site currently adopts a 4-5 maximum storey building height. It is considered that the current height controls may not provide a development outcome cognisant with the future status of the Centre. Therefore it is considered appropriate that Council review the current plan in light of Castle Hill's transition into a major centre and to respond to dwelling targets set by the State Government. 3. The Traffic Report prepared for the site takes into consideration existing controls that permit a 4-5 storey residential development, as well as the additional traffic demand which will be created by

	development in accordance with the draft Plan. The Traffic Report concludes that traffic generated by the proposed development can be accommodated within the local road network if the recommended traffic improvement is implemented. This improvement includes roundabout treatment at the intersection of Gilham Street and Old Castle Hill Road. 4. Castle Hill Major Centre is emerging as a major transport hub for the Shire. Council's adopted Integrated Transport Direction identifies an improvement of travel options including increasing the existing bus routes and frequency to and from the Major Centre and the proposed bus interchange which is within walking distance to the site.
Action	No further action is required.

No.	22
Issues raised	1. The proposal is not keeping with the residential nature of the area. 2. The proposed height of the buildings is not supported. 3. The proposal would cause overshadowing and overlooking issues on surrounding properties. 4. Expected traffic volumes generated by the proposal will cause an increase in traffic congestions on the local road network and test local intersections including Gilham Street/Old Castle Hill Road. 5. Public transport is insufficient in the area. 6. The draft Plan is inconsistent with Council's Apartment Development Control Plan. 7. The proposal failed to provide a model, shadow diagrams and elevations of Gay Street. 8. Concern is raised regarding the date and level of quality of the traffic report as no vehicular capacity and flow rates are given for Gay Street 9. The proposal failed to consider heritage. 10. The new LEP should be determined prior to the approval of the proposal. 11. Concern is raised regarding the timing of the proposal and Council's intention to maximise the value of their land. 12. The drawings provided in the draft DCP are dishonest in their portrayal of the building heights and transitions in Gay Street. 13. The proposal is inconsistent with the objectives of a 2(a1) zone. 14. The proposal will cause the surrounding properties to devalue. 15. Proposed vehicular access from Gay Street is not supported. 16. Gay Street is too narrow for compliance with the relevant Australian Standards. 17. Roundabout treatment at Gilham Street and Old Castle Hill Road is not possible as per Council's previous advice.
Comment	1. Pursuant to Baulkham Hills Local Environmental Plan 2005, the subject site is zoned Residential 2(a1) which permits the erection of high density development close to centres including apartment buildings, townhouses and villas. Council's adopted Residential Direction guides the planning and management of the Shire's residential development. The Direction identifies residential development opportunities for land that is in close proximity to jobs, transport and services. The Direction identifies a number of opportunities for higher density housing in and around Castle Hill Major Centre. Areas surrounding the target site including Gilham and Gay Streets have been identified as areas that could be considered for increased residential development opportunities.

Therefore, whilst the existing residential nature of the surrounding properties is predominately single storey dwellings, the residential nature of these streets have the potential to change from low to medium and/or higher forms of density development over time as Castle Hill evolves as a Major Centre.

2. The building height on the site must be addressed from a strategic planning perspective if the built form, character and amenity of castle Hill in 10 to 20 years is to reflect the needs, desires and aspirations of the community.

Since the adoption of the original development control plan in 2001, Castle Hill has been identified as a Major Centre. The original plan for the site currently adopts a 4-5 maximum storey building height. It is considered that the current height controls may not provide a development outcome cognisant with the future status of the Centre. Therefore it is considered appropriate that Council review the current plan in light of Castle Hill's transition into a major centre and to respond to dwelling targets set by the State Government.

3. With respect to overshadowing the draft development control plan requires a minimum of two (2) hours of direct sunlight between 9am and 3pm on June 22 is to be available to the majority of balconies, living room spaces and private communal open space areas of the proposed dwellings. Further primary living areas and private open space of existing dwellings are to receive a minimum of four (4) hours of direct sunlight between 9am and 3pm on June 22. Given the site's northerly aspect, it is considered that minimal overshadowing will occur north of the site towards Gay Street.
4. The Traffic Report prepared for the site takes into consideration existing controls that permit a 4-5 storey residential development, as well as the additional traffic demand which will be created by development in accordance with the draft Plan. The Traffic Report concludes that traffic generated by the proposed development can be accommodated within the local road network if the recommended traffic improvement is implemented. This improvement includes roundabout treatment at the intersection of Gilham Street and Old Castle Hill Road.
5. Castle Hill Major Centre is emerging as a major transport hub for the Shire. Council's adopted Integrated Transport Direction identifies an improvement of travel options including increasing the

existing bus routes and frequency to and from the Major Centre and the proposed bus interchange which is within walking distance to the site.

6. The site is classified as a target site, and therefore planning is guided by a site specific Development Control Plan.

The draft section of the Baulkham Hills Development Control Plan is to be read in conjunction with other relevant Sections of the DCP including:

- Part C Section 7 – Apartment Buildings
- Part D Section 1 – Parking
- Part D Section 2- Signage
- Part D Section 3 – Landscaping

Where any provision of this Section of the draft Development Control Plan is inconsistent with any provision of any other Section the Development Control Plan the provisions of this Section of the Development Control Plan shall prevail to the extent of that inconsistency. In other words, provisions set in the draft Plan shall override the provisions in the Apartment Development Control Plan.

7. A 3D model, shadow diagrams, scaled plans and elevations will be required at the development application stage.
8. A further traffic study maybe required as part of any development application that be lodged for the site.
9. In terms of heritage, the site is not classified as a heritage item as per the Local Environmental Plan 2005, however should a heritage item be in the vicinity of the site a heritage impact study would be required to be submitted as part of any development application lodged for the site.
10. The draft Local Environmental Plan has been adopted by Council, and is awaiting gazettal from The Department of Planning and Infrastructure. However, it should be noted that the site is zoned for high density under the provisions of Council's current Local Environmental Plan 2005.
11. Council has considered a number of similar proposals for sites within the Town Centre that increase the permissible floorspace on individual sites. The current proposal is appropriate on the grounds that the future economic development of the Town Centre is dependant upon a mix of land uses to support planned retail, employment and transport projects.
12. Images in the draft Plan are indicative only.

	13. The draft Plan is consistent with the objectives of a 2(a1) zone whereby the site is in a strategic location to support an increase in housing density and population adjacent to main activity areas of the local government area. In order to ensure that the proposed development complies with the objective to have regard to the amenity of the surrounding properties, the draft Plan incorporates a range of development controls that future development must address in order to mitigate adverse off site impacts to the surrounding residential properties, including • Building height; • Building setback; • Streetscape and public realm; • Car parking and vehicular access; • Pedestrian access; • Landscaping; • Solar access and overshadowing; • Overlooking and privacy; and • Site facilities and services. Assessment of compliance with these objectives would occur upon completion of a Development Application with Council. 14. There is no documentary evidence to suggest that the proposal would have a negative impact on property values. 15. Access Comments sought from the Roads and Traffic Authority have indicated that the Roads and Traffic Authority does not raise objection and supports the proposed vehicular access to the subject site from Gay Street. Further, a preliminary investigation with Council's Transport Manager has indicated the possibility of an additional access point from Old Castle Hill Road in order to alleviate potential traffic impacts on Gay Street and improve vehicular accessibility to the site. 16. This is an issue that will be addressed at the development application stage. 17. The Traffic Report undertaken as part of this proposal concludes that traffic generated by the proposed development can be accommodated within the local road network if the recommended traffic improvement is implemented. This improvement includes roundabout treatment at the intersection of Gilham Street and Old Castle Hill Road.
Action	No further action required.

No.	23
Issues raised	1. Council should review the draft DCP, to take into account the practical impact of residential towers on the primary planning objective to promote a major retail and commercial centre. The relationship is not neutral, and the objections of potential residents to the ongoing and expected expansion of Castle Towers should be taken into account. The DCP should also require residential development to incorporate improved design measures to address any potential amenity impacts of existing and potential business operations. 2. Council should explain why council owned sites have beneficial height and floor space ratios, and why other sites do not have this benefit. 3. The traffic assessment conducted for the amendment does not take into account growth on Pennant Street associated with the expansion of the Centre and regional traffic growth. This raises a number of issues, as future residents may attribute traffic congestion to centre-based traffic. 4. There is also no information in the exhibition about contributions the subject site will make to road and traffic improvement. 5. The justification for the increased height and density in the report to council is that the previous development controls did not allow for feasible development, and does this apply to other land that is subject to punitive development controls.
Comment	1. The draft DCP supports major retail, commercial and transport projects planned within the Town Centre by providing accommodation that will suit occupants who want convenient access to services. The DCP includes appropriate controls to ensure the existing residential environment in the locality is not adversely affected. Concern regarding the operation of existing and potential business operations is best addressed when a development application is lodged. 2. Given the site's strategic location in close proximity to a range of services including retail, commercial, hospitality, entertainment and community, the site was identified as a target site in <i>Council's Residential Strategy 1997</i>. It's classification as a target site enables increased built form and density to be developed on the site. With the identification of Castle Hill as a major centre in the State Government's Draft North West Sub regional Strategy in December 2007, this has prompted the current DCP to be reviewed. Higher density envisaged on the site is consistent with Council's Local and State government imperatives to accommodate future population growth to 2031. 3. Concerns regarding the adequacy of the traffic model will be addressed as part of the investigation of potential sites suited to increased density. 4. The report details the proposed inclusion of Clause 3.24 (Public Domain Improvements) where traffic improvements to the intersection of Old Castle Hill

	Road and Gilham are required. Future development of the site will also be required to make monetary contributions pursuant to Contributions Plan No.5 – Castle Hill. 5. The facility to consider amendments to planning controls are open to any person who may wish to make an application to Council in accordance with the Environmental Planning and Assessment Act and Regulation.
Action	No further action required.

No.	24
Issues raised	1. Proposal is not in keeping with the existing residential character of the area. 2. Concern is raised regarding expected traffic volumes generated from the development. 3. Insufficient onsite parking proposed will create an adverse impact to on street parking. 4. The building height proposed would create air traffic concerns for low flying aircraft taking route to Bankstown airport.
Comment	1. Pursuant to Baulkham Hills Local Environmental Plan 2005, the subject site is zoned Residential 2(a1) which permits the erection of high density development close to centres including apartment buildings, townhouses and villas. Council's Residential Direction (adopted June 2008) guides the planning and management of the Shire's residential development. The Direction identifies residential development opportunities for land that is in close proximity to jobs, transport and services. The Direction identifies a number of opportunities for higher density housing in and around Castle Hill Major Centre. Areas surrounding the target site including Gilham and Gay Streets have been identified as areas that could be considered for increased residential development opportunities. Therefore, whilst the existing residential nature of the surrounding properties is predominately single storey dwellings, the residential nature of these streets have the potential to change from low to medium and/or higher forms of density development over time as Castle Hill evolves as a Major Centre. 2. The Traffic Report prepared for the site takes into consideration existing controls that permit a 4-5 storey residential development, as well as the additional traffic demand which will be created by development in accordance with the draft Plan. The Traffic Report concludes that traffic generated by the proposed development can be accommodated within the local road network if the recommended traffic improvement is implemented. This improvement includes roundabout treatment at the intersection of Gilham Street and Old Castle Hill Road. 3. The draft DCP requires that all car parking, including visitor parking, be provided on site. This is to ensure that the development of the Precinct will not adversely affect existing on-street parking arrangements on surrounding streets including Gay Street and Gilham Street. Further, Council's adopted Transport Direction states

	that an analysis of actual car ownership by unit residents in Castle Hill, Baulkham Hills and Carlingford (based on 2006 Census Data) indicates that Council's Parking DCP provisions are in excess of those required to meet vehicle ownership needs. The applicable Centre parking rates for the proposed development is appropriate based on the site's location and proposed improvements to public transport services to and from the Centre. 4. Council sought comments from CASA which indicated that the proposed building will not exceed 110 metres above the ground level; at an elevation of 188 metres AHD, it will not penetrate the obstacle limitation surfaces for Sydney, Richmond or Bankstown airports. On the basis of this information, there would be no operational requirements that would limit the construction of the building to the proposed height. However, CASA recommends the inclusion of low intensity red obstacle lights at each corner of the building.
Action	To address the provision of low intensity obstacle lights, a new clause has been drafted in the draft Plan to require consultation with CASA to determine their requirements.

No.	25
Issues raised	The proposal is considered a safety risk to Castle Hill Primary School.
Comment	The Ministers for Education and Youth Affairs were notified of the exhibition of the draft Plan and raised no objection to the proposal. However, The existing road design of Gilham Street incorporates traffic calm measures to ensure a safe environment for children walking to school. Traffic measures include a pedestrian crossing with speed hump close to entrance of the school, chicanes and the whole length of Gilham Street is subject to school zone speed limits. It should be noted that no footpaths exists along Gilham Street. The provision for footpaths in this area may be considered subject to future strategic work identified in Council's Residential Direction. Strategic work will involve a broader infrastructure study to be considered in the surrounding streets of the site including Gilham Street and Gay Street.
Action	No further action required

No.	26
Issues raised	1. Proposed height of the building is not supported. 2. The proposal is not consistent with Council's image as the 'The proposal is consistent with the community's aspirations for high quality development. It should be noted that appropriate landscaping shall be incorporated into the development..'
Comment	1. The building height on the site must be addressed from a strategic planning perspective if the built form, character and amenity of castle Hill in 10 to 20 years is to reflect the needs, desires and aspirations of the community. Since the adoption of the original development control plan in 2001, Castle Hill has been identified as a Major Centre. The original plan for the site currently adopts a 4-5 maximum storey building height. It is considered that the current height controls may not provide a development outcome cognisant with the future status of the Centre. Therefore it is considered appropriate that Council review the current plan in light of Castle Hill's transition into a major centre and to respond to dwelling targets set by the State Government. 2. The proposal is consistent with the community's aspirations for high quality development. It should be noted that appropriate landscaping shall be incorporated into the development.
Action	No further action is required.

