

**JOINT REGIONAL PLANNING PANEL
(Sydney West Region)**

JRPP No	2015SYW002
DA Number	DA 864/2015/JP
Local Government Area	THE HILLS SHIRE COUNCIL
Proposed Development	PROPOSED EXPANSION OF CASTLE TOWERS SHOPPING CENTRE
Street Address	VARIOUS LOTS, CASTLE TOWERS SHOPPING CENTRE, CASTLE HILL
Owner	QIC LTD, THE HILLS SHIRE COUNCIL AND TELSTRA CORP LTD
Number of Submissions	Eleven
Regional Development Criteria (Schedule 4A of the Act)	Capital Investment value exceeding \$20 Million
List of All Relevant s79C(1)(a) Matters	<ul style="list-style-type: none"> • LEP 2012 • DCP Part C Section 1 – Parking • DCP Part B Section 6 –Business • SEPP Infrastructure 2007 • SEPP 32 – Urban Consolidation (Redevelopment of Urban Land) • SEPP 55 – Remediation of Land • SREP 20 – Hawkesbury Nepean River
Does the DA require Special Infrastructure Contributions (s94EF)?	No
List all documents submitted with this report for the panel's consideration	Eleven Submissions
Recommendation	Approval subject to a Deferred Commencement consent condition
Report by	PRINCIPAL EXECUTIVE PLANNER KRISTINE MCKENZIE
Report date	18 August 2016

EXECUTIVE SUMMARY

The Development Application is for the expansion of Castle Towers Shopping Centre. The Development Application will supersede previous approvals for works on the site. The proposed works are primarily contained within the existing shopping centre site which is bound by Showground Road, Old Northern Road, Old Castle Hill Road and Pennant

Street. The site also contains land bound by Showground Road, Pennant Street and Kentwell Avenue. Vehicle access will be provided from this part of the site, with access provided from Showground Road and the corner of Showground Road/Kentwell Avenue to underground tunnels which feed into carparking areas and a loading dock area. Compared to the previous approval for expansion, the subject Development Application will consolidate the shopping centre into the existing centre site without significant redevelopment of land west of Pennant Street.

The proposal includes a variation to development standards in LEP 2012 regarding floor space ratio (FSR) and height. Both the FSR and height of the current shopping centre (and the previously approved Development Application for its expansion) exceed LEP 2012 development standards. The FSR and height limits were introduced into the LEP after the development of the existing shopping centre.

The FSR limit for the site is 1:1 and the proposed FSR is 1.69:1. The height limit under LEP 2012 for the area of the works is 12 metres. The proposed maximum height is 35.47 metres. The proposed variations to FSR and height are considered appropriate given the Town Centre location and that the site is identified as a major centre under the Centres Direction and the Metro Strategy. The future character of Castle Hill is a retail and commercial core surrounded by relatively high density residential development. The proposed development will result in a development of a scale commensurate with a major centre.

The proposal also seeks variations to DCP Part C Section 8 Business and Part C Section 1 – Parking. The variations relate to parking provision, setbacks, building height plane, bicycle parking and loading facilities. The variation to parking, bicycle parking and loading bays are considered satisfactory given the proposed parking ratio across the site, the implementation of a pay parking scheme, and the park assist system which will be extended across the new parking areas. In addition, the completion of the enhanced bus interchange and the rail will increase public transport options. There will also be adequate loading facilities to cater for the expanded centre. In respect to setbacks and building height plane, the proposal includes upgraded external finishes which will improve the streetscape. As the building is separated by various roads, any impacts to adjoining property owners in respect to amenity will be reasonable due to the location of works.

The site contains three heritage items located at the corner of Old Northern Road and Showground Road. The proposal includes works within and under the heritage precinct. The works include the dismantling of the 1930s classroom block and its reconstruction, the retention in situ of the 1880s school house including jacking up of the building to a new finished height, and retention of the former Police Station.

The proposal requires concurrence from Sydney Trains due to the proposed works within and above the rail corridor protection zone. Sydney Trains have granted concurrence subject to a Deferred Commencement condition which requires an Agreement to be entered into to address the potential impacts of the development on the rail network.

The RMS have provided detailed requirements for roadworks within the locality which include new signalised intersections, upgrade to existing roads and traffic flow improvements. The proposal also requires concurrence due to the proposed tunnels under Pennant Street. Since the approval of the original/previous application, a Voluntary Planning Agreement (VPA) has been entered into and executed by Council, RMS and QIC which requires certain roadworks to be undertaken. Some amendments to the VPA will be required to reflect the current proposal, however as a result of the proposed expansion works, significant road works will be undertaken along Showground Road which will benefit the broader community.

The proposal relies on construction works within, and therefore leasing of, part of Kentwell Avenue and Castle Street. Given the property dealings an independent peer review of the application has been undertaken. The peer review concludes that the judgement and conclusions reached in the assessment report are reasonably made.

The proposal was notified on two occasions to adjoining property owners and a total of 11 submissions were received during the assessment of the application, including one submission in support of the proposal. In broad terms, the issues raised relate to orderly development, compliance with LEP and DCP standards, economic impact, amenity impact and traffic. The issues raised within the submissions have been addressed within the report and do not warrant refusal of the application.

The development will result in a significant economic benefit and the provision of a large number of jobs. It will provide an improvement on current built form and provide areas of attractive public domain. The development will not result in significant adverse impacts with respect to privacy or overshadowing. The traffic impacts of the proposed development have been considered and will be appropriately managed through a combination of the upgrade works to Showground Road, traffic improvements on local roads, improved access to the parking areas and the use of a parking assist system which will allow customers to identify the location of available car spaces when entering the centre.

The Development Application is recommended for approval subject to conditions including a Deferred Commencement consent condition requiring the property owner to enter into an Agreement with Transport for NSW to address the potential impacts of the approval on the Sydney Metro Northwest.

In the absence of the JRPP process, this matter would be determined by Council due to the variation to LEP floor space ratio and height standards exceeding 10%.

BACKGROUND

MANDATORY REQUIREMENTS

Owner:	QIC Ltd, Telstra Corp Ltd and The Hills Shire Council	1.	<u>LEP 2012</u> – Permissible with consent. Variations requested to LEP 2012 standards for FSR and height.
Zoning:	B4 Mixed Use	2.	<u>DCP Part B Section 6 Business</u> – Variations required, see report.
Area:	140,806.15m ²	3.	<u>DCP Part C Section 1 Parking</u> – Variations required, see report.
Existing Development:	Castle Towers Shopping Centre	4.	<u>SEPP Infrastructure 2007</u> – Satisfactory.
		5.	<u>SEPP 32 Urban Consolidation</u> – Satisfactory.
		6.	<u>SEPP 55 Remediation of Land</u> – Satisfactory.
		7.	<u>SREP 20 Hawkesbury Nepean River</u> – Satisfactory.
		8.	<u>Section 79C (EP&A Act)</u> – Satisfactory.
		9.	<u>Section 94 Contribution</u> – currently \$13,367,159.76 with a reduction following the execution of the VPA by \$2,340,000 (revised total \$11,027,159.76).

SUBMISSIONS**REASON FOR REFERRAL TO JRPP**

1. Exhibition:	Yes, 14 days.	1.	Capital Investment Value in excess of \$20 million pursuant to SEPP (Major Development) 2005.
2. Notice Adj Owners:	Yes, 14 days.		
3. Number Advised:	334		
4. Submissions Received:	First Notification: Three Second Notification: One Additional Submissions: Five		

HISTORY

Development Application 297/2008/HB was approved by Council at its Ordinary Meeting for the Stage 3 expansion of Castle Towers on 8 February 2011. This approval allowed an expansion of the centre by a gross leasable floor area of 60,487m², which resulted in a total gross leasable floor area of 173,684m². A total of 8492 car spaces were also proposed across the completed centre.

This approval was over a larger site area than the subject application, including land bounded by Castle Street, Kentwell Avenue, Showground Road and Pennant Street. The approved layout included extensive works on that part of the site. These works have been deleted from the current proposal, with that part of the site used only for vehicle access.

The approval also included variations to the FSR and height limits under the LEP. These variations were similar to those currently proposed.

In effect, the current proposal has further reduced the potential for impact to adjoining properties by the relocation of works to the existing shopping centre site. This has resulted in the need for significant excavation to accommodate lower levels of parking however has limited the potential for sprawl of the centre.

Subsequent to the above approval, Development Application 297/2008/HB was amended on two occasions. Modification Application 297/2008/HB/A was approved by Council at an Ordinary Meeting on 11 March 2014. This application amended Condition 34 which related to RMS roadworks requirements to reflect those works which were incorporated into the Voluntary Planning Agreement (VPA). The application also amended Condition 44 which related to Section 94 Contributions. The Section 94 Contribution was reduced having regard to works and monetary payments required under the VPA.

Modification Application 297/2008/HB/B was approved by Council at an Ordinary Meeting on 09 September 2014. This application sought to reduce the gross leasable floor area of the approved centre expansion by 8000m². This which was balanced by an increase of the same amount for the proposed Stage 1 alterations and additions subject to a separate Development Application DA 1287/2013/JP.

Development Application 1287/2013/JP was approved by the JRPP on 30 September 2014. This application was for alterations and additions within the existing Stage 1 area of the shopping centre. The works included an additional 8000m² of gross leasable floor area (which was balanced by a loss of the same amount of GLFA from the approved

Stage 3 expansion approved under 297/2008/HB and subject to modification application 297/2008/HB/B). The additional floor area principally came from the addition of a new retail floor within the centre and included modernising the internal layout and external façade of the centre. The maximum height of the proposal was 34 metres.

Modification Application 297/2008/HB/B and DA 1287/2013/JP resulted in a balance of GLFA and allowed a gross leaseable floor area of 173,684m² and an FSR of 1.3:1.

QIC have indicated that they will not proceed with either the approval for the expansion or the alterations and additions and both approvals will be surrendered. A condition has been recommended to this affect (See Condition 51).