No.	27
Issues raised	1. The proposal is not keeping with the existing residential area. 2. The existing streets are too narrow to accommodate increased traffic generated from the proposal. 3. Insufficient open space is proposed for the development particularly for children. 4. Insufficient onsite parking is proposed. 5. Concern is raised regarding Council's role as the developer. 6. The development would significantly alter the character and amenity of the suburb. 7. Insufficient access for emergency vehicles.
Comment	1. Pursuant to Baulkham Hills Local Environmental Plan 2005, the subject site is zoned Residential 2(a1) which permits the erection of high density development close to centres including apartment buildings, townhouses and villas. Council's Residential Direction (adopted June 2008) guides the planning and management of the Shire's residential development. The Direction identifies residential development opportunities for land that is in close proximity to jobs, transport and services. The Direction identifies a number of opportunities for higher density housing in and around Castle Hill Major Centre. Areas surrounding the target site including Gilham and Gay Streets have been identified as areas that could be considered for increased residential development opportunities. Therefore, whilst the existing residential nature of the surrounding properties is predominately single storey dwellings, the residential nature of these streets have the potential to change from low to medium and/or higher forms of density development over time as Castle Hill evolves as a Major Centre. 2. The Traffic Report prepared for the site takes into consideration existing controls that permit a 4-5 storey residential development, as well as the additional traffic demand which will be created by development in accordance with the draft Plan. The Traffic Report concludes that traffic generated by the proposed development can be accommodated within the local road network if the recommended traffic improvement is implemented. This improvement includes roundabout treatment at the intersection of Gilham Street and Old Castle Hill Road. 3. The draft Plan envisages a shared central open space at ground level which allows for public movement

	through the site. In addition, the draft Plan requires a minimum of 50% of terrace/rooftop areas to be used for shared open space. It should be noted that there are four (4) parks in close proximity to the site including Eric Felton Reserve, Alfred Whitling Park, Coolibah Street Reserve and Maurice Hughes Reserve. 4. The draft DCP requires that all car parking, including visitor parking, be provided on site. This is to ensure that the development of the Precinct will not adversely affect existing on-street parking arrangements on surrounding streets including Gay Street and Gilham Street. Further, Council's Transport Direction states that an analysis of actual car ownership by unit residents in Castle Hill, Baulkham Hills and Carlingford (based on 2006 Census Data) indicates that Council's Parking DCP provisions are in excess of those required to meet vehicle ownership needs. Hence the applicable Centre parking rates for the proposed development is appropriate based on the site's location and proposed improvements to public transport services to and from the Centre. 5. Council has considered a number of proposals to increase the height of buildings on privately owned land in locations such as Castle Hill Town Centre and Carlingford to eighteen storeys. The proposal to increase the building height on the Pennant Street Target Site is consistent with the Directions that under-pin Council's draft Local Strategy and NSW Directives such as the Metropolitan Strategy and North West Sub Region Plan. Should Council proceed to prepare a Development Application on the site, Council would not act as the consent authority. 6. Appropriate detailed controls are contained in the exhibited draft DCP to ensure the existing residential environment in the locality is not adversely affected. The assessment of future development applications against these controls and imposition of appropriate conditions of consent will ensure that amenity and the environment of the locality is retained and enhanced. 7. Emergency vehicle access to the site will be from existing streets and driveways. This detail will be addressed within a future development application and compliance with Australian Standards.
Action	No further action required.

No.	28
Issues raised	- Existing streets are too narrow to accommodate increased traffic generated from the proposal and concern regarding the expected traffic volumes. - The proposal is not keeping with the existing residential area.
Comment	- The Traffic Report prepared for the site takes into consideration existing controls that permit a 4-5 storey residential development, as well as the additional traffic demand which will be created by development in accordance with the draft Plan. The Traffic Report concludes that traffic generated by the proposed development can be accommodated within the local road network if the recommended traffic improvement is implemented. This improvement includes roundabout treatment at the intersection of Gilham Street and Old Castle Hill Road. - Pursuant to Baulkham Hills Local Environmental Plan 2005, the subject site is zoned Residential 2(a1) which permits the erection of high density development close to centres including apartment buildings, townhouses and villas. Council's Residential Direction (adopted June 2008) guides the planning and management of the Shire's residential development. The Direction identifies residential development opportunities for land that is in close proximity to jobs, transport and services. The Direction identifies a number of opportunities for higher density housing in and around Castle Hill Major Centre. Areas surrounding the target site including Gilham and Gay Streets have been identified as areas that could be considered for increased residential development opportunities. Therefore, whilst the existing residential nature of the surrounding properties is predominately single storey dwellings, the residential nature of these streets have the potential to change from low to medium and/or higher forms of density development over time as Castle Hill evolves as a Major Centre.
Action	No further action required

No.	29
Issues raised	1. Proposal is not in keeping with the existing residential area. 2. Height of the proposed building is not supported. 3. The proposal will cause overshadowing and overlooking issues on adjoining and surrounding properties. 4. The proposal will cause excessive noise levels. 5. The proposal will increase traffic congestion in the local streets creating a safety hazard for children walking to the local primary school. 6. The visual impact of the proposed development will detract from the appeal of Castle Hill.
Comment	1. Pursuant to Baulkham Hills Local Environmental Plan 2005, the subject site is zoned Residential 2(a1) which permits the erection of high density development close to centres including apartment buildings, townhouses and villas. Council's adopted Residential Direction guides the planning and management of the Shire's residential development. The Direction identifies residential development opportunities for land that is in close proximity to jobs, transport and services. The Direction identifies a number of opportunities for higher density housing in and around Castle Hill Major Centre. Areas surrounding the target site including Gilham and Gay Streets have been identified as areas that could be considered for increased residential development opportunities. Therefore, whilst the existing residential nature of the surrounding properties is predominately single storey dwellings, the residential nature of these streets have the potential to change from low to medium and/or higher forms of density development over time as Castle Hill evolves as a Major Centre. 3. The building height on the site must be addressed from a strategic planning perspective if the built form, character and amenity of castle Hill in 10 to 20 years is to reflect the needs, desires and aspirations of the community. Since the adoption of the original development control plan in 2001, Castle Hill has been identified as a Major Centre. The original plan for the site currently adopts a 4-5 maximum storey building height. It is considered that the current height controls may not provide a development outcome cognisant with the future status of the Centre. Therefore it is considered appropriate that Council review the current plan in light of Castle Hill's transition into a major centre and to respond to dwelling targets set by the State Government.

	4. With respect to overshadowing the draft development control plan requires a minimum of two (2) hours of direct sunlight between 9am and 3pm on June 22 is to be available to the majority of balconies, living room spaces and private communal open space areas of the proposed dwellings. Further primary living areas and private open space of existing dwellings are to receive a minimum of four (4) hours of direct sunlight between 9am and 3pm on June 22. Given the site's northerly aspect, it is considered that minimal overshadowing will occur north of the site towards Gay Street. 5. The draft Plan incorporates acoustic privacy controls. It is recommended that the draft Plan be amended to require future development applications to submit an acoustic report. 6. The existing road design of Gilham Street incorporates traffic calm measures to ensure a safe environment for children walking to school. Traffic measures include a pedestrian crossing with speed hump close to entrance of the school, chicanes and the whole length of Gilham Street is subject to school zone speed limits. It should be noted that no footpaths exists along Gilham Street. The provision for footpaths in this area may be considered subject to future strategic work identified in Council's Residential Direction. Strategic work will involve a broader infrastructure study to be considered in the surrounding streets of the site including Gilham Street and Gay Street. 7. With respect to aesthetics, a key design outcome of the draft development control plan is to achieve a high quality landmark building. The draft development control plan prescribes the architectural style and character of the development via building envelope controls which includes building height, building setbacks, streetscape and public realm, private and shared open space, solar access and overshadowing and landscape and vegetation.
Action	The draft Plan be amended to include a requirement for any future development to submit an acoustic report.

No.	30
Issues raised	1. Increase in traffic from the proposal will create a safety hazard for children walking to school. 2. Insufficient parking is proposed for the development and this will lead to an increase in on-street parking. 3. The proposal is expected to increase traffic congestion on the local road network. 4. Concern is raised regarding the visual impact of the proposal. 5. The proposal is not in keeping with the existing residential area.
Comment	1. The existing road design of Gilham Street incorporates traffic calm measures to ensure a safe environment for children walking to school. Traffic measures include a pedestrian crossing with speed hump close to entrance of the school, chicanes and the whole length of Gilham Street is subject to school zone speed limits. It should be noted that no footpaths exists along Gilham Street. The provision for footpaths in this area may be considered subject to future strategic work identified in Council's Residential Direction. Strategic work will involve a broader infrastructure study to be considered in the surrounding streets of the site including Gilham Street and Gay Street. 2. The draft DCP requires that all car parking, including visitor parking, be provided on site. This is to ensure that the development of the Precinct will not adversely affect existing on-street parking arrangements on surrounding streets including Gay Street and Gilham Street. Further, Council's Transport Direction states that an analysis of actual car ownership by unit residents in Castle Hill, Baulkham Hills and Carlingford (based on 2006 Census Data) indicates that Council's Parking DCP provisions are in excess of those required to meet vehicle ownership needs. Hence the applicable Centre parking rates for the proposed development is appropriate based on the site's location and proposed improvements to public transport services to and from the Centre. 3. The Traffic Report prepared for the site takes into consideration existing controls that permit a 4-5 storey residential development, as well as the additional traffic demand which will be created by development in accordance with the draft Plan. The Traffic Report concludes that traffic generated by the proposed development can be accommodated within the local road network if the recommended traffic improvement is implemented. This improvement includes roundabout treatment at the intersection of

	Gilham Street and Old Castle Hill Road. 4. With respect to aesthetics, a key design outcome of the draft development control plan is to achieve a high quality landmark building. The draft development control plan prescribes the architectural style and character of the development via building envelope controls which includes building height, building setbacks, streetscape and public realm, private and shared open space, solar access and overshadowing and landscape and vegetation. 5. Pursuant to Baulkham Hills Local Environmental Plan 2005, the subject site is zoned Residential 2(a1) which permits the erection of high density development close to centres including apartment buildings, townhouses and villas. Council's adopted Residential Direction guides the planning and management of the Shire's residential development. The Direction identifies residential development opportunities for land that is in close proximity to jobs, transport and services. The Direction identifies a number of opportunities for higher density housing in and around Castle Hill Major Centre. Areas surrounding the target site including Gilham and Gay Streets have been identified as areas that could be considered for increased residential development opportunities. Therefore, whilst the existing residential nature of the surrounding properties is predominately single storey dwellings, the residential nature of these streets have the potential to change from low to medium and/or higher forms of density development over time as Castle Hill evolves as a Major Centre.
Action	No further action required.

No.	31
Issues raised	1. Height of the proposed building is not supported. 2. Existing streets are too narrow to accommodate traffic generation from the proposal. 3. The proposal is not in keeping with the existing residential area.
Comment	1. The building height on the site must be addressed from a strategic planning perspective if the built form, character and amenity of castle Hill in 10 to 20 years is to reflect the needs, desires and aspirations of the community. Since the adoption of the original development control plan in 2001, Castle Hill has been identified as a Major Centre. The original plan for the site currently adopts a 4-5 maximum storey building height. It is considered that the current height controls may not provide a development outcome cognisant with the future status of the Centre. Therefore it is considered appropriate that Council review the current plan in light of Castle Hill's transition into a major centre and to respond to dwelling targets set by the State Government. 2. The Traffic Report prepared for the site takes into consideration existing controls that permit a 4-5 storey residential development, as well as the additional traffic demand which will be created by development in accordance with the draft Plan. The Traffic Report concludes that traffic generated by the proposed development can be accommodated within the local road network if the recommended traffic improvement is implemented. This improvement includes roundabout treatment at the intersection of Gilham Street and Old Castle Hill Road. Any future development application on the site will be conditioned to construct a roundabout at the intersection of Gilham Street and Old Castle Hill Road. It is considered that the existing streets are appropriate for the expected traffic. 3. Pursuant to Baulkham Hills Local Environmental Plan 2005, the subject site is zoned Residential 2(a1) which permits the erection of high density development close to centres including apartment buildings, townhouses and villas. Council's Residential Direction (adopted June 2008) guides the planning and management of the Shire's residential development. The Direction identifies residential development opportunities for land that is in close proximity to jobs, transport and services. The

	Direction identifies a number of opportunities for higher density housing in and around Castle Hill Major Centre. Areas surrounding the target site including Gilham and Gay Streets have been identified as areas that could be considered for increased residential development opportunities. Therefore, whilst the existing residential nature of the surrounding properties is predominately single storey dwellings, the residential nature of these streets have the potential to change from low to medium and/or higher forms of density development over time as Castle Hill evolves as a Major Centre.
Action	No further action required.

No.	32
Issues raised	1. Concern is raised regarding expected traffic volumes generated by the proposal. 2. The proposal will cause overshadowing on the surrounding properties. 3. Increased traffic generated by the proposal will create a safety hazard for children walking to school. 4. The height of the proposed building will interfere with the existing residents television reception.
Comment	1. The Traffic Report prepared for the site takes into consideration existing controls that permit a 4-5 storey residential development, as well as the additional traffic demand which will be created by development in accordance with the draft Plan. The Traffic Report concludes that traffic generated by the proposed development can be accommodated within the local road network if the recommended traffic improvement is implemented. This improvement includes roundabout treatment at the intersection of Gilham Street and Old Castle Hill Road. Any future development application on the site will be conditioned to construct a roundabout at the intersection of Gilham Street and Old Castle Hill Road. It is considered that the existing streets are appropriate for the expected traffic. 2. With respect to overshadowing the draft development control plan requires a minimum of two (2) hours of direct sunlight between 9am and 3pm on June 22 is to be available to the majority of balconies, living room spaces and private communal open space areas of the proposed dwellings. Further primary living areas and private open space of existing dwellings are to receive a minimum of four (4) hours of direct sunlight between 9am and 3pm on June 22. Given the site's northerly aspect, it is considered that minimal overshadowing will occur north of the site towards Gay Street. 3. The existing road design of Gilham Street incorporates traffic calm measures to ensure a safe environment for children walking to school. Traffic measures include a pedestrian crossing with speed hump close to entrance of the school, chicanes and the whole length of Gilham Street is subject to school zone speed limits. It should be noted that no footpaths exists along Gilham Street. The provision for footpaths in this area may be considered subject to future strategic work identified in Council's Residential Direction. Strategic work will involve a broader infrastructure study to be considered in the surrounding streets of the site including Gilham Street and Gay Street.

	4. Future development of the site will be required to make appropriate arrangements for the provision of services with the relevant authority/service provider. As such it is not expected that the existing services for the area will be adversely affected.
Action	No action required.

No.	33
Issues raised	1. The proposed development is not keeping with the existing residential area. 2. Concern is raised regarding the expected traffic volumes generated by the proposal and the associated safety impacts caused to children walking to school. 3. Public transport is insufficient for existing residents let alone future residents of the development. 4. There is a lack of petrol stations for existing residents in the area. 5. Increased traffic generated from the proposal will cause more pollution in the area.
Comment	1. Pursuant to Baulkham Hills Local Environmental Plan 2005, the subject site is zoned Residential 2(a1) which permits the erection of high density development close to centres including apartment buildings, townhouses and villas. Council's Residential Direction (adopted June 2008) guides the planning and management of the Shire's residential development. The Direction identifies residential development opportunities for land that is in close proximity to jobs, transport and services. The Direction identifies a number of opportunities for higher density housing in and around Castle Hill Major Centre. Areas surrounding the target site including Gilham and Gay Streets have been identified as areas that could be considered for increased residential development opportunities. Therefore, whilst the existing residential nature of the surrounding properties is predominately single storey dwellings, the residential nature of these streets have the potential to change from low to medium and/or higher forms of density development over time as Castle Hill evolves as a Major Centre. 2. The existing road design of Gilham Street incorporates traffic calm measures to ensure a safe environment for children walking to school. Traffic measures include a pedestrian crossing with speed hump close to entrance of the school, chicanes and the whole length of Gilham Street is subject to school zone speed limits. It should be noted that no footpaths exists along Gilham Street. The provision for footpaths in this area may be considered subject to future strategic work identified in Council's Residential Direction. Strategic work will involve a broader infrastructure study to be considered in the surrounding streets of the site including Gilham Street and Gay Street. 3. Castle Hill Major Centre is emerging as a major transport hub for the Shire. Council's adopted Integrated Transport Direction provides the overall

	strategic context for planning and management of the transport system throughout the Shire. The Direction identifies a number of public transport opportunities to improve the accessibility of Castle Hill as it develops over time into a major centre. A number of bus projects that are essential to the future development of the Castle Hill Major Centre include the improvement of existing bus routes and frequency to and from the Centre and the proposed bus interchange which forms part of the Castle Hill Main Street Project. 4. The number of fuel stations available is out of the realm of Council, control and therefore this objection is considered to be irrelevant. 5. The proposed development presents an opportunity to provide housing closer to jobs, retail, community services and public transport, therefore reducing the reliance on private transport and in turn reducing green house gases. The issues relating to pollution will be addressed in any future development application of the site. Appropriate conditions will be enforced to minimise impacts associated with noise, dust. And traffic during the construction phase of the development.
Action	No action required.

No.	34
Issues raised	1. The proposal is not in keeping with the existing residential amenity. 2. The existing streets are too narrow to accommodate for expected traffic volumes generated from the proposal.
Comment	1. Pursuant to Baulkham Hills Local Environmental Plan 2005, the subject site is zoned Residential 2(a1) which permits the erection of high density development close to centres including apartment buildings, townhouses and villas. Council's Residential Direction (adopted June 2008) guides the planning and management of the Shire's residential development. The Direction identifies residential development opportunities for land that is in close proximity to jobs, transport and services. The Direction identifies a number of opportunities for higher density housing in and around Castle Hill Major Centre. Areas surrounding the target site including Gilham and Gay Streets have been identified as areas that could be considered for increased residential development opportunities. Therefore, whilst the existing residential nature of the surrounding properties is predominately single storey dwellings, the residential nature of these streets have the potential to change from low to medium and/or higher forms of density development over time as Castle Hill evolves as a Major Centre. 2. The Traffic Report prepared for the site takes into consideration existing controls that permit a 4-5 storey residential development, as well as the additional traffic demand which will be created by development in accordance with the draft Plan. The Traffic Report concludes that traffic generated by the proposed development can be accommodated within the local road network if the recommended traffic improvement is implemented. This improvement includes roundabout treatment at the intersection of Gilham Street and Old Castle Hill Road. Any future development application on the site will be conditioned to construct a roundabout at the intersection of Gilham Street and Old Castle Hill Road. It is considered that the existing streets are appropriate for the expected traffic.
Action	No action required.

No.	35
Issues raised	1. Insufficient parking is proposed for the development. 2. Concern is raised regarding the expected traffic volumes generated by the proposal and the associated safety impacts caused to children walking to school. 3. Public transport is insufficient for existing residents let alone future population. 4. The proposal is not in keeping with the existing residential amenity. 5. Units would be rented rather than owner occupier.
Comment	1. The draft DCP requires that all car parking, including visitor parking, be provided on site. This is to ensure that the development of the Precinct will not adversely affect existing on-street parking arrangements on surrounding streets including Gay Street and Gilham Street. Further, Council's Transport Direction states that an analysis of actual car ownership by unit residents in Castle Hill, Baulkham Hills and Carlingford (based on 2006 Census Data) indicates that Council's Parking DCP provisions are in excess of those required to meet vehicle ownership needs. Hence the applicable Centre parking rates for the proposed development is appropriate based on the site's location and proposed improvements to public transport services to and from the Centre. 2. The existing road design of Gilham Street incorporates traffic calm measures to ensure a safe environment for children walking to school. Traffic measures include a pedestrian crossing with speed hump close to entrance of the school, chicanes and the whole length of Gilham Street is subject to school zone speed limits. It should be noted that no footpaths exists along Gilham Street. The provision for footpaths in this area may be considered subject to future strategic work identified in Council's Residential Direction. Strategic work will involve a broader infrastructure study to be considered in the surrounding streets of the site including Gilham Street and Gay Street. 3. Castle Hill Major Centre is emerging as a major transport hub for the Shire. Council's adopted Integrated Transport Direction provides the overall strategic context for planning and management of the transport system throughout the Shire. The Direction identifies a number of public transport opportunities to improve the accessibility of Castle Hill as it develops over time into a major centre. A number of bus projects that are essential to the future development of the Castle Hill Major Centre

	include the improvement of existing bus routes and frequency to and from the Centre and the proposed bus interchange which forms part of the Castle Hill Main Street Project. 4. Pursuant to Baulkham Hills Local Environmental Plan 2005, the subject site is zoned Residential 2(a1) which permits the erection of high density development close to centres including apartment buildings, townhouses and villas. Council's Residential Direction (adopted June 2008) guides the planning and management of the Shire's residential development. The Direction identifies residential development opportunities for land that is in close proximity to jobs, transport and services. The Direction identifies a number of opportunities for higher density housing in and around Castle Hill Major Centre. Areas surrounding the target site including Gilham and Gay Streets have been identified as areas that could be considered for increased residential development opportunities. Therefore, whilst the existing residential nature of the surrounding properties is predominately single storey dwellings, the residential nature of these streets have the potential to change from low to medium and/or higher forms of density development over time as Castle Hill evolves as a Major Centre. 5. Whether or not the units are rented or privately owned is an irrelevant planning issue.
Action	No action required.

No.	36
Issues raised	1. The proposal is not keeping with the existing residential amenity. 2. Vehicular access to the development site from Gay Street is not supported. 3. The existing streets are too narrow to accommodate increased traffic caused by the development. 4. Public transport in the area is insufficient for existing residents let alone future residents.
Comment	1. Pursuant to Baulkham Hills Local Environmental Plan 2005, the subject site is zoned Residential 2(a1) which permits the erection of high density development close to centres including apartment buildings, townhouses and villas. Council's Residential Direction (adopted June 2008) guides the planning and management of the Shire's residential development. The Direction identifies residential development opportunities for land that is in close proximity to jobs, transport and services. The Direction identifies a number of opportunities for higher density housing in and around Castle Hill Major Centre. Areas surrounding the target site including Gilham and Gay Streets have been identified as areas that could be considered for increased residential development opportunities. Therefore, whilst the existing residential nature of the surrounding properties is predominately single storey dwellings, the residential nature of these streets have the potential to change from low to medium and/or higher forms of density development over time as Castle Hill evolves as a Major Centre. 2. Comments sought from the Roads and Traffic Authority have indicated that the Roads and Traffic Authority does not raise objection and supports the proposed vehicular access to the subject site from Gay Street. Since the adoption of the current plan in 2001, Pennant Street has been reclassified as an arterial road and given this, the Roads and Traffic Authority does not support vehicle access to the site from Pennant Street. A preliminary investigation with Council's Transport Manager has indicated the possibility of an additional access point from Old Castle Hill Road. Access into the site from Old Castle Hill Road will provide a left in/left out arrangement. The provision of a second vehicle access point to the site will alleviate traffic impacts on Gay Street and Gilham Street particularly in peak periods. 3. The Traffic Report prepared for the site takes into consideration existing controls that permit a 4-5 storey residential development, as well as the

	additional traffic demand which will be created by development in accordance with the draft Plan. The Traffic Report concludes that traffic generated by the proposed development can be accommodated within the local road network if the recommended traffic improvement is implemented. This improvement includes roundabout treatment at the intersection of Gilham Street and Old Castle Hill Road. Any future development application on the site will be conditioned to construct a roundabout at the intersection of Gilham Street and Old Castle Hill Road. It is considered that the existing streets are appropriate for the expected traffic. 4. Castle Hill Major Centre is emerging as a major transport hub for the Shire. Council's adopted Integrated Transport Direction provides the overall strategic context for planning and management of the transport system throughout the Shire. The Direction identifies a number of public transport opportunities to improve the accessibility of Castle Hill as it develops over time into a major centre. A number of bus projects that are essential to the future development of the Castle Hill Major Centre include the improvement of existing bus routes and frequency to and from the Centre and the proposed bus interchange which forms part of the Castle Hill Main Street Project.
Action	No action required.

No.	37
Issues raised	1. The proposal is not in keeping with the existing residential amenity. 2. Concern is raised regarding the expected traffic volumes generated by the development. 3. The proposal does not reflect Council's 'The proposal is consistent with the community's aspirations for high quality development. It should be noted that appropriate landscaping shall be incorporated into the development.' image.
Comment	1. Pursuant to Baulkham Hills Local Environmental Plan 2005, the subject site is zoned Residential 2(a1) which permits the erection of high density development close to centres including apartment buildings, townhouses and villas. Council's Residential Direction (adopted June 2008) guides the planning and management of the Shire's residential development. The Direction identifies residential development opportunities for land that is in close proximity to jobs, transport and services. The Direction identifies a number of opportunities for higher density housing in and around Castle Hill Major Centre. Areas surrounding the target site including Gilham and Gay Streets have been identified as areas that could be considered for increased residential development opportunities. Therefore, whilst the existing residential nature of the surrounding properties is predominately single storey dwellings, the residential nature of these streets have the potential to change from low to medium and/or higher forms of density development over time as Castle Hill evolves as a Major Centre. 2. The Traffic Report prepared for the site takes into consideration existing controls that permit a 4-5 storey residential development, as well as the additional traffic demand which will be created by development in accordance with the draft Plan. The Traffic Report concludes that traffic generated by the proposed development can be accommodated within the local road network if the recommended traffic improvement is implemented. This improvement includes roundabout treatment at the intersection of Gilham Street and Old Castle Hill Road. Any future development application on the site will be conditioned to construct a roundabout at the intersection of Gilham Street and Old Castle Hill Road. It is considered that the existing streets are appropriate for the expected traffic. 3. The proposal is consistent with the community's aspirations for high quality development. It should be

	noted that appropriate landscaping shall be incorporated into the development.
Action	No action required.

No.	38
Issues raised	1. The proposal is not keeping with the residential character of the area. 2. The existing streets are too narrow to accommodate for increased traffic generated from the proposal. 3. The proposed development is not consistent with Council's 'The proposal is consistent with the community's aspirations for high quality development. It should be noted that appropriate landscaping shall be incorporated into the development.' image.
Comment	1. Pursuant to Baulkham Hills Local Environmental Plan 2005, the subject site is zoned Residential 2(a1) which permits the erection of high density development close to centres including apartment buildings, townhouses and villas. Council's Residential Direction (adopted June 2008) guides the planning and management of the Shire's residential development. The Direction identifies residential development opportunities for land that is in close proximity to jobs, transport and services. The Direction identifies a number of opportunities for higher density housing in and around Castle Hill Major Centre. Areas surrounding the target site including Gilham and Gay Streets have been identified as areas that could be considered for increased residential development opportunities. Therefore, whilst the existing residential nature of the surrounding properties is predominately single storey dwellings, the residential nature of these streets have the potential to change from low to medium and/or higher forms of density development over time as Castle Hill evolves as a Major Centre. 2. The Traffic Report prepared for the site takes into consideration existing controls that permit a 4-5 storey residential development, as well as the additional traffic demand which will be created by development in accordance with the draft Plan. The Traffic Report concludes that traffic generated by the proposed development can be accommodated within the local road network if the recommended traffic improvement is implemented. This improvement includes roundabout treatment at the intersection of Gilham Street and Old Castle Hill Road. Any future development application on the site will be conditioned to construct a roundabout at the intersection of Gilham Street and Old Castle Hill Road. It is considered that the existing streets are appropriate for the expected traffic. 3. The proposal is consistent with the community's aspirations for high quality development. it should be

	noted that appropriate landscaping shall be incorporated into the development.
Action	No action required.

No.	39
Issues raised	1. Insufficient open spaces both within the proposal and surrounding area. 2. Building setbacks are considered insufficient. 3. Height of the proposed building is not supported. 4. Concern is raised regarding the expected traffic volumes generated by the proposal and the associated safety impacts caused to children walking to school. 5. Lack of access for emergency services. 6. Insufficient onsite parking is proposed for the development. 7. Insufficient landscaping is proposed and the provision for deep planting should be increased.
Comment	1. The draft Plan envisages a shared central open space at ground level which allows for public movement through the site. In addition, the draft Plan requires a minimum of 50% of terrace/rooftop areas to be used for shared open space. Further, there are four (4) parks in close proximity to the site including Eric Felton Reserve, Alfred Whitling Park, Coolibah Street Reserve and Maurice Hughes Reserve. 2. The draft DCP provides differential setbacks in order to be sympathetic with the existing qualities of the adjoining streetscapes and provide sufficient area for ground level landscaping. Podium setbacks are required in order to achieve a more comfortable street environment, as well as improving daylight exposure and wind mitigation. It is noted that a nil setback is required for the boundary adjoining the residential property on Old Castle Hill Road (north of the site). Whilst the height provision on this section of the site is envisaged for 4-5 storeys, a setback is recommended to maintain privacy and overlooking issues. 3. The building height on the site must be addressed from a strategic planning perspective if the built form, character and amenity of castle Hill in 10 to 20 years is to reflect the needs, desires and aspirations of the community. Since the adoption of the original development control plan in 2001, Castle Hill has been identified as a Major Centre. The original plan for the site currently adopts a 4-5 maximum storey building height. It is considered that the current height controls may not provide a development outcome cognisant with the future status of the Centre. Therefore it is considered appropriate that Council review the current plan in light of Castle Hill's transition into a major centre and to respond to dwelling targets set by the State Government.

	4. The existing road design of Gilham Street incorporates traffic calm measures to ensure a safe environment for children walking to school. Traffic measures include a pedestrian crossing with speed hump close to entrance of the school, chicanes and the whole length of Gilham Street is subject to school zone speed limits. It should be noted that no footpaths exists along Gilham Street. The provision for footpaths in this area may be considered subject to future strategic work identified in Council's Residential Direction. Strategic work will involve a broader infrastructure study to be considered in the surrounding streets of the site including Gilham Street and Gay Street. 5. Emergency vehicle access to the site will be from existing streets and driveways. This detail will be addressed within a future development application and compliance with Australian Standards. 6. The draft Development Control Plan requires that all car parking, including visitor parking, be provided on site. This is to ensure that the development of the Precinct will not adversely affect existing on-street parking arrangements on surrounding streets including Gay Street and Gilham Street. Further, Council's Transport Direction states that an analysis of actual car ownership by unit residents in Castle Hill, Baulkham Hills and Carlingford (based on 2006 Census Data) indicates that Council's Parking DCP provisions are in excess of those required to meet vehicle ownership needs. Hence the applicable Centre parking rates for the proposed development is appropriate based on the site's location and proposed improvements to public transport services to and from the Centre. 7. The draft Plan requirement for a <i>minimum of 20% of shared open space on ground level must be suitable for deep planting</i>, is considered sufficient for the proposed development.
Action	- A setback 3m to be proposed on the boundary adjoining the residential property on Old Castle Hill Road (north of the site).