08/02/2011 Development Application 297/2008/HB approved by Council at its Ordinary Meeting for the Stage 3 expansion of Castle Towers.

QIC have indicated that they will not proceed with this application and it will be surrendered.

30/09/2014 Development Application 1287/2013/JP for alterations and additions to the existing shopping centre approved by the Joint Regional Planning panel (JRPP).

QIC have indicated that they will not proceed with this application and it will be surrendered.

23/12/2014 Subject Development Application 864/2015/JP lodged.

16/02/2015 Letter sent to the applicant requesting additional information regarding owner's consent, works in Heritage Square, VPA, use of the remainder of site, FSR, pay parking, trolley management, parking, setbacks, public art, fire safety, engineering and drainage matters.

12/05/2015 Additional information submitted by the applicant.

12/06/2015 Further letter sent to the applicant requesting additional information regarding the works within Heritage Square, VPA, the provision of access along Castle Street during construction, trolley management, public art and Police comments.

06/08/2015 Additional information submitted by the applicant.

14/08/2015 Email sent to the applicant requesting additional information regarding heritage.

09/09/2015 Meeting held with the applicant to discuss the submission of amended plans and information in regard to the provision of a link between Castle Towers and the NWRL train concourse.

24/09/2015 Additional heritage information submitted by the applicant.

21/10/2015 Further email sent to the applicant regarding outstanding heritage information.

30/11/2015 Amended plans and information submitted by the applicant. This information primarily proposed the underground connection between

Castle Towers and the NWRL train concourse.

- 11/12/2015** Additional heritage information submitted by the applicant.
- 14/01/2016** Email sent to the applicant requesting additional information regarding heritage.
- 01/02/2016** Additional heritage information submitted by the applicant.
- 29/02/2016** Amended plans submitted by the applicant which removed encroachments of the B2 car park from the rail corridor.
- 04/04/2016** Amended plans and information submitted by the applicant. This information included the deletion of the underground connection between Castle Towers and the NWRL train concourse.
- 03/05/2016** Amended plans submitted by the applicant including clarification regarding car parking numbers and FSR.
- 13/05/2016** Letter of concurrence received from Sydney Trains.
- 25/05/2016** Advice received from Transport for NSW that owner's consent is not required for the application due to amendments which deleted encroachments from the rail stratum.

PROPOSAL

The proposal is for the expansion of Castle Towers Shopping Centre. The proposed works will supersede the previously approved Development Application. The revised Development Application principally seeks to consolidate works within the existing shopping centre area.

The proposed works are primarily contained within the existing shopping centre site which is bound by Showground Road, Old Northern Road, Old Castle Hill Road and Pennant Street. The site also contains land bound by Showground Road, Pennant Street and Kentwell Avenue. Vehicle access will be provided from this part of the site, with access provided from Showground Road and the corner of Showground Road/Kentwell Avenue to underground tunnels which feed into carparking areas and a loading dock area.

The proposed Development Application, when compared to the previous approval, will result in a design which consolidates the works into the existing centre site without substantial redevelopment of land west of Pennant Street. This has been achieved through the increase in excavation works to provide lower levels of basement parking and retail and also allows the existing levels of the centre to be extended toward the Showground Road end of the site to improve customer access throughout the centre.

In general the works include:

- the demolition of the existing building generally south of the former Eric Felton Street (from Target and David Jones), the sky bridge over Castle Street and the Piazza;
- construction of new works to the rear of the heritage buildings and the southern part of the existing site;

- use of part of Castle Street for retail purposes, with 24 hour pedestrian access being maintained;
- new commercial space on Level 5 fronting Old Castle Hill Road;
- upgrade of the mall areas within the existing centre;
- an additional 2262 car spaces, which will provided 7996 spaces overall;
- construction of vehicle access tunnels under Pennant Street to provide entry to the new basement level carpark from Showground Road eastbound, exit to Kentwell Avenue and Pennant Street northbound. This includes two tunnels constructed under Pennant Street which provide access to carparking levels; and
- installation of a ticketed paid parking system; and
- creation of a new 'Heritage Square' including the dismantling, realignment and reconstruction of the former Castle Hill Public School buildings on Old Northern Road and the retention of the former Police station.

The proposed works will result in:

- (i) A total gross floor area (GFA) of 238,575m² and a gross leasable floor area (GLFA) of 193,457m²;
- (ii) A total floor space ratio (FSR) of 1.69:1; and
- (iii) A total of 7,996 car parking spaces.

There is no signage proposed as part of this Development Application. New signage will be subject to a further Development Application.

The expanded centre will operate similar core trading hours to the existing centre as follows: -

General Shopping Centre

Monday to Wednesday and Friday	9.00am to 5.30pm
Thursday	9.00am to 9.00pm
Saturday	9.00am to 5.00pm
Sunday	10.00am to 4.00pm

New Piazza and Heritage Restaurant Precinct

Sunday to Wednesday	9.00am to 10.00pm
Thursday to Saturday	9.00am to 12 midnight

Cinemas

Open to 12.30am seven (7) days per week

Supermarkets and Major Tenancies

6.00am to 12 midnight seven (7) days per week

The proposed works include significant excavation to construct the basement parking levels and associated loading docks. Given the location of the works and extent of excavation works in relation to the tunnels required for the North West Rail Link, the

proposal was referred to the relevant Authority for review and concurrence (See Section 6).

The applicant has advised that the Castle Towers, when redeveloped, will result in the creation of around 3300 jobs, with around 1360 direct construction jobs.

Minor subdivision works will be required to be undertaken by the applicant to firstly consolidate the lots east of Pennant Street into one development site, and secondly to address road works undertaken as part of the proposal which will result in minor changes to lot boundaries.

As outlined in the history, Development Consent 297/2008/HB (as amended) was approved on 11 February 2011. The following comparison table details the existing, approved and proposed works.

Criteria	Existing Centre	Approved under DA 297/2008/HB	Proposed under 864/2015/JP
Site Area	106,594.45m ²	152,437m ²	140,806.15m ²
Gross Floor Area (GFA)	132,779m ²	198,336m ²	238,575m ²
Gross Leasable Floor Area (GLFA)	113,197m ²	173,684m ²	193,457m ²
FSR	1.24:1	1.3:1	1.69:1
Parking Spaces	5639 spaces	8492 spaces	7996 spaces

Should the subject application be approved, the previous Development Application for the Stage 3 expansion will be superseded. A condition of consent has been recommended requiring that the previous consent be surrendered prior to the issue of a Construction Certificate (See Condition 51).

Given Council's property interests, the extent of the proposed works and the proposed road closures and associated land leasing, an independent peer review of the application was undertaken. The peer review is Attachment 34. As a result of the peer review this report has been amended slightly to address various matters and some conditions have been revised.

The proposed development is over various lots as follows:

Lot 600 DP 1025421, Nos. 6-14 Castle Street
 Lot C DP 411711, No. 2 Castle Street
 Lot D DP 411711, No. 1 Old Castle Hill Road
 Lot 101 DP 1000798, Nos. 264 - 266 Old Northern Road
 Lot 3 DP 658279, No. 268 Old Northern Road
 Lot 1 DP 574504 and Lot C DP 445614, No. 270 Old Northern Road
 Lot 1 DP 135699, No. 272 Old Northern Road
 Lot 500 DP 1006106, No. 274 - 280 Old Northern Road
 Lot 101 DP 774379, No. 1 Castle Street
 Lot 102 DP 774379, No. 4 Castle Place
 Lot 1 DP 1031769, Castle Street
 Lot 2 DP 1031770, Castle Place
 Lots 1 - 10 DP 135596 and Lot 10 DP 20028, Nos. 4 - 22 Showground Road
 Lot 8 DP 28135, No. 26 Showground Road
 Lot 9 DP 28135, No. 24 Showground Road
 Lot 111 DP 880469, No. 2 Showground Road
 Lot 1 DP 137044 and Lots 12 and 13 DP 2496 Section 3, No. 2 - 10 Pennant Street
 Lot 26 DP 28896, 5-5A Kentwell Ave
 Lot 27 DP 28896, 3 Kentwell Ave

Lot 28 DP 28896, 1 Kentwell Ave

Land currently forming part of Castle Street, Pennant Street and Kentwell Avenue to facilitate road closures, tunnel and walkway construction.

The proposal exceeds a Capital Investment Value of \$20 million and as such will be determined by the Joint Regional Planning Panel. The works have a Capital Investment Value of \$911,530,239.

ISSUES FOR CONSIDERATION

1. SEPP State and Regional Development 2011

Clause 20 of SEPP (State and Regional Development) 2011 and the Schedule 4A of the Environmental Planning and Assessment Act, 1979 provides the following referral requirements to a Joint Regional Planning Panel:-

Development that has a capital investment value of more than \$20 million.

The proposed development has a capital investment value of \$911,530,239 thereby requiring referral to, and determination by, a Joint Regional Planning Panel.

2. Compliance with LEP 2012

a. Permissibility

The subject site is zoned B4 Mixed Use. The proposal is best described as a commercial premise which is defined in LEP 2012 as:

commercial premises means any of the following:

- (a) business premises,*
- (b) office premises,*
- (c) retail premises.*

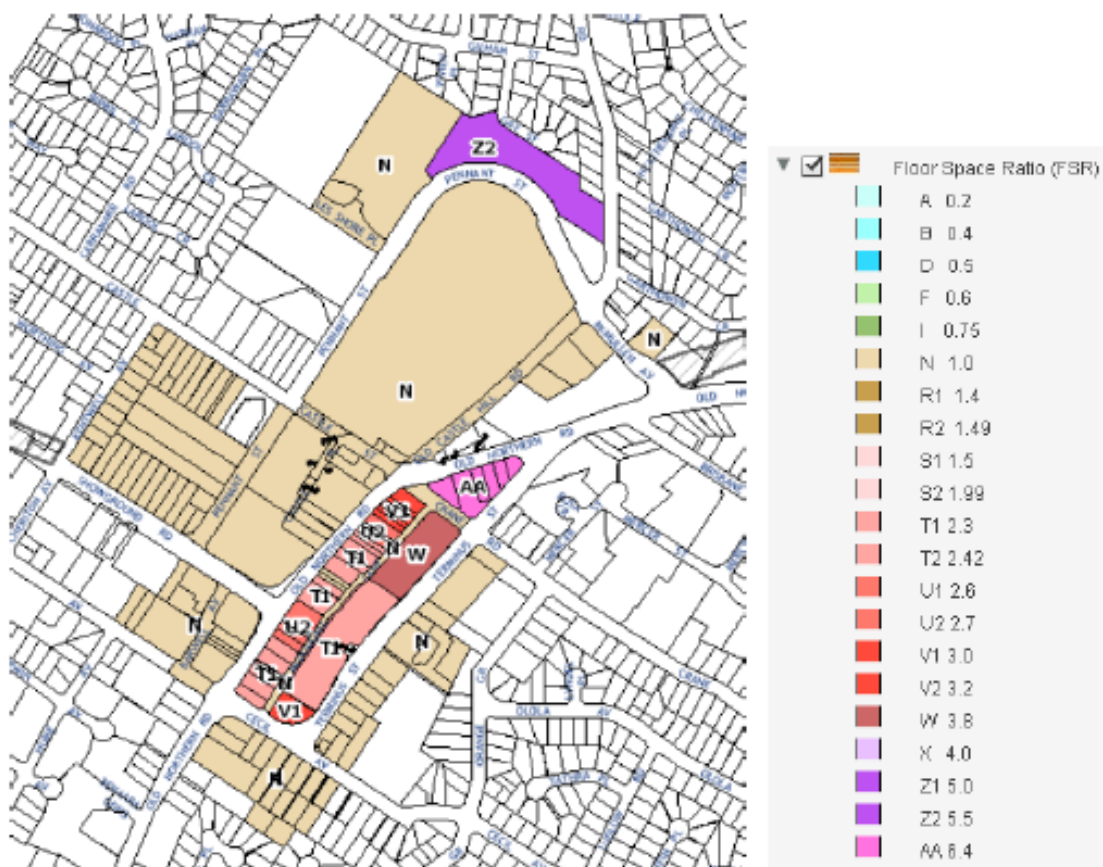
Retail and commercial uses are permissible within the zone. The proposal is for alterations and additions to the existing shopping complex which is a permissible use.

The proposal is considered satisfactory in regard to the provisions of LEP 2012.

b. LEP Floor Space Ratio (FSR)

LEP 2012 limits FSR to 1:1. The current FSR exceeds the LEP standard. The FSR limit was introduced into the LEP after the development of the existing shopping centre. The proposed FSR is 1.69:1.

The plan below shows the LEP FSR limit:



The applicant has requested a variation to the LEP control and has submitted a detailed justification which concluded as follows:

That compliance with the development standard is unreasonable or unnecessary in the circumstances of the case, given:

- *the objectives of the standard are achieved notwithstanding noncompliance with the standard, as the proposed FSR allows for a built form commensurate with Castle Hill's role as a major strategic centre;*
- *the underlying object or purpose would be defeated or thwarted if compliance was required, as it would not result in an appropriate density given the size and regional significance of Castle Hill; and*
- *the development standard has been virtually abandoned or destroyed by Council's own actions in granting consents departing from the standard; a number of consents significantly contravening the standard have been granted over the past decade.*

That there are sufficient environmental planning grounds to justify contravening the development standard given:

- *the development will not result in any significant adverse impacts in terms of visual impact, overshadowing or other built form-related impacts;*
- *the development's traffic and parking impacts are acceptable;*

- *the development will result in significant economic benefit and the provision of a large number of jobs; and*
- *the development improves substantially on the built form and urban design outcome of the previous centre, and offers significant benefit in terms of public domain and access improvements.*

It is therefore requested that Council grant development consent for the proposed development despite its contravention of the FSR development standard in LEP 2012.

Comment:

The subject proposal includes a variation to LEP 2012 in regard to floor space ratio (FSR). The current FSR exceeds LEP 2012 standards. LEP 2012 limits the FSR to 1:1. The proposed FSR is 1.69:1.

The objectives of Clause 4.4 of LEP 2012 in regard to FSR are:

- (a) *to ensure development is compatible with the bulk, scale and character of existing and future surrounding development.*
- (b) *to provide for a built form that is compatible with the role of town and major centres.*

The objectives of Clause 4.6 of LEP 2012 are:

- (a) *to provide an appropriate degree of flexibility in applying certain development standards to particular development,*
- (b) *to achieve better outcomes for and from development by allowing flexibility in particular circumstances.*

The relevant objectives of the B4 Mixed Use zone are:

- *To provide a mixture of compatible land uses.*
- *To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.*
- *To encourage leisure and entertainment facilities in the major centres that generate activity throughout the day and evening.*

These objectives relate to the provision of a satisfactory bulk, scale and character of the development when considered in conjunction to the existing and future development of the Castle Hill Town Centre. The proposal does not conflict with the zone objectives and is consistent with the underlying objectives of the development standard given that the proposed scale, height and design outcome is compatible with the existing development of Castle Towers and the Castle Grand library, community centre and apartment building development located at the corner of Castle Street and Pennant Street.