No.	40
Issues raised	1. The proposal would cause devaluation of surrounding property values. 2. The proposal will create adverse impacts on the residential amenity of the area. 3. It is considered that Gay Street should be rezoned as a result of the development.
Comment	1. There is no documentary evidence to suggest that the proposal would have a negative impact on property values. 2. Pursuant to Baulkham Hills Local Environmental Plan 2005, the subject site is zoned Residential 2(a1) which permits the erection of high density development close to centres including apartment buildings, townhouses and villas. Council's Residential Direction (adopted June 2008) guides the planning and management of the Shire's residential development. The Direction identifies residential development opportunities for land that is in close proximity to jobs, transport and services. The Direction identifies a number of opportunities for higher density housing in and around Castle Hill Major Centre. Areas surrounding the target site including Gilham and Gay Streets have been identified as areas that could be considered for increased residential development opportunities. Therefore, whilst the existing residential nature of the surrounding properties is predominately single storey dwellings, the residential nature of these streets have the potential to change from low to medium and/or higher forms of density development over time as Castle Hill evolves as a Major Centre. 3. Council's adopted Residential Direction guides the planning and management of the Shire's residential development. The Direction identifies residential development opportunities for land that is in close proximity to jobs, transport and services. The Direction identifies a number of opportunities for higher density housing in and around Castle Hill Major Centre. Areas surrounding the target site including Gilham and Gay Streets have been identified as areas that could be considered for increased residential development opportunities.
Action	No action required.

No.	41
Issues raised	1. Proposal is not consistent with the Council's 'The proposal is consistent with the community's aspirations for high quality development. It should be noted that appropriate landscaping shall be incorporated into the development.' image. 2. Concern is raised regarding the expected traffic volumes generated by the proposal and the associated safety impacts caused to children walking to school.
Comment	1. The proposal is consistent with the community's aspirations for high quality development. It should be noted that appropriate landscaping shall be incorporated into the development. 2. The existing road design of Gilham Street incorporates traffic calm measures to ensure a safe environment for children walking to school. Traffic measures include a pedestrian crossing with speed hump close to entrance of the school, chicanes and the whole length of Gilham Street is subject to school zone speed limits. It should be noted that no footpaths exists along Gilham Street. The provision for footpaths in this area may be considered subject to future strategic work identified in Council's Residential Direction. Strategic work will involve a broader infrastructure study to be considered in the surrounding streets of the site including Gilham Street and Gay Street.
Action	No action required.

No.	42
Issues raised	1. The proposal is not keeping with the residential character of the area. 2. The proposal will cause overshadowing and loss of privacy for neighbouring properties. 3. Insufficient open space is proposed for the development. 4. Public transport is insufficient for the existing population let alone for future residents. 5. Concern is raised regarding expected traffic volumes generated by the development. 6. Insufficient onsite parking is proposed that will cause adverse impacts on on street parking.
Comment	1. Pursuant to Baulkham Hills Local Environmental Plan 2005, the subject site is zoned Residential 2(a1) which permits the erection of high density development close to centres including apartment buildings, townhouses and villas. Council's Residential Direction (adopted June 2008) guides the planning and management of the Shire's residential development. The Direction identifies residential development opportunities for land that is in close proximity to jobs, transport and services. The Direction identifies a number of opportunities for higher density housing in and around Castle Hill Major Centre. Areas surrounding the target site including Gilham and Gay Streets have been identified as areas that could be considered for increased residential development opportunities. Therefore, whilst the existing residential nature of the surrounding properties is predominately single storey dwellings, the residential nature of these streets have the potential to change from low to medium and/or higher forms of density development over time as Castle Hill evolves as a Major Centre. 2. With respect to overshadowing the draft development control plan requires a minimum of two (2) hours of direct sunlight between 9am and 3pm on June 22 is to be available to the majority of balconies, living room spaces and private communal open space areas of the proposed dwellings. Further primary living areas and private open space of existing dwellings are to receive a minimum of four (4) hours of direct sunlight between 9am and 3pm on June 22. Given the site's northerly aspect, it is considered that minimal overshadowing will occur north of the site towards Gay Street. 3. The draft Plan envisages a shared central open space at ground level which allows for public movement through the site. In addition, the draft Plan requires a

minimum of 50% of terrace/rooftop areas to be used for shared open space. Further, there are four (4) parks in close proximity to the site including Eric Felton Reserve, Alfred Whitling Park, Coolibah Street Reserve and Maurice Hughes Reserve.

4. Castle Hill Major Centre is emerging as a major transport hub for the Shire. Council's adopted Integrated Transport Direction provides the overall strategic context for planning and management of the transport system throughout the Shire. The Direction identifies a number of public transport opportunities to improve the accessibility of Castle Hill as it develops over time into a major centre.

A number of bus projects that are essential to the future development of the Castle Hill Major Centre include the improvement of existing bus routes and frequency to and from the Centre and the proposed bus interchange which forms part of the Castle Hill Main Street Project.

5. The Traffic Report prepared for the site takes into consideration existing controls that permit a 4-5 storey residential development, as well as the additional traffic demand which will be created by development in accordance with the draft Plan. The Traffic Report concludes that traffic generated by the proposed development can be accommodated within the local road network if the recommended traffic improvement is implemented. This improvement includes roundabout treatment at the intersection of Gilham Street and Old Castle Hill Road.

Any future development application on the site will be conditioned to construct a roundabout at the intersection of Gilham Street and Old Castle Hill Road. It is considered that the existing streets are appropriate for the expected traffic.

6. The draft DCP requires that all car parking, including visitor parking, be provided on site. This is to ensure that the development of the Precinct will not adversely affect existing on-street parking arrangements on surrounding streets including Gay Street and Gilham Street.

Further, Council's Transport Direction states that an analysis of actual car ownership by unit residents in Castle Hill, Baulkham Hills and Carlingford (based on 2006 Census Data) indicates that Council's Parking DCP provisions are in excess of those required to meet vehicle ownership needs. Hence the applicable Centre parking rates for the proposed development is appropriate based on the site's location and proposed

	improvements to public transport services to and from the Centre.
Action	No further action required.

No.	43
Issues raised	1. Proposal is out of character with surrounding area including the local primary school. 2. The proposal is a potential safety risk to Castle Hill Primary School. 3. Public transport is insufficient for the existing population in the area let alone future residents. 4. Concern is raised regarding the expected traffic volumes generated by the proposal and the associated safety impacts caused to children walking to school.
Comment	1. Pursuant to Baulkham Hills Local Environmental Plan 2005, the subject site is zoned Residential 2(a1) which permits the erection of high density development close to centres including apartment buildings, townhouses and villas. Council's Residential Direction (adopted June 2008) guides the planning and management of the Shire's residential development. The Direction identifies residential development opportunities for land that is in close proximity to jobs, transport and services. The Direction identifies a number of opportunities for higher density housing in and around Castle Hill Major Centre. Areas surrounding the target site including Gilham and Gay Streets have been identified as areas that could be considered for increased residential development opportunities. Therefore, whilst the existing residential nature of the surrounding properties is predominately single storey dwellings, the residential nature of these streets have the potential to change from low to medium and/or higher forms of density development over time as Castle Hill evolves as a Major Centre. 2. The existing road design of Gilham Street incorporates traffic calm measures to ensure a safe environment for children walking to school. Traffic measures include a pedestrian crossing with speed hump close to entrance of the school, chicanes and the whole length of Gilham Street is subject to school zone speed limits. It should be noted that no footpaths exists along Gilham Street. The provision for footpaths in this area may be considered subject to future strategic work identified in Council's Residential Direction. Strategic work will involve a broader infrastructure study to be considered in the surrounding streets of the site including Gilham Street and Gay Street. 3. Castle Hill Major Centre is emerging as a major transport hub for the Shire. Council's adopted Integrated Transport Direction provides the overall strategic context for planning and management of the transport system throughout the Shire. The Direction

	identifies a number of public transport opportunities to improve the accessibility of Castle Hill as it develops over time into a major centre. A number of bus projects that are essential to the future development of the Castle Hill Major Centre include the improvement of existing bus routes and frequency to and from the Centre and the proposed bus interchange which forms part of the Castle Hill Main Street Project. 4. The existing road design of Gilham Street incorporates traffic calm measures to ensure a safe environment for children walking to school. Traffic measures include a pedestrian crossing with speed hump close to entrance of the school, chicanes and the whole length of Gilham Street is subject to school zone speed limits. It should be noted that no footpaths exists along Gilham Street. The provision for footpaths in this area may be considered subject to future strategic work identified in Council's Residential Direction. Strategic work will involve a broader infrastructure study to be considered in the surrounding streets of the site including Gilham Street and Gay Street.
Action	No action required.

No.	44
Issues raised	The RTA raised no objection to the draft Plan subject to the following: 1. <i>The RTA supports the proposed vehicular access to the Pennant Street Site from Gay Street. However, the RTA does not support any vehicular access to the site from Pennant Street.</i> 2. <i>A detailed transport study should be undertaken to quantify the impacts of the proposed increase in residential development within the Pennant Street Target Site, with a public focus. The Study should include, but not limited to, the following issues:</i> a. <i>Address vehicular and pedestrian movements at the intersection of Old Castle Hill Road and Pennant Street</i> b. <i>Investigate the performance of the following intersections:</i> i. <i>Old Castle Hill Road and Gilham Street</i> ii. <i>Carramarr Road and Gilham Street</i> iii. <i>Carramarr Road and Castle Street; and</i> iv. <i>Old Northern Road and McMullen Avenue.</i> c. <i>Identify safe and convenient pedestrian access, to the Castle Towers Shopping Centre, from the site.</i> d. <i>Identify the interaction and impact of this development and the ultimate development of the Castle Towers Shopping Centre.</i> 3. <i>The RTA suggests a site Contribution Plan developed for the Pennant Street Target Site. It is noted that the Council's Contribution Plan 5 (CP5) includes the site as part of the Castle Hill area. However, the CP5 does not include any improvement works that will be required to mitigate the impact of the Pennant Street Target Site on the adjoining road network. Improvement works identified in the abovementioned Transport Study could be included in the Contribution Plan.</i>
Comment	1. Vehicular access to Pennant Street is not proposed. The draft Plan proposes access to the site from Gay Street. A preliminary investigation with Council's Transport Manager has indicated the possibility of an additional access point from Old Castle Hill Road. Access into the site from Old Castle Hill Road will provide a left in/left out arrangement. The provision of a second vehicle access point to the site will alleviate traffic impacts on Gay Street and Gilham Street particularly in peak periods. 2. The section of the Roads and Traffic Authority comments that relate to the performance of the above intersections will be investigated subject to reviews of local area land uses in the future. A key direction of

	Council's adopted Residential Direction is to investigate capacity for higher density residential development at Castle Hill major centre. The investigation will involve a broader traffic study to be conducted for the above intersections. However, the performance of the Old Castle Hill Road and Gilham Street intersection was reviewed in the traffic study conducted for the preparation of the draft Plan. The traffic study results are detailed later within this report. In addition, a revised traffic study will need to accompany any future development application of the site. With respect to pedestrian access from the site to the Castle Towers Shopping Centre, the draft DCP provides suitable access via pedestrian crossings at the intersection of Old Castle Hill Road, Pennant Street and Mc Mullen Avenue. The draft Plan also seeks to ensure that these links to, from and through the development are simple, safe and direct through the provision of signage and lighting. Further it is envisaged that the draft Castle Hill Public Domain will improve pedestrian accessibility and circulation within Castle Hill through the provision of paving and lighting, within the vicinity of the site. 3. Funding of local traffic works via a site specific Contribution Plan is not appropriate on the grounds that a nexus and apportionment considered may limit the provision of the required facilities concurrent with future development. Rather, it is proposed that local traffic volumes are required as a condition of development consent. Accordingly, the provision of such improvement works has been nominated in the draft Plan under <i>Section 3.24 Public Improvement Works</i>.
Action	Public Improvement Works including the construction of a roundabout at the Gilham Street and Old Castle Hill Road intersection will be nominated by the draft Plan under section 3.24 Public Improvement Works.

No.	45
Issues raised	1. The proposed will have adverse impacts on the residential area. 2. Concern is raised regarding expected traffic volumes generated by the proposed development.
Comment	1. Pursuant to Baulkham Hills Local Environmental Plan 2005, the subject site is zoned Residential 2(a1) which permits the erection of high density development close to centres including apartment buildings, townhouses and villas. Council's Residential Direction (adopted June 2008) guides the planning and management of the Shire's residential development. The Direction identifies residential development opportunities for land that is in close proximity to jobs, transport and services. The Direction identifies a number of opportunities for higher density housing in and around Castle Hill Major Centre. Areas surrounding the target site including Gilham and Gay Streets have been identified as areas that could be considered for increased residential development opportunities. Therefore, whilst the existing residential nature of the surrounding properties is predominately single storey dwellings, the residential nature of these streets have the potential to change from low to medium and/or higher forms of density development over time as Castle Hill evolves as a Major Centre. 2. The Traffic Report prepared for the site takes into consideration existing controls that permit a 4-5 storey residential development, as well as the additional traffic demand which will be created by development in accordance with the draft Plan. The Traffic Report concludes that traffic generated by the proposed development can be accommodated within the local road network if the recommended traffic improvement is implemented. This improvement includes roundabout treatment at the intersection of Gilham Street and Old Castle Hill Road. Any future development application on the site will be conditioned to construct a roundabout at the intersection of Gilham Street and Old Castle Hill Road. It is considered that the existing streets are appropriate for the expected traffic.
Action	No action required.

No.	46
Issues raised	1. The proposed height of the building is not supported. 2. Concern is raised regarding expected traffic volumes generated by the proposed development. 3. The proposed development will cause overshadowing and loss of privacy on surrounding properties.
Comment	1. The building height on the site must be addressed from a strategic planning perspective if the built form, character and amenity of castle Hill in 10 to 20 years is to reflect the needs, desires and aspirations of the community. Since the adoption of the original development control plan in 2001, Castle Hill has been identified as a Major Centre. The original plan for the site currently adopts a 4-5 maximum storey building height. It is considered that the current height controls may not provide a development outcome cognisant with the future status of the Centre. Therefore it is considered appropriate that Council review the current plan in light of Castle Hill's transition into a major centre and to respond to dwelling targets set by the State Government. 2. The Traffic Report prepared for the site takes into consideration existing controls that permit a 4-5 storey residential development, as well as the additional traffic demand which will be created by development in accordance with the draft Plan. The Traffic Report concludes that traffic generated by the proposed development can be accommodated within the local road network if the recommended traffic improvement is implemented. This improvement includes roundabout treatment at the intersection of Gilham Street and Old Castle Hill Road. Any future development application on the site will be conditioned to construct a roundabout at the intersection of Gilham Street and Old Castle Hill Road. It is considered that the existing streets are appropriate for the expected traffic. 3. With respect to overshadowing the draft development control plan requires a minimum of two (2) hours of direct sunlight between 9am and 3pm on June 22 is to be available to the majority of balconies, living room spaces and private communal open space areas of the proposed dwellings. Further primary living areas and private open space of existing dwellings are to receive a minimum of four (4) hours of direct sunlight between 9am and 3pm on June 22. Given the site's northerly aspect, it is considered that minimal overshadowing will occur north of the site towards Gay Street.
Action	No further action is required.