The proposed new floor area will provide additional shopping area for residents and customer within the existing built form and site. The proposed floor area works are located on the existing shopping centre and will have a negligible impact to adjoining property owners given the separation across existing public roads. The proposal will also allow the continued centralisation of works within the existing site area. The works are also compatible with the existing land use on the site and the surrounding commercial

area. As such the proposal is considered to be appropriate having regard to the relevant objectives.

The proposed development is considered to be compatible with the desired future development of the Castle Hill Town Centre. The additional floor area will be also be compatible with the character of the area and will support the future higher development potential close to the rail and bus interchange.

It is also appropriate to consider the proposal in respect to the future development of surrounding land. The site as a whole is surrounded by various land zonings and current uses. In particular, consideration has been undertaken of the potential impacts upon residential properties. Parts of the Castle Hill area are currently under review due to the higher density development which may be a result of the Station Precinct Planning being undertaken by the Department of Planning and Environment. This is likely to result in higher density development being undertaken, particular adjacent to the northern part of the centre. The existing development in the area includes single dwellings, townhouses and apartments. The proposed FSR will not adversely impact on the existing or future development.

It is also noted that Council has adopted LEP FSR requirements for Crane Road Precinct, Terminus Street Precinct and Pennant Street Target site which exceed the 1:1 FSR over Castle Towers.

The FSRs adopted are as follows:

- Terminus Street Precinct adopted an FSR on differing portions of the land of between 2.3:1 and 3.8:1.
- Pennant Street Target Site adopted an FSR of 5.5:1.
- Crane Road Precinct adopted an FSR of 6.4:1

On this basis the proposed FSR is relatively modest and is more than in keeping with other existing and future precinct developments.

Development around the Castle Hill Town Centre has been long anticipated given the identification of Castle Hill as a 'major centre' in Council's Centre's Direction and the need to meet the retail demands of the area. In addition, the Metro North West and bus interchange has ensured that the site will have a high level of accessibility for customers which will promote retail demand. In this context, the proposed FSR is considered satisfactory.

Clause 4.6(3) of LEP 2012 states:

Development consent must not be granted for development that contravenes a development standard unless the consent authority has considered a written request from the applicant that seeks to justify the contravention of the development standard by demonstrating:

- (a) *that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case, and*

Comment: The FSR limit currently applied under LEP 2012 is considered to be unreasonable and unnecessary. The FSR limit was applied to the site as a direct translation of LEP 2005 and the Business DCP and does not reflect the importance of the site as a 'strategic centre' as identified within 'A Plan for Growing Sydney'. As outlined within the above LEP extract plan, the FSR on adjoining sites is more reflective of the

development of the area which is close to existing and future commercial areas, increased residential densities and existing and future public transport.

- (b) *that there are sufficient environmental planning grounds to justify contravening the development standard.*

Comment: There are sufficient planning grounds to justify the proposed FSR. These planning grounds include the current FSR under LEP 2012 applying to the immediate area, the importance of the site in a local and regional context and the centralisation of the works on the site. It is also noted that the current approved FSR exceeds the LEP standard.

Clause 4.6 (4) of LEP 2012 states:

Development consent must not be granted for development that contravenes a development standard unless:

- (a) *the consent authority is satisfied that:*

- (i) *the applicant's written request has adequately addressed the matters required to be demonstrated by subclause (3), and*

Comment: The applicant has adequately addressed the matters required to be addressed by subclause (3).

- (ii) *the proposed development will be in the public interest because it is consistent with the objectives of the particular standard and the objectives for development within the zone in which the development is proposed to be carried out, and*

Comment: As detailed above, the proposal is an appropriate outcome in regard to public interest and is consistent with the objectives of the B4 Mixed Use zone.

- (b) the concurrence of the Director-General has been obtained.

Comment: Council has assumed concurrence under the provisions of Circular PS 08-003 issued by the Department of Planning and Environment.

On the basis of the above comments, the proposed variation to the FSR is considered reasonable, will not result in an adverse impact on amenity and will provide an additional service to residents and customers.

c. LEP Height Limit

The LEP height limit for the area of the site the subject of the proposed new or expanded building works is 12 metres. The proposed works have a maximum height of 35.47 metres located at the new cinema complex. This represents a maximum 195.6% variation to the LEP standard.

The current height of the centre exceeds the LEP standard. The height limit was introduced into the LEP after the development of the existing shopping centre.