No.	47
Issues raised	1. The proposal would have an adverse visual impact in the area. 2. The proposal would set a precedent for high rise development. 3. Concern is raised regarding Council's position as owner and consent authority also Council's reasoning to propose the development. 4. Expected traffic volumes generated from the proposed would cause an increase in traffic congestion on the local road network. 5. Insufficient public transport exists in the local area.
Comment	1. With respect to aesthetics, a key design outcome of the draft development control plan is to achieve a high quality landmark building. The draft development control plan prescribes the architectural style and character of the development via building envelope controls which includes building height, building setbacks, streetscape and public realm, private and shared open space, solar access and overshadowing and landscape and vegetation. 2. The development on the site will not set a precedent for other developments of a similar scale for the following reasons: • The target site is one of the last remaining lots that is to be developed within the Centre of Castle Hill that is zoned Residential 2(a1) in which permits residential apartment development. • The majority of lots zoned Residential 2(a1) within the Centre have been developed. • Baulkham Hills Development Control Plan (BHDCP) Part E Section 25 – Crane Road Precinct has a maximum height of 18 storeys. • BHDCP Part E Section 21 – Terminus Street Precinct has a maximum height of 13 storeys. • Given the target site's close proximity to the Centre, it is considered that the site is sufficient to accommodate high rise development. 3. Council has considered a number of proposals to increase the height of buildings on privately owned land in locations such as Castle Hill Town Centre and Carlingford to eighteen storeys. The proposal to increase the building height on the Pennant Street Target Site is consistent with the Directions that under-pin Council's draft Local Strategy and NSW Directives such as the Metropolitan Strategy and North West Sub Region Plan. Should Council proceed to prepare a Development Application on the site, Council would not act as the consent authority.

	4. Should Council proceed to prepare a Development Application on the site, Council would not act as the consent authority. 5. The Traffic Report prepared for the site takes into consideration existing controls that permit a 4-5 storey residential development, as well as the additional traffic demand which will be created by development in accordance with the draft Plan. The Traffic Report concludes that traffic generated by the proposed development can be accommodated within the local road network if the recommended traffic improvement is implemented. This improvement includes roundabout treatment at the intersection of Gilham Street and Old Castle Hill Road. Any future development application on the site will be conditioned to construct a roundabout at the intersection of Gilham Street and Old Castle Hill Road. It is considered that the existing streets are appropriate for the expected traffic. 6. Castle Hill Major Centre is emerging as a major transport hub for the Shire. Council's adopted Integrated Transport Direction provides the overall strategic context for planning and management of the transport system throughout the Shire. The Direction identifies a number of public transport opportunities to improve the accessibility of Castle Hill as it develops over time into a major centre. A number of bus projects that are essential to the future development of the Castle Hill Major Centre include the improvement of existing bus routes and frequency to and from the Centre and the proposed bus interchange which forms part of the Castle Hill Main Street Project.
Action	No further action required.

No.	48
Issues raised	1. The height of the proposed building is not supported. 2. The proposal would cause overshadowing on the surrounding area. 3. Expected traffic volumes generated from the proposed would cause an increase in traffic congestion on the local road network. 4. The proposal would adversely impact current on street parking. 5. The proposal will adversely impact Castle Hill Primary School in terms of traffic and overshadowing.
Comment	1. The building height on the site must be addressed from a strategic planning perspective if the built form, character and amenity of castle Hill in 10 to 20 years is to reflect the needs, desires and aspirations of the community. Since the adoption of the original development control plan in 2001, Castle Hill has been identified as a Major Centre. The original plan for the site currently adopts a 4-5 maximum storey building height. It is considered that the current height controls may not provide a development outcome cognisant with the future status of the Centre. Therefore it is considered appropriate that Council review the current plan in light of Castle Hill's transition into a major centre and to respond to dwelling targets set by the State Government. 2. With respect to overshadowing the draft development control plan requires a minimum of two (2) hours of direct sunlight between 9am and 3pm on June 22 is to be available to the majority of balconies, living room spaces and private communal open space areas of the proposed dwellings. Further primary living areas and private open space of existing dwellings are to receive a minimum of four (4) hours of direct sunlight between 9am and 3pm on June 22. Given the site's northerly aspect, it is considered that minimal overshadowing will occur north of the site towards Gay Street. 3. The Traffic Report prepared for the site takes into consideration existing controls that permit a 4-5 storey residential development, as well as the additional traffic demand which will be created by development in accordance with the draft Plan. The Traffic Report concludes that traffic generated by the proposed development can be accommodated within the local road network if the recommended traffic improvement is implemented. This improvement includes roundabout treatment at the intersection of Gilham Street and Old Castle Hill Road. Any future development application on the site will be

	conditioned to construct a roundabout at the intersection of Gilham Street and Old Castle Hill Road. It is considered that the existing streets are appropriate for the expected traffic. 4. The draft Development Control Plan requires that all car parking, including visitor parking, be provided on site. This is to ensure that the development of the Precinct will not adversely affect existing on-street parking arrangements on surrounding streets including Gay Street and Gilham Street. Further, Council's Transport Direction states that an analysis of actual car ownership by unit residents in Castle Hill, Baulkham Hills and Carlingford (based on 2006 Census Data) indicates that Council's Parking DCP provisions are in excess of those required to meet vehicle ownership needs. Hence the applicable Centre parking rates for the proposed development is appropriate based on the site's location and proposed improvements to public transport services to and from the Centre. 5. The existing road design of Gilham Street incorporates traffic calm measures to ensure a safe environment for children walking to school. Traffic measures include a pedestrian crossing with speed hump close to entrance of the school, chicanes and the whole length of Gilham Street is subject to school zone speed limits. It should be noted that no footpaths exist along Gilham Street. The provision for footpaths in this area may be considered subject to future strategic work identified in Council's Residential Direction. Strategic work will involve a broader infrastructure study to be considered in the surrounding streets of the site including Gilham Street and Gay Street.
Action	No further action required.

No.	49
Issues raised	1. Insufficient public transport exists in the area. 2. The roads are not wide enough to accommodate traffic generation by the proposal. 3. The proposal would have an adverse visual impact in the area. 4. The proposal will adversely impact Castle Hill Primary School in terms of overlooking issues.
Comment	1. Castle Hill Major Centre is emerging as a major transport hub for the Shire. Council's adopted Integrated Transport Direction provides the overall strategic context for planning and management of the transport system throughout the Shire. The Direction identifies a number of public transport opportunities to improve the accessibility of Castle Hill as it develops over time into a major centre. A number of bus projects that are essential to the future development of the Castle Hill Major Centre include the improvement of existing bus routes and frequency to and from the Centre and the proposed bus interchange which forms part of the Castle Hill Main Street Project. 2. The Traffic Report prepared for the site takes into consideration existing controls that permit a 4-5 storey residential development, as well as the additional traffic demand which will be created by development in accordance with the draft Plan. The Traffic Report concludes that traffic generated by the proposed development can be accommodated within the local road network if the recommended traffic improvement is implemented. This improvement includes roundabout treatment at the intersection of Gilham Street and Old Castle Hill Road. Any future development application on the site will be conditioned to construct a roundabout at the intersection of Gilham Street and Old Castle Hill Road. It is considered that the existing streets are appropriate for the expected traffic. 3. With respect to aesthetics, a key design outcome of the draft development control plan is to achieve a high quality landmark building. The draft development control plan prescribes the architectural style and character of the development via building envelope controls which includes building height, building setbacks, streetscape and public realm, private and shared open space, solar access and overshadowing and landscape and vegetation. 4. The matter of overlooking to Castle Hill Primary will be dealt with as part of any development application that

	may be lodged.
Action	No further action required.

No.	50
Issues raised	Concern is raised regarding Council's decision to propose the draft Plan.
Comment	Council has considered a number of proposals to increase the height of buildings on privately owned land in locations such as Castle Hill Town Centre and Carlingford to eighteen storeys. The proposal to increase the building height on the Pennant Street Target Site is consistent with the Directions that under-pin Council's draft Local Strategy and NSW Directives such as the Metropolitan Strategy and North West Sub Region Plan. Should Council proceed to prepare a Development Application on the site, Council would not act as the consent authority.
Action	No further action required.

No.	51
Issues raised	1. Expected traffic volumes generated from the proposal will increase traffic congestion particularly on Gilham Street. 2. Questions whether a traffic survey has been undertaken.
Comment	1. The Traffic Report prepared for the site takes into consideration existing controls that permit a 4-5 storey residential development, as well as the additional traffic demand which will be created by development in accordance with the draft Plan. The Traffic Report concludes that traffic generated by the proposed development can be accommodated within the local road network if the recommended traffic improvement is implemented. This improvement includes roundabout treatment at the intersection of Gilham Street and Old Castle Hill Road. Any future development application on the site will be conditioned to construct a roundabout at the intersection of Gilham Street and Old Castle Hill Road. It is considered that the existing streets are appropriate for the expected traffic. 2. A traffic report and study has been undertaken for the proposal, however, further reports maybe required for any development application that maybe submitted.
Action	No further action required.

No.	52
Issues raised	Concern is raised regarding high rise development in Castle Hill.
Comment	Castle Hill is evolving into a Major Centre. Major Centres are characterised by higher density and variety of housing. Currently, the majority of sites within and in close proximity to the Centre are zoned medium to high density. In particular, the Crane Road Precinct is within the Castle Hill Centre and has a maximum building height of 18 storeys. Therefore the vision for higher built form on the target site is consistent with the future status of Castle Hill as a Major Centre.
Action	No further action is required.

No.	53
Issues raised	Public transport is insufficient for the existing residents let alone future residents.
Comment	Castle Hill Major Centre is emerging as a major transport hub for the Shire. Council's adopted Integrated Transport Direction provides the overall strategic context for planning and management of the transport system throughout the Shire. The Direction identifies a number of public transport opportunities to improve the accessibility of Castle Hill as it develops over time into a major centre. A number of bus projects that are essential to the future development of the Castle Hill Major Centre include the improvement of existing bus routes and frequency to and from the Centre and the proposed bus interchange which forms part of the Castle Hill Main Street Project.
Action	No further action required.

No.	54
Issues raised	The CASA raised that there would be no restrictions on a structure up to a height of 110m above ground level, although recommend the inclusion of low intensity red obstacle lights t each corner of the building.
Comment	The draft Plan shall be amended to include aviation requirements.
Action	To address the provision of low intensity obstacle lights, a new clause has been drafted in the draft Plan to require consultation with Civil Aviation Safety Authority to determine their requirements.

No.	55
Issues raised	Council's Main Street works is congratulated.
Comment	Noted.
Action	No action required.

No.	56
Issues raised	The height of the proposed building is not supported.
Comment	The building height on the site must be addressed from a strategic planning perspective if the built form, character and amenity of castle Hill in 10 to 20 years is to reflect the needs, desires and aspirations of the community. Since the adoption of the original development control plan in 2001, Castle Hill has been identified as a Major Centre. The original plan for the site currently adopts a 4-5 maximum storey building height. It is considered that the current height controls may not provide a development outcome cognisant with the future status of the Centre. Therefore it is considered appropriate that Council review the current plan in light of Castle Hill's transition into a major centre and to respond to dwelling targets set by the State Government.
Action	No action required.

No.	57
Issues raised	1. The height of the proposed building is not supported. 2. Gilham Street is already difficult to exit, let alone future traffic generated from the proposal.
Comment	1. The building height on the site must be addressed from a strategic planning perspective if the built form, character and amenity of castle Hill in 10 to 20 years is to reflect the needs, desires and aspirations of the community. Since the adoption of the original development control plan in 2001, Castle Hill has been identified as a Major Centre. The original plan for the site currently adopts a 4-5 maximum storey building height. It is considered that the current height controls may not provide a development outcome cognisant with the future status of the Centre. Therefore it is considered appropriate that Council review the current plan in light of Castle Hill's transition into a major centre and to respond to dwelling targets set by the State Government. 2. The Traffic Report prepared for the site takes into consideration existing controls that permit a 4-5 storey residential development, as well as the additional traffic demand which will be created by development in accordance with the draft Plan. The Traffic Report concludes that traffic generated by the proposed development can be accommodated within the local road network if the recommended traffic improvement is implemented. This improvement includes roundabout treatment at the intersection of Gilham Street and Old Castle Hill Road. Any future development application on the site will be conditioned to construct a roundabout at the intersection of Gilham Street and Old Castle Hill Road. It is considered that the existing streets are appropriate for the expected traffic.
Action	No action required.

No.	58
Issues raised	Expected traffic volumes generated by the development will further worsen traffic congestion in the local road network.
Comment	The Traffic Report prepared for the site takes into consideration existing controls that permit a 4-5 storey residential development, as well as the additional traffic demand which will be created by development in accordance with the draft Plan. The Traffic Report concludes that traffic generated by the proposed development can be accommodated within the local road network if the recommended traffic improvement is implemented. This improvement includes roundabout treatment at the intersection of Gilham Street and Old Castle Hill Road. Any future development application on the site will be conditioned to construct a roundabout at the intersection of Gilham Street and Old Castle Hill Road. It is considered that the existing streets are appropriate for the expected traffic.
Action	No further action required.

No.	59
Issues raised	1. Issues relating to State Government policies including lack of infrastructure, high rise development and urban expansion. 2. Raises concern regarding the Roads and Traffic Authority involvement in the process. 3. Issues relating to geological impact on the surrounding properties during the construction phase. 4. Raises concern regarding Council's liability for structural damage during the construction phase. 5. Questions whether Council will make a balanced and consistent choice regarding the zoning of Gay Street.
Comment	1. Council's Directions related to Residential, Centres and Transport identify and make appropriate recommendations to integrating local area planning with State level policies. Initiatives such as the North West Rail Link, upgrade of Showground Road, the Bus Interchange and future completion of the T-Way network to Castle Hill all provide an appropriate response to support increased residential densities within and on the fringe of the Town Centre. 2. The Roads and Traffic Authority were notified of the proposal and comments were sought in relation to traffic issues. 3. With respect to geological impacts on surrounding properties during the construction phase all appropriate studies will be undertaken as part of any development application that maybe lodged. 4. Construction issues will be addressed in any future development application of the site. Council will enforce conditions to minimise noise generation during construction and operational phase of the development. In the event, infrastructure damage is caused during construction phase, this will be a matter between the developer and the chosen contractor. 5. Council has considered a number of proposals to increase the height of buildings on privately owned land in locations such as Castle Hill Town Centre and Carlingford to eighteen storeys. The proposal to increase the building height on the Pennant Street Target Site is consistent with the Directions that under-pin Council's draft Local Strategy and NSW Directives such as the Metropolitan Strategy and North West Sub Region Plan. Should Council proceed to prepare a Development Application on the site, Council would not act as the consent authority.
Action	No further action required.