The applicant has requested a variation to the LEP control and has submitted a detailed justification which concluded as follows:

Council can be satisfied that:

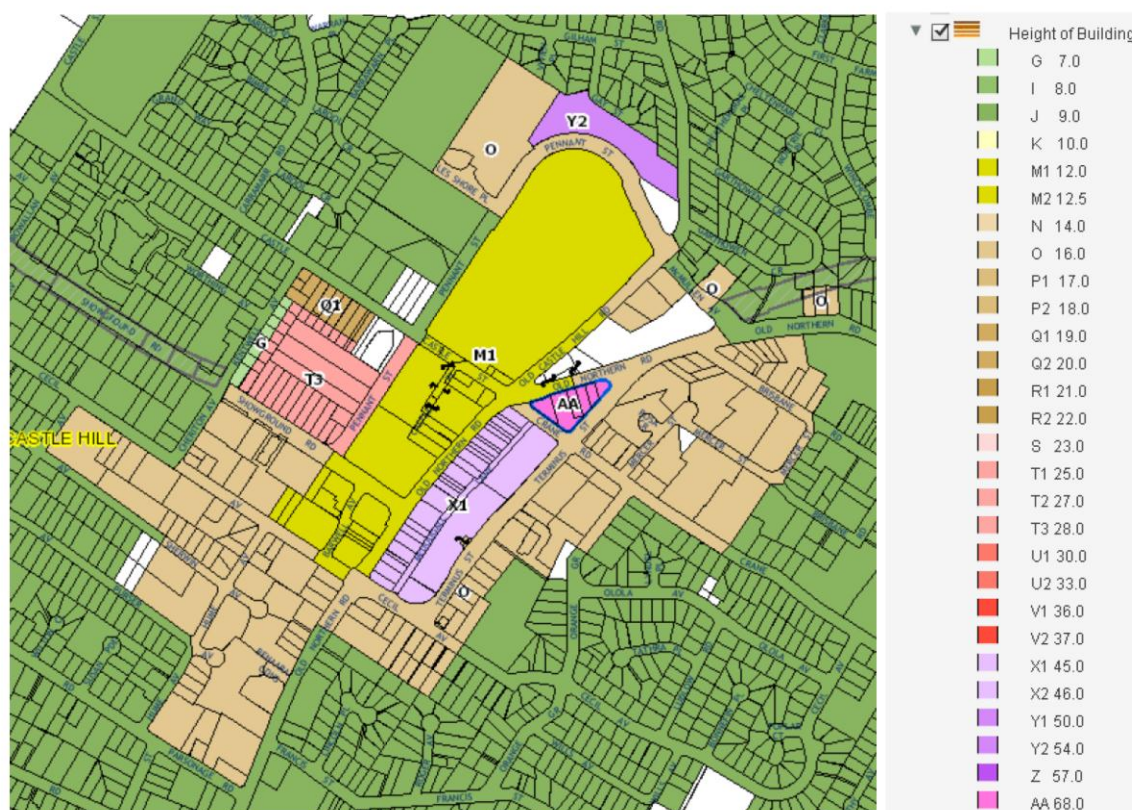
- the proposed development achieves the objectives of clause 4.3 in LEP 2012, despite the contravention of the development standard;
- compliance with the development standard is unreasonable or unnecessary in the circumstances of the case because the development standard has been virtually abandoned or destroyed by the Council's own actions in granting consents departing from the standard; and
- there are sufficient environmental planning grounds to justify contravening the development standard, as the proposed development is consistent with the bulk and scale of other major shopping centres across Sydney, and will not result in any significant environmental impacts when compared to the previously-approved development.

It is therefore requested that Council grant development consent for the proposed development even though it contravenes the height of buildings development standard in LEP 2012.

Comment:

LEP 2012 limits the height for the site to 12 metres. The proposed height is a maximum 35.47 metres at the cinema complex. This represents a maximum 195.6% variation to the LEP standard.

The plan below shows the LEP height limit:



The existing maximum height of the centre is 33 metres to the top of the existing skylight facing Castle Street near the Pennant Street intersection. Note: the existing works were constructed prior to the height limit under LEP 2012. It may also be noted that the height approved under DA 1287/2013/JP (approved on 30 September 2014 by the JRPP) for the alterations and additions to Castle Towers approved a maximum height of 34 metres.

The objectives of Clause 4.3 are as follows:

- (a) *to ensure the height of buildings is compatible with that of adjoining development and the overall streetscape.*
- (b) *to minimise the impact of overshadowing, visual impact, and loss of privacy on adjoining properties and open space areas.*

The objectives of Clause 4.6 of LEP 2012 are:

- (a) *to provide an appropriate degree of flexibility in applying certain development standards to particular development,*
- (b) *to achieve better outcomes for and from development by allowing flexibility in particular circumstances.*

The relevant objectives of the B4 Mixed Use zone are:

- *To provide a mixture of compatible land uses.*
- *To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.*
- *To encourage leisure and entertainment facilities in the major centres that generate activity throughout the day and evening.*

The proposed height of the development is considered appropriate given the location of the proposed works and the future desired character of the Castle Hill Town Centre. The proposed works are located on the existing shopping centre site. The proposed works are separated by the existing road carriageway and the site is considered to be discrete in its location.

Given the location of the works, the orientation of the site and the separation across Pennant Street, there will be negligible impact to adjoining residential properties in respect to overshadowing and privacy. The external appearance of the building will be upgraded to provide a modern façade treatment.

The proposed height of the building will not have any impact on views from adjoining properties given the slope of the site. The building works will, however, allow patrons of the centre to take advantage of views toward the Mountains through the provision of new glazing.