No.	60
Issues raised	1. The proposed development will be aesthetically unpleasing and will clash with the surrounding residential dwellings. 2. The proposal would cause overshadowing and overlooking issues on surrounding properties. 3. Insufficient open space is proposed for the development. 4. The building height proposed would create air traffic concerns for low flying aircraft taking route to Bankstown airport. 5. The local road network would not be able to accommodate expected traffic volumes generated from the development. 6. Public transport is insufficient for the area. 7. Vehicular access to the site from Gay Street is not supported given the expected increase of cars using Gilham Street. 8. Reduced parking rates will force future residents to park on the street where parking is already limited. 9. The proposed height of the buildings is not supported.
Comment	1. With respect to aesthetics, a key design outcome of the draft development control plan is to achieve a high quality landmark building. The draft development control plan prescribes the architectural style and character of the development via building envelope controls which includes building height, building setbacks, streetscape and public realm, private and shared open space, solar access and overshadowing and landscape and vegetation. 2. With respect to overshadowing the draft development control plan requires a minimum of two (2) hours of direct sunlight between 9am and 3pm on June 22 is to be available to the majority of balconies, living room spaces and private communal open space areas of the proposed dwellings. Further primary living areas and private open space of existing dwellings are to receive a minimum of four (4) hours of direct sunlight between 9am and 3pm on June 22. Given the site's northerly aspect, it is considered that minimal overshadowing will occur north of the site towards Gay Street. 3. The draft Plan envisages a shared central open space at ground level which allows for public movement through the site. In addition, the draft Plan requires a minimum of 50% of terrace/rooftop areas to be used for shared open space. It should be noted that there are four (4) parks in close proximity to the site including Eric Felton Reserve, Alfred Whitting Park, Coolibah Street Reserve and Maurice Hughes Reserve. 4. Council sought advice from the Civil Aviation Safety

	Authority. The Civil Aviation Safety Authority raised no objection to the draft plan and made the following comments: <i>The building is located in the Lane of Entry for aircraft tracking from the north to Bankstown, Camden and other locations to the south. The proposed building height will not exceed 110 metres above ground level; at an elevation of 188 metres AHD, it will not penetrate the obstacle limitation surfaces from Sydney, Richmond or Bankstown airports. On the basis of this information, there will be no operational requirements that would limit the construction of the building to the height you have indicated.</i> <i>There will be no restrictions on a structure up to a height of 110m AGL, although we would probably recommend the inclusion of low intensity red obstacle lights at each corner of the building. There would, however, be requirements on a structure more than 150m AGL.</i> 5. The Traffic Report prepared for the site takes into consideration existing controls that permit a 4-5 storey residential development, as well as the additional traffic demand which will be created by development in accordance with the draft Plan. The Traffic Report concludes that traffic generated by the proposed development can be accommodated within the local road network if the recommended traffic improvement is implemented. This improvement includes roundabout treatment at the intersection of Gilham Street and Old Castle Hill Road. Any future development application on the site will be conditioned to construct a roundabout at the intersection of Gilham Street and Old Castle Hill Road. It is considered that the existing streets are appropriate for the expected traffic. 6. Castle Hill Major Centre is emerging as a major transport hub for the Shire. Council's adopted Integrated Transport Direction provides the overall strategic context for planning and management of the transport system throughout the Shire. The Direction identifies a number of public transport opportunities to improve the accessibility of Castle Hill as it develops over time into a major centre. A number of bus projects that are essential to the future development of the Castle Hill Major Centre include the improvement of existing bus routes and frequency to and from the Centre and the proposed bus interchange which forms part of the Castle Hill
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Main Street Project.

7. Comments sought from the Roads and Traffic Authority have indicated that the Roads and Traffic Authority does not raise objection and supports the proposed vehicular access to the subject site from Gay Street. Since the adoption of the current plan in 2001, Pennant Street has been reclassified as an arterial road and given this, the Roads and Traffic Authority does not support vehicle access to the site from Pennant Street.

A preliminary investigation with Council's Transport Manager has indicated the possibility of an additional access point from Old Castle Hill Road. Access into the site from Old Castle Hill Road will provide a left in/left out arrangement. The provision of a second vehicle access point to the site will alleviate traffic impacts on Gay Street and Gilham Street particularly in peak periods.

8. The draft DCP requires that all car parking, including visitor parking, be provided on site. This is to ensure that the development of the Precinct will not adversely affect existing on-street parking arrangements on surrounding streets including Gay Street and Gilham Street.

Further, Council's Transport Direction states that an analysis of actual car ownership by unit residents in Castle Hill, Baulkham Hills and Carlingford (based on 2006 Census Data) indicates that Council's Parking DCP provisions are in excess of those required to meet vehicle ownership needs. Hence the applicable Centre parking rates for the proposed development is appropriate based on the site's location and proposed improvements to public transport services to and from the Centre.

9. The building height on the site must be addressed from a strategic planning perspective if the built form, character and amenity of castle Hill in 10 to 20 years is to reflect the needs, desires and aspirations of the community.

Since the adoption of the original development control plan in 2001, Castle Hill has been identified as a Major Centre. The original plan for the site currently adopts a 4-5 maximum storey building height. It is considered that the current height controls may not provide a development outcome cognisant with the future status of the Centre. Therefore it is considered appropriate that Council review the current plan in light of Castle Hill's transition into a major centre and to respond to dwelling targets set by the State Government.

Action	No further action required.

No.	61
Issues raised	1. The proposal is not keeping with the existing residential character of the area. 2. Public transport is insufficient for the existing residents let alone for the future residents of the development. 3. Increased traffic generated from the development will create a safety hazard for children walking along Gilham Street to the local primary school. 4. The draft Plan is inconsistent with Council's Apartment DCP in terms of height, landscaping and setbacks. 5. Singular vehicular access to the development from Gay Street is not supported.
Comment	1. Pursuant to Baulkham Hills Local Environmental Plan 2005, the subject site is zoned Residential 2(a1) which permits the erection of high density development close to centres including apartment buildings, townhouses and villas. Council's Residential Direction (adopted June 2008) guides the planning and management of the Shire's residential development. The Direction identifies residential development opportunities for land that is in close proximity to jobs, transport and services. The Direction identifies a number of opportunities for higher density housing in and around Castle Hill Major Centre. Areas surrounding the target site including Gilham and Gay Streets have been identified as areas that could be considered for increased residential development opportunities. Therefore, whilst the existing residential nature of the surrounding properties is predominately single storey dwellings, the residential nature of these streets have the potential to change from low to medium and/or higher forms of density development over time as Castle Hill evolves as a Major Centre. 2. Castle Hill Major Centre is emerging as a major transport hub for the Shire. Council's adopted Integrated Transport Direction provides the overall strategic context for planning and management of the transport system throughout the Shire. The Direction identifies a number of public transport opportunities to improve the accessibility of Castle Hill as it develops over time into a major centre. A number of bus projects that are essential to the future development of the Castle Hill Major Centre include the improvement of existing bus routes and frequency to and from the Centre and the proposed bus interchange which forms part of the Castle Hill Main Street Project.

	3. The existing road design of Gilham Street incorporates traffic calm measures to ensure a safe environment for children walking to school. Traffic measures include a pedestrian crossing with speed hump close to entrance of the school, chicanes and the whole length of Gilham Street is subject to school zone speed limits. It should be noted that no footpaths exists along Gilham Street. The provision for footpaths in this area may be considered subject to future strategic work identified in Council's Residential Direction. Strategic work will involve a broader infrastructure study to be considered in the surrounding streets of the site including Gilham Street and Gay Street. 4. The site is classified as a target site, and hence planning is guided by a site specific Development Control Plan. The draft section of the Baulkham Hills Development Control Plan is to be read in conjunction with other relevant Sections of the DCP including: • Part C Section 7 – Apartment Buildings • Part D Section 1 – Parking • Part D Section 2- Signage • Part D Section 3 – Landscaping Where any provision of this Section of the draft DCP is inconsistent with any provision of any other Section the DCP, the provisions of this Section of the DCP shall prevail to the extent of that inconsistency. In other words, provisions set in the draft Plan shall override the provisions in the Apartment DCP. 5. Comments sought from the Roads and Traffic Authority have indicated that the Roads and Traffic Authority does not raise objection and supports the proposed vehicular access to the subject site from Gay Street. Since the adoption of the current plan in 2001, Pennant Street has been reclassified as an arterial road and given this, the Roads and Traffic Authority does not support vehicle access to the site from Pennant Street. A preliminary investigation with Council's Transport Manager has indicated the possibility of an additional access point from Old Castle Hill Road. Access into the site from Old Castle Hill Road will provide a left in/left out arrangement. The provision of a second vehicle access point to the site will alleviate traffic impacts on Gay Street and Gilham Street particularly in peak periods.
Action	No further action required.

No.	62
Issues raised	1. The proposed development will be aesthetically unpleasing and will clash with the surrounding residential dwellings. 2. The proposal would cause overshadowing and overlooking issues on surrounding properties. 3. Insufficient open space is proposed for the development. 4. The building height proposed would create air traffic concerns for low flying aircraft taking route to Bankstown airport. 5. The local road network would not be able to accommodate expected traffic volumes generated from the development. 6. Public transport is insufficient for the area. 7. Comments sought from the Roads and Traffic Authority have indicated that the Roads and Traffic Authority does not raise objection and supports the proposed vehicular access to the subject site from Gay Street. Since the adoption of the current plan in 2001, Pennant Street has been reclassified as an arterial road and given this, the Roads and Traffic Authority does not support vehicle access to the site from Pennant Street. A preliminary investigation with Council's Transport Manager has indicated the possibility of an additional access point from Old Castle Hill Road. Access into the site from Old Castle Hill Road will provide a left in/left out arrangement. The provision of a second vehicle access point to the site will alleviate traffic impacts on Gay Street and Gilham Street particularly in peak periods. 8. Reduced parking rates will force future residents to park on the street where parking is already limited.
Comment	1. With respect to aesthetics, a key design outcome of the draft development control plan is to achieve a high quality landmark building. The draft development control plan prescribes the architectural style and character of the development via building envelope controls which includes building height, building setbacks, streetscape and public realm, private and shared open space, solar access and overshadowing and landscape and vegetation. 2. With respect to overshadowing the draft development control plan requires a minimum of two (2) hours of direct sunlight between 9am and 3pm on June 22 is to be available to the majority of balconies, living room spaces and private communal open space areas of the proposed dwellings. Further primary living areas and private open space of existing dwellings are to receive a minimum of four (4) hours of direct sunlight

between 9am and 3pm on June 22. Given the site's northerly aspect, it is considered that minimal overshadowing will occur north of the site towards Gay Street.

3. The draft Plan envisages a shared central open space at ground level which allows for public movement through the site. In addition, the draft Plan requires a minimum of 50% of terrace/rooftop areas to be used for shared open space. It should be noted that there are four (4) parks in close proximity to the site including Eric Felton Reserve, Alfred Whitling Park, Coolibah Street Reserve and Maurice Hughes Reserve.
4. Council sought advice from the Civil Aviation Safety Authority.

The Civil Aviation Safety Authority raised no objection to the draft plan and made the following comments:

The building is located in the Lane of Entry for aircraft tracking from the north to Bankstown, Camden and other locations to the south. The proposed building height will not exceed 110 metres above ground level; at an elevation of 188 metres AHD, it will not penetrate the obstacle limitation surfaces from Sydney, Richmond or Bankstown airports. On the basis of this information, there will be no operational requirements that would limit the construction of the building to the height you have indicated.

There will be no restrictions on a structure up to a height of 110m AGL, although we would probably recommend the inclusion of low intensity red obstacle lights at each corner of the building. There would, however, be requirements on a structure more than 150m AGL.

5. The Traffic Report prepared for the site takes into consideration existing controls that permit a 4-5 storey residential development, as well as the additional traffic demand which will be created by development in accordance with the draft Plan. The Traffic Report concludes that traffic generated by the proposed development can be accommodated within the local road network if the recommended traffic improvement is implemented. This improvement includes roundabout treatment at the intersection of Gilham Street and Old Castle Hill Road.

Any future development application on the site will be conditioned to construct a roundabout at the intersection of Gilham Street and Old Castle Hill Road. It is considered that the existing streets are appropriate for the expected traffic.

	6. Castle Hill Major Centre is emerging as a major transport hub for the Shire. Council's adopted Integrated Transport Direction provides the overall strategic context for planning and management of the transport system throughout the Shire. The Direction identifies a number of public transport opportunities to improve the accessibility of Castle Hill as it develops over time into a major centre. A number of bus projects that are essential to the future development of the Castle Hill Major Centre include the improvement of existing bus routes and frequency to and from the Centre and the proposed bus interchange which forms part of the Castle Hill Main Street Project. 7. Comments sought from the RTA have indicated that the RTA does not raise objection and supports the proposed vehicular access to the subject site from Gay Street. Further, a preliminary investigation with Council's Transport Manager has indicated the possibility of an additional access point from Old Castle Hill Road in order to alleviate potential traffic impacts on Gay Street and improve vehicular accessibility to the site. 8. The draft DCP requires that all car parking, including visitor parking, be provided on site. This is to ensure that the development of the Precinct will not adversely affect existing on-street parking arrangements on surrounding streets including Gay Street and Gilham Street. Further, Council's Transport Direction states that an analysis of actual car ownership by unit residents in Castle Hill, Baulkham Hills and Carlingford (based on 2006 Census Data) indicates that Council's Parking DCP provisions are in excess of those required to meet vehicle ownership needs. Hence the applicable Centre parking rates for the proposed development is appropriate based on the site's location and proposed improvements to public transport services to and from the Centre.
Action	No further action required.

No.	63
Issues raised	1. The proposal is not keeping with the existing residential character of the area. 2. Public transport is insufficient for the existing residents let alone for the future residents of the development. 3. Increased traffic generated from the development will create a safety hazard for children walking along Gilham Street to the local primary school. 4. The draft Plan is inconsistent with Council's Apartment DCP in terms of height, landscaping and setbacks. 5. Singular vehicular access to the development from Gay Street is not supported.
Comment	1. Pursuant to Baulkham Hills Local Environmental Plan 2005, the subject site is zoned Residential 2(a1) which permits the erection of high density development close to centres including apartment buildings, townhouses and villas. Council's Residential Direction (adopted June 2008) guides the planning and management of the Shire's residential development. The Direction identifies residential development opportunities for land that is in close proximity to jobs, transport and services. The Direction identifies a number of opportunities for higher density housing in and around Castle Hill Major Centre. Areas surrounding the target site including Gilham and Gay Streets have been identified as areas that could be considered for increased residential development opportunities. Therefore, whilst the existing residential nature of the surrounding properties is predominately single storey dwellings, the residential nature of these streets have the potential to change from low to medium and/or higher forms of density development over time as Castle Hill evolves as a Major Centre. 2. Castle Hill Major Centre is emerging as a major transport hub for the Shire. Council's adopted Integrated Transport Direction provides the overall strategic context for planning and management of the transport system throughout the Shire. The Direction identifies a number of public transport opportunities to improve the accessibility of Castle Hill as it develops over time into a major centre. A number of bus projects that are essential to the future development of the Castle Hill Major Centre include the improvement of existing bus routes and frequency to and from the Centre and the proposed bus interchange which forms part of the Castle Hill Main Street Project.

	3. The existing road design of Gilham Street incorporates traffic calm measures to ensure a safe environment for children walking to school. Traffic measures include a pedestrian crossing with speed hump close to entrance of the school, chicanes and the whole length of Gilham Street is subject to school zone speed limits. It should be noted that no footpaths exists along Gilham Street. The provision for footpaths in this area may be considered subject to future strategic work identified in Council's Residential Direction. Strategic work will involve a broader infrastructure study to be considered in the surrounding streets of the site including Gilham Street and Gay Street. 4. The site is classified as a target site, and hence planning is guided by a site specific Development Control Plan. The draft section of the Baulkham Hills Development Control Plan is to be read in conjunction with other relevant Sections of the DCP including: • Part C Section 7 – Apartment Buildings • Part D Section 1 – Parking • Part D Section 2- Signage • Part D Section 3 – Landscaping Where any provision of this Section of the draft DCP is inconsistent with any provision of any other Section the DCP, the provisions of this Section of the DCP shall prevail to the extent of that inconsistency. In other words, provisions set in the draft Plan shall override the provisions in the Apartment DCP. 5. Comments sought from the Roads and Traffic Authority have indicated that the Roads and Traffic Authority does not raise objection and supports the proposed vehicular access to the subject site from Gay Street. Since the adoption of the current plan in 2001, Pennant Street has been reclassified as an arterial road and given this, the Roads and Traffic Authority does not support vehicle access to the site from Pennant Street. A preliminary investigation with Council's Transport Manager has indicated the possibility of an additional access point from Old Castle Hill Road. Access into the site from Old Castle Hill Road will provide a left in/left out arrangement. The provision of a second vehicle access point to the site will alleviate traffic impacts on Gay Street and Gilham Street particularly in peak periods.
Action	No action required.

No.	64
Issues raised	1. Insufficient notification by Council. 2. The proposal would cause devaluation of surrounding property values particularly on Gay Street. 3. Concern is raised regarding Council's position as owner of the land, the initiator and the proposer of the plan, and the consent authority. 4. Vehicular access to the development from Gay Street is not supported given that the relevant Australian Standards show that Gay Street is too narrow to be used as an access point. 5. With the possible change in state government and planning laws, concern is raised regarding the timing and speed of the proposal. 6. Concern is raised that the traffic study fails to consider the potential traffic impacts on Gay Street.
Comment	1: The draft Plan was on exhibition for a period of 32 days from Tuesday 12 October 2010 to Friday 12 November 2010 via the following methods: • Adjoining and surrounding property owners were invited to make submissions on the proposal; • Council officers available at Castle Hill Library for discussion; • Consultation with public authorities including the Road and Traffic Authority (RTA), Sydney Water, Integral Energy, AGL and Telstra • Advertisements in the local newspaper on two separate occasions; • Static displays at Council's Administration Centre and Castle Hill Library; and • Dedicated web page 'Major Plans on Exhibition' on Council's website, whereby the public can view and download exhibited material. Community consultation was considered adequate and appropriate and consistent with the relevant statutory requirements. 2. There is no documentary evidence to suggest that the proposal would have a negative impact on property values. 3. Council has considered a number of proposals to increase the height of buildings on privately owned land in locations such as Castle Hill Town Centre and Carlingford to eighteen storeys. The proposal to increase the building height on the Pennant Street Target Site is consistent with the Directions that under-pin Council's draft Local Strategy and NSW Directives such as the Metropolitan Strategy and North West Sub Region Plan. Should Council proceed to prepare a Development Application on the site, Council would not act as the

	consent authority. 4. Comments sought from the Roads and Traffic Authority have indicated that the Roads and Traffic Authority does not raise objection and supports the proposed vehicular access to the subject site from Gay Street. Since the adoption of the current plan in 2001, Pennant Street has been reclassified as an arterial road and given this, the Roads and Traffic Authority does not support vehicle access to the site from Pennant Street. A preliminary investigation with Council's Transport Manager has indicated the possibility of an additional access point from Old Castle Hill Road. Access into the site from Old Castle Hill Road will provide a left in/left out arrangement. The provision of a second vehicle access point to the site will alleviate traffic impacts on Gay Street and Gilham Street particularly in peak periods. With respect to the driveway requirements, this will be addressed at the development application stage. 5. The NSW State Government has no role in deciding the timing of this proposal. The proposal to amend the site specific Development Control Plan for the site relates to opportunities for further growth of the town centre as a Major Centre and improve public transport. 6. The Traffic Report prepared for the site takes into consideration existing controls that permit a 4-5 storey residential development, as well as the additional traffic demand which will be created by development in accordance with the draft Plan. The Traffic Report concludes that traffic generated by the proposed development can be accommodated within the local road network if the recommended traffic improvement is implemented. This improvement includes roundabout treatment at the intersection of Gilham Street and Old Castle Hill Road. Any future development application on the site will be conditioned to construct a roundabout at the intersection of Gilham Street and Old Castle Hill Road. It is considered that the existing streets are appropriate for the expected traffic.
Action	No further action required.

No.	65
Issues raised	1. The proposal in terms of scale and size is not supported. 2. The proposal requires suitable buffering from residential areas. 3. The report fails to mention the number of units proposed. 4. Expected traffic volumes generated by the proposal will affect intersection performances especially Gilham Street/Old Castle Hill Road. 5. The proposal will have adverse visual impacts on the area. 6. The proposal would cause devaluation of surrounding property values particularly on Gay Street.
Comment	1. Castle Hill has been identified as a Major Centre. Continued growth is anticipated in the future including growth in demand for retail, commercial and major centre functions like hospitality, medical services and apartments. The proposal is in response to state government dwelling targets. The proposed scale and size is consistent with the future status of Castle Hill as a Major Centre. 2. The matter of transition zones must be addressed from a strategic planning perspective if the built form, character and amenity of castle Hill in 10 to 20 years is to reflect the needs, desires and aspirations of the community. Since the adoption of the original development control plan in 2001, Castle Hill has been identified as a Major Centre. The original plan for the site currently adopts a 4-5 maximum storey building height. It is considered that the current height controls may not provide a development outcome cognisant with the future status of the Centre. Therefore it is considered appropriate that Council review the current plan in light of Castle Hill's transition into a major centre and to respond to dwelling targets set by the State Government. 3. Any future development application will determine the actual unit breakdown. 4. The Traffic Report prepared for the site takes into consideration existing controls that permit a 4-5 storey residential development, as well as the additional traffic demand which will be created by development in accordance with the draft Plan. The Traffic Report concludes that traffic generated by the proposed development can be accommodated within the local road network if the recommended traffic improvement is implemented. This improvement

	includes roundabout treatment at the intersection of Gilham Street and Old Castle Hill Road. Any future development application on the site will be conditioned to construct a roundabout at the intersection of Gilham Street and Old Castle Hill Road. It is considered that the existing streets are appropriate for the expected traffic. 5. A key design outcome of the draft DCP is to achieve a high quality landmark building. This will be achieved by provisions indicated in the draft DCP that prescribe the built form, building design and articulation for the development. It is envisaged that the proposed development will contribute positively to the functioning and attractiveness of Castle Hill as a Major Centre. The draft DCP will guide development of the target site to provide a visually prominent residential development that will add to the emerging skyline of the Castle Hill Major Centre and support adjoining retail and commercial areas. 6. There is no documentary evidence to suggest that the proposal would have a negative impact on property values.
Action	No action required.

ATTACHMENT 2

Summary of post-exhibition amendments to Draft Baulkham Hills Development Control Plan Part E Section 8 – Pennant Street Target Site

Baulkham Hills Development Control Plan Part E Section 8 – Pennant Street Target Site		
Part	Amendment	Comment
Part 1 Introduction	<u>1.2 Aims and objectives of this section of the DCP.</u> Omit: The aim of this Section of the DCP is to provide site specific development objectives and controls for future residential development. Insert: <i>The objectives of this Section of the DCP are:</i> <i>To provide a clear vision and desired future character for the Pennant Street Target Site;</i> <i>To encourage innovative and high quality architectural outcomes that add to the character of the site with particular emphasis on landmark features, landscape areas, semi – public and private spaces and pedestrian amenity;</i> <i>To provide detailed design guidance for the creation of an iconic, high quality public domain;</i> <i>To encourage all developments to address the public street frontage and provide an attractive, safe pedestrian environment;</i> <i>To ensure development will not detrimentally affect the environment of any adjoining land and that satisfactory measures are incorporated to ameliorate any impacts arising from proposals; and</i> <i>To encourage appropriate landscaping of developments that contributes to the appearance and amenity of the development site and adjoining public domain areas.</i>	The aim of this section is to provide for site specific development objectives, however the Plan currently does not provide such objectives. Therefore a number of objectives have been included in order to guide the desired future character of the target site in terms of building design, pedestrian access, amenity and landscaping.
Part 1 Introduction	<u>1.3 Relationship with other plans and policies</u> Insert the following to this section: This section should also be considered in relation to DCPs and Plans applying to the upgrade of Old Northern Road, the draft	The site is within the Castle Hill Major Centre and therefore should be considered and consistent with other future development and plans within the Centre.

ATTACHMENT 2

	Castle Hill Public Domain Plan, BHDCP Part E Section 21 - Terminus Street Precinct and BHDCP Part E Section 25 - Crane Road Precinct.	
Part 2 Urban Context	<u>2.1 Castle Hill Major Centre</u> <u>Omit:</u> Development anticipated in the Centre include the Castle Towers Stage 3 expansion. Bus interchange, the planned bus transit way link, the Castle Hill Main street Project civic improvements, the completion of the Castle Hill Ring Road, the planned widening of Showground Road and the development of the Terminus Street and Crane Road Precincts. <u>Replace:</u> Development anticipated in the Centre include the Castle Towers Stage 3 expansion. Bus interchange, the planned bus transit way link, the Castle Hill Main street Project civic improvements, the draft Castle Hill Centre Public Domain, the completion of the Castle Hill Ring Road, the planned widening of Showground Road and the development of the Terminus Street and Crane Road Precincts.	Post the adoption of the current Plan in 2001, a public domain plan for the Castle Hill Major Centre is under preparation. As such, details relating to embellishment of the public domain will be contained in the public domain plan rather than the DCP.
Part 3.1 Desired Future Character	3.1 Desired Future Character <u>Insert:</u> <i>(vi) Create a development that represents good design in terms of scale and built form. The built form on the site is to take a podium and tower arrangement. The use of podiums along Gay Street helps provide scale at the pedestrian level to achieve a more comfortable street environment. The tower element is to be setback further from the road frontage, particularly along Gay Street to minimize the bulk and scale of the tower at ground level. Landscaping is encouraged on podiums to act as a green sanctuary for future residents.</i>	The built form envisaged for the site including a podium and tower arrangement is not clearly expressed in the Plan. The proposed built form in the arrangement of a podium and tower will aim to minimise the impact on the existing residential character on Gay Street in terms of scale and size.
Part 3.2 Site Planning	<u>3.2.2 Development Controls</u> <u>Omit:</u> I. Development shall front all active edges of the site;	A number of controls are expressed as objectives and subsequently need to be reworded in order to be more prescriptive.

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	m. Development along Gay Street shall be designed to a domestic scale at street level; n. Buildings shall be setback to respect the streetscape and built form conditions in the surrounding areas; and o. Buildings above four storeys shall utilise tower elements to create more slender building forms. Insert: b) The combined height of the podium/tower shall be a maximum of 18 storeys /54 metres. c) The proposed development is to have building height transition in accordance with section 3.4 Building Height. d) The built form shall take a podium/tower arrangement and comply with control in section 3.5 Podium and Tower Built Form. e) The podium development along Gay Street shall be a maximum height of two (2) storeys in height / 9 metres above natural ground level and be designed to a pedestrian scale at street level. f) The tower element shall be setback a minimum of 8 metres from all boundaries. g) The tower shall have a narrow building footprint to create a more slender building form. h) Buildings shall be setback in accordance with section 3.3 setbacks, to respect the streetscape and built form conditions in surrounding areas. i) All setback areas shall be appropriately landscaped in accordance with section 3.11 Landscape and Vegetation.	Development control (l) to (o) details podium and have moved to the relevant section - Section 3.5 Podium and Tower Built Form.
Part 3.4 Building Height	3.4.2 <u>Development Controls</u> Insert: a) The maximum height of the building at any point shall be measured from the natural ground level to the ridge of the roof or top of the flat roof slab or top of the parapet if there is parapet on the roof slab. However, where there are permanent and temporary structures this shall be included in the maximum height of the building.	The draft Plan does not clearly indicate the maximum permissible height of any future development. The controls are also unclear regarding how building height is measured. Therefore, development control (a) is to be inserted to

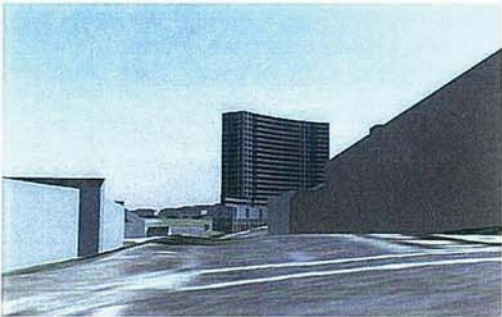
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	Natural ground level means the actual physical level of the site as existing prior to development taking place. b) The combined height of the podium/tower shall be a maximum of 18 storeys/54 metres.	ensure that the maximum building height is measured from natural ground level to the highest point of the building to ensure that at any point on the site, the maximum height is not exceeded. Building height is expressed in storeys and metres to provide consistency with the adopted Draft THLEP2010.
Part 3	Insert a new section as follows: <u>3.5 Podium and tower form</u> <u>3.5.1 Objectives</u> i. <i>To ensure that podiums are responsive to the surrounding residential character, in terms of height and design.</i> ii. <i>To ensure that towers minimise the bulk and scale of the proposed development and reflect a slender built form.</i> <u>3.5.2 Development Controls</u> a) The built form is take a podium and tower arrangement with an overall maximum height of 18 storeys /54 metres. b) The height of the podium is to have a maximum height of 2 -4 storeys, as shown in Figure 6. c) The podium shall have building transition as identified in Figure 6. d) The podium development along Gay Street shall have a maximum height of two (2) storeys in height / 9 metres above natural ground level and be designed to a pedestrian scale at street level. e) The podium frontage along Gay Street at ground level is to be setback a minimum of 3 metres form the site's	The built form envisaged for the site including a podium and tower arrangement is not clearly expressed in the Plan. A podium and tower arrangement has the potential to reduce the overall bulk of the height proposed and provide scale at the pedestrian level. Accordingly a new section has been inserted to clarify this vision. Controls are consistent with relevant sections in the draft Plan including setbacks, height and design.

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	boundary, as shown in Figure 4. f) An upper level setback of 5 metres to Gay Street above the second floor of the podium, as shown in Figure 4. g) Podium design along Gay Street shall respect the lower scale of surrounding development. h) Podium facades along Gay Street shall establish a strong vertical rhythm and use a variety of materials and textures to respond to the surrounding low-rise character, as shown in Figure 8. i) The podium design expression shall be deliberately distinctive and separate from the building forms above. j) Tower elements are to be sited towards the Pennant Street boundary as identified in Figure 4. k) Tower elements shall have a narrow building footprint to create more slender building forms. l) Tower elements shall comprise various building heights to create a unique feature and reduce its apparent visual bulk.	
Part 3.4 Building Height	Remove the following images from the draft Plan:  Figure 7a. Indicative view from intersection of Old Northern Road and Pennant Street	Submissions received have identified that that the proposed development is visually unattractive. The images in the draft Plan are indicative only and will be removed from the plan.

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	 Figure 7b. Indicative view east along Pennant Street from Showground Road  Figure 7c. Indicative view east along Pennant Street from Castle Street	
Part 3.6 Architectural style and character	3.6.2 <u>Development Controls</u> Insert: c) Buildings shall use a diverse range of natural and visually appealing materials;	To address concerns regarding building design, a development standard that requires a variety of natural and visually appealing materials is incorporated into the design.
Part 3.8 Car Parking and Vehicular Access	3.8.2 <u>Development Controls</u> Omit: (g) Car parking access to the site shall be provided at a single access point along Gay Street, as indicated in Figure 10. Replace: (g) Car parking access to the site shall be provided from Gay Street and Old Castle Hill Road, as indicated in Figure 10. Amend Figure 10, to illustrate two access points to the site, as below: Omit:	A singular access point to the site from Gay Street is considered insufficient by local residents. Discussions with Council's Traffic Manager indicated that additional vehicular access from Old Castle Hill Road presents a good opportunity to alleviate traffic impacts on Gay Street. Accordingly, Figure 10 has been amended to identify an additional vehicular access point

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	 Replace: 	from Old Castle Hill Road.
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Part 3.10 Private and Shared Open Space	<u>3.10.2 Development Controls</u> <i>Omit:</i> (a) Areas of shared open space above the ground floor such as terrace or rooftop gardens shall be provided to maximise landscape opportunities and improve the internal amenity of the development; (b) The location of all shared open space areas shall have regard to such requirements as solar access, outlook, privacy and the location of adjoining dwellings to make these spaces as attractive and useable to residents as possible; (c) Each dwelling shall provide an area of useable private open space, or private courtyard area, which has direct private access from the dwelling; (d) Residences shall overlook shared open spaces where possible to improve their visual amenity and increase the natural surveillance of these areas. Shared Open Space (e) Shared open space shall generally be located in accordance with Figure 12; (f) The central open space shall be a minimum of 30m wide along Gay Street and Pennant Street; (g) A minimum of 80% of terrace / rooftop areas must be used for shared open space; (h) Terrace / rooftop areas must be adequately enclosed with fencing as per relevant safety requirements; (i) Where possible, each building shall incorporate a central, shared courtyard at ground level that is overlooked by residences; (j) Shared open spaces are to include equipment such as seating, shade structures, barbeques and children's play equipment. Consideration should also be given to the provision of a swimming pool; and (k) Common room and hard stand outdoor play area shall be provided as part of the overall development of the site. Private Open Space	To improve the structure of this section, development controls (a) to (d) have been moved under headings of private open space and shared open space. In addition, under the new heading of <i>Private Open Space</i> development controls (e) to (g) have been drafted to improve the amenity of the private open space area through the provision of water and gas facilities, privacy through partial enclosures and solar access into dwellings through minimum balcony depths.
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	(l) A balcony or roof top area conveniently accessible from a main living area must have minimum area of 10sqm, with a minimum dimension of 2.5 metres; (m) South facing balconies shall be recessed a minimum of 1.5m and utilise solid balustrades to minimise the impacts of street noise along Pennant Street and create a high degree of privacy to residents; and (n) North facing balconies shall be designed to prevent unreasonable overlooking of adjacent residential properties. <i>Insert:</i> Private Open Space a) Each dwelling shall provide an area of usable private open space, or private courtyard area, which has direct private access from the dwelling; b) All balconies and/or roof top areas conveniently accessible from a main living area must have minimum area of 10sqm, with a minimum dimension of 2.5 metres; c) South facing balconies shall be recessed a minimum of 1.5m and utilise solid balustrades to minimise the impacts of street noise along Pennant Street and create a high degree of privacy to residents; d) North facing balconies shall be designed to prevent unreasonable overlooking of adjacent residential properties; e) All balconies shall be no deeper than 4m to ensure sunlight penetration into all dwellings; f) Balconies shall be recessed and partially enclosed. All balconies must be entirely contained within the building envelopes except balconies on elevations directly fronting a primary street where the balcony may extend a maximum of 1 metre outside the envelope; and g) All balconies shall be provided with water and gas outlets.	
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	Shared Open Space a) Shared open space shall generally be located in accordance with Figure 12; b) The central open space shall be a minimum of 30m wide along Gay Street and Pennant Street; c) A minimum of 80% of terrace / rooftop areas must be used for shared open space; d) Terrace / rooftop areas must be adequately enclosed with fencing as per relevant safety requirements; e) Where possible, each building shall incorporate a central, shared courtyard at ground level that is overlooked by residences; f) Shared open spaces are to include equipment such as seating, shade structures, barbeques and children's play equipment. Consideration should also be given to the provision of a swimming pool; and g) Common room and hard stand outdoor play area shall be provided as part of the overall development of the site. h) Areas of shared open space above the ground floor such as terrace or rooftop gardens shall be provided to maximise landscape opportunities and improve the internal amenity of the development; i) The location of all shared open space areas shall have regard to such requirements as solar access, outlook, privacy and the location of adjoining dwellings to make these spaces as attractive and useable to residents as possible; j) Residences shall overlook shared open spaces where possible to improve their visual amenity and increase the natural surveillance of these areas.	
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Part 3.10 Private and Shared Open Space	<u>3.9.2 Development Controls</u> Omit: g) A minimum of 80% of terrace / rooftop areas must be used for shared open space. Insert: g) A minimum of 50% of terrace / rooftop areas must be used for shared open space.	This amendment corrects an inconsistency between the development controls in 3.9.2 and Figure 12 with respect to the provision of roof top open space.
Part 3.11 Landscape and Vegetation	<u>3.11.2 Development Controls</u> Insert: (a) A landscape plan shall be submitted by a suitably qualified landscape architect and include but not limited to, both botanical and common names, quantity of plants, pot sizes and height at maturity. Omit: (k) A minimum of 20% of shared open space on ground level must be suitable for deep planting. Insert: (k) A minimum of 20% of shared open space on ground level must be suitable for deep planting. In cases, where underground parking limits the soil depth, landscape bed/tubs to provide additional soil depth must be provided.	Landscape submission requirements are not appropriately detailed. A key design outcome of the draft Plan is the provision of high quality and appropriate landscaping. Development control (k) has been inserted to ensure that landscaping is provided in all circumstances including above basement parking areas.
Part 3	Insert the following section: Part 3.12 Planting on structures 3.12.1 Objectives (i) <i>To contribute to the quality and amenity of communal open space on roof tops, podiums and internal courtyards; and</i> (ii) <i>To encourage the establishment and healthy growth of trees in urban areas.</i> 3.12.2 Development Controls (a) Large trees such as figs (canopy diameter of up to 16 metres at maturity): - minimum soil volume: 150 cubic metres - minimum soil depth: 1.3 metre - minimum soil area: 10 metre x 10 metre	Submissions have raised concerns regarding the proposed landscaping on structures. To support this feature of the plan, additional controls have been included to support the establishment of a variety of plants and sizes.

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	• minimum soil area: 10 metre x 10 metre area or equivalent (b) Medium trees (8 metre canopy diameter at maturity): - minimum soil volume: 35 cubic metres - minimum soil depth: 1 metre - approximate soil area: 6 metre x 6 metre or equivalent (c) Small trees (4 metre canopy diameter at maturity): - minimum soil volume: 9 cubic metres - minimum soil depth: 800mm - approximate soil area: 3.5 metre x 3.5 metre or equivalent (d) Shrubs: - minimum soil depths: 500-600mm (e) Ground cover: - minimum soil depths: 300-450m (f) Turf: - minimum soil depths: 100-300mm (g) Any subsurface drainage requirements are in addition to the minimum soil depths quoted above.	
Part 3	Insert the following section: 3.13 Internal Floor Area Refer to Residential Flat Building Part C Section 7.	This section has been inserted to indicate the minimum internal floor areas in reference to Council's Residential Flat Building Part C Section 7.
Part 3	Insert the following section: 3.14 Ceiling Height 3.14.1 Objectives (i) <i>To increase the sense of space in apartments and provide well proportioned rooms; and</i> (ii) <i>To promote the penetration of daylight into the depths of the apartment.</i> 3.14.2 Development Controls (a) Ceiling heights shall be measured from finished floor level (FFL) to finished ceiling level (FCL). These are minimums only and not preclude higher ceilings, if desired. (b) In general, 2.7 metre minimum for all	This section has been inserted to indicate the minimum ceiling height to provide well proportioned rooms.

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	habitable rooms on all floors, 2.4 metres if the preferred minimum for all non-habitable rooms, however 2.25 is permitted.	
Part 3	Insert the following section: 3.16 BASIX All development applications will be required to demonstrate that they meet the BASIX targets. More information on BASIX can be found at the following website: www.planning.nsw.gov.au	This section has been provided as BASIX is a mandatory component of the approval process for residential development in NSW through the provisions of the <i>Environmental Planning and Assessment Act 1979</i>.
Part 3.18 Overlooking and Acoustic Privacy	3.18.2 <u>Development Controls</u> Insert: (a) Building design elements are to be applied to improve visual and acoustic privacy such as recessed balconies and/or vertical fins between adjacent balconies, vegetation and louvers and pergolas which limit overlooking of lower dwellings and/or private open space; (b) Building facades are to be acoustically sound treated with triple glazing; (c) External air conditioning units are to be located and screened in order to minimise noise and visual impacts on neighbours. Air conditioners must not exceed 5dB(A) above the background noise level.	In response to submissions, additional controls are proposed to address privacy and acoustic impacts of plant equipment.
Part 3.19 Site Facilities and Services	3.19.2 <u>Development Controls</u> Omit: c) A shared laundry facility shall be provided for use by at least 30% of residences. Insert: c) Laundries shall be provided to each dwelling. Omit:	In response to submissions, this amendment now requires each dwelling to have a laundry consistent with BHDGP Part C Section 7 – Apartment Building which requires Development control (b) has been moved to <i>section 3.20 Storage</i>.

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	(b) A minimum of 10sqm of dedicated storage space shall be provided to each dwelling with a minimum clearance height of 2.1metres from floor level; and (d) A communal gardening facility shall be provided that allows space for residents to share tools / gardening materials; Insert: (h) Minimise the visual intrusiveness of service elements including telecommunications facilities by integrating them into the design of the roof.	Development control (d) shall be deleted as it is not a planning issue. Development control (h) has been incorporated to support the development of a high quality building and to conceal site services on top of the proposed building.
Part 3	Insert the following section: Section 3.20 Storage 3.20.1 Objectives (i) <i>To provide adequate storage for everyday household items within easy access of the apartment; and</i> (ii) <i>To provide storage for sporting, leisure, fitness and hobby equipment.</i> 3.20.2.Development Controls (a) In addition to kitchen cupboards and bedroom wardrobes, provide accessible storage facilities at the following rates: <u>Apartments</u> - Studio apartments – 6m³ - One-bedroom apartments – 6m³ - Two-bedroom apartments – 8m³ - Three plus bedroom apartments – 10m³.	This section has been inserted to indicate the minimum storage provisions for the proposed development.
Part 3	Insert the following section: Section 3.22 Waste Management Refer to Residential Flat Building Part C Section 7 for waste management requirements.	This section has been inserted to indicate waste management requirements in reference to Council's Residential Flat Building Part C Section 7.
Part 3	Insert the following section:	This section has been inserted to indicate

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	Section 3.23 Erosion and Sediment Control 3.23.1 Objectives (i) <i>To minimise land degradation, water pollution and damage to infrastructure from accumulated sediment.</i> 3.23.2 Development Controls (a) Applications for development approval shall be accompanied by an Erosion and Sediment Control Plan (ESCP) which will describe the measurements to be taken at development sites to minimise land disturbances and erosion and control sediment pollution of waterways. ESCPs are to clearly identify the erosion and sediment control measures to be used. (b) Erosion and Sediment Control Plans shall be prepared in accordance with "Managing Urban Stormwater – Soils and Construction", produced by the NSW Department of Housing.	erosions and sediment control requirements in order to manage land degradation, water pollution and accumulated sediment.
Part 3	Insert a new section as follows: 3.24 <u>Public Improvement Works</u> 3.24.1 <u>Objectives</u> (a) <i>To provide public improvement works to contribute to the orderly development of the site and effectively manage additional traffic.</i> (b) <i>A condition of a development consent may be imposed if it requires the carrying out of works (whether or not being works on land to which the application relates) relating to any matter referred to in Section 79C(1) applicable to the development subject of the consent (Section 80A (1) (f) of the EP&AA Act 1979).</i> 3.24.2 <u>Development Controls</u> (a) The following public work improvements shall be provided prior to the completion and occupation of the development: - (i) A roundabout at the intersection of Gilham Street and Old Castle Hill Road.	This section has been inserted to identify public work improvements that must be undertaken as a condition of development consent. The works will contribute to orderly development by providing improved vehicular access and egress at the intersection of Gilham Street and Old Castle Hill Road and improved pedestrian safety around the development site.

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	(ii) An extension of the concrete footpath along the southern side of Gilham Street from the existing concrete footpath along Castle Hill Road, to Gay Street and along Gay Street up to the development site.	
Part 3	Insert the following section as follows: <u>3.25 Aviation requirements</u> <u>3.25.1 Objectives</u> <i>(a) To ensure future development does not adversely affect the safety and operational efficiency of air space.</i> <u>3.25.2 Development Controls</u> (i) The inclusion of low intensity red obstacle lights at each corner of the building. (ii) Consultation with Civil Aviation Safety Authority (CASA) shall be undertaken and written evidence provided to Council.	In response to submissions, comments were sought from CASA. Whilst CASA had no objections to the proposed height, CASA is to be consulted about the need for warning lights on the proposed development. Accordingly, a new section to the draft Plan requires future development applications to consult with CASA.
Part 3	Insert the following section: <u>Section 3.26 Information required for a development application</u> In preparing plans applicants must also address the submission requirements listed in this Section of the DCP relevant to the application. The following plans and details will be required with all development applications along with the relevant application form(s). STATEMENT OF ENVIRONMENTAL EFFECTS (8 Copies) ACOSUTIC REPORT (8 Copies) SITE PLANS (8 Copies) SITE ANALYSIS (8 Copies) ARCHITECTURAL PLANS (8 Copies) - Internal layout of unit/building (existing and proposed) - Elevations - Sections PRELIMINARY ENGINEERING DRAINAGE PLANS (8 Copies) - Including any On Site Detention Plans	This section has been inserted to provide a checklist for any future development application and to list the relevant plans and documents that are required for proper development assessment.

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	LANDSCAPE PLAN (8 Copies) EARTHWORKS PLAN (8 Copies) SIGNAGE PLANS (8 Copies) - See Part D Section 2 – Signage STREETSCAPE PERSPECTIVE (1 Copy) MODEL - For all developments comprising 10 or more units a scale model must be provided including adjoining properties at the time of the submission of the development application and be on display for the duration of the public exhibition period. - Should a model not be submitted with the application, an immediate “stop the clock” order will be placed on the development application until the model is submitted. WASTE MANAGEMENT PLAN (8 Copies) DESIGN VERIFICATIONS • As per SEPP 65 requirements BASIX CERTIFICATE (2 Copies)	
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