It is also noted that Council as adopted LEP height limits for other sites which exceed the 12 metre height limit over Castle Towers. The heights adopted include:

- Terminus Street Precinct adopted a height of 45 metres.
- Crane Road Precinct adopted a height of 68 metres.

- Pennant Street Target Site adopted a height of 54 metres.

In addition to the above, it is noted that the portion of the site bound by Pennant Street, Showground Road and Kentwell Avenue has an LEP height varying from 7 metres to 28 metres.

Development around the Castle Hill Town Centre has been long anticipated given the identification of Castle Hill as a 'major centre' in Council's Centre's Direction and the need to meet the retail demands of the area. In the context of the above height limits within the immediate area, the proposed height is considered to be appropriate for the area and will not unreasonably impact on the locality.

Clause 4.6(3) of LEP 2012 states:

Development consent must not be granted for development that contravenes a development standard unless the consent authority has considered a written request from the applicant that seeks to justify the contravention of the development standard by demonstrating:

(a) that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case, and

Comment: The height limit currently applied under LEP 2012 is considered to be unreasonable and unnecessary. The height limit was applied to the site as a direct translation of LEP 2005 and the Business DCP and does not reflect the importance of the site as a 'strategic centre' as identified within 'A Plan for Growing Sydney'. As outlined within the above LEP extract plan, the height on adjoining sites is more reflective of the development of the area which is close to existing and future commercial areas, increased residential densities and existing and future public transport.

(b) that there are sufficient environmental planning grounds to justify contravening the development standard.

Comment: There are sufficient planning grounds to justify the proposed height. These planning grounds include the current height under LEP 2012 applying to the immediate area, the importance of the site in a local and regional context and the centralisation of the works on the site. It is also noted that the current approved height exceeds the LEP standard.

Clause 4.6 (4) of LEP 2012 states:

Development consent must not be granted for development that contravenes a development standard unless:

(a) the consent authority is satisfied that:

(i) the applicant's written request has adequately addressed the matters required to be demonstrated by subclause (3), and

Comment: The applicant has adequately addressed the matters required to be addressed by subclause (3).

- (ii) *the proposed development will be in the public interest because it is consistent with the objectives of the particular standard and the objectives for development within the zone in which the development is proposed to be carried out, and*

Comment: As detailed above, the proposal is an appropriate outcome in regard to public interest and is consistent with the objectives of the B4 Mixed Use zone.

- (b) the concurrence of the Director-General has been obtained.

Comment: Council has assumed concurrence under the provisions of Circular PS 08-003 issued by the Department of Planning and Environment.

On the basis of the above comments, the proposed variation to the height is considered reasonable, will not result in an adverse impact on amenity and will provide an additional service to residents and customers.

Accordingly, the proposed height is considered satisfactory and can be supported.

3. Carparking

a. Carparking Numbers

DCP Part D Section 1 – Parking requires that parking for a retail shopping centre be provided at a rate of 1 space per 18.5m² of gross leaseable floor area (GLFA).

The existing GLFA for Castle Towers is 113,197m² and there are currently 5506 carparking spaces on site (comprising 5179 permanent spaces and 327 temporary spaces near Les Shore Place). The existing carparking on the site is currently provided at a rate of 1 space per 20.55m².

Note: the above parking figures include the approved enabling works under DA 1286/2015/HA, however the additional GLFA of the site office approved under this DA has not been included due to its temporary nature.

The subject application proposes an additional GLFA of 80,260m². A total of 2262 carparking spaces are proposed. The completed development (ie: existing and proposed works) will have a GLFA of 193,457m² and 7996 car parking spaces. This produces a carparking rate of 1 space per 24.2m².

In addition to the above, Development Application 1940/2008/HA (as amended) for the extension to Myer contained Condition 3 which states that:

3. Provision of Parking Spaces and Temporary Parking Duration

The provision and maintenance thereafter of an additional 49 spaces (Level 1A Area D) and 329 spaces within a temporary car park. The temporary car park is to be used in conjunction with this consent and provides a revised surplus for the centre of 18 spaces.

The temporary car park and surplus is to be used only until Stage 3 of Castle Towers Shopping Centre is built, which must incorporate 328 car parking spaces for the additional approved floor space (being 377 parking spaces minus the 49 parking spaces constructed as permanent parking within Level 1A Area D). At this time, the temporary car park will remain as additional spaces for use in busy periods and not included as permanent parking for the assessment of any additional floor space for Castle Towers Shopping Centre.

In the event that Stage 3 does not proceed or an occupation certificate is not issued by 30 September 2012, a separate Development Application is required to be submitted to Council to further extend the use of the temporary car park or formalise its provision as a permanent parking area. This application is required to be lodged with Council by 31 August 2012.

In effect the above condition requires that a further 328 carparking spaces are provided to cater for the approved and now constructed Myer extension.

Based on the DCP rate of 1 space per 18.5m² the proposed works would require the provision of 4339 spaces based on a GLFA of 80,260m². In addition, 328 spaces are required for the Myer development which results in a total of 4667 spaces being required for the site. There are 2262 additional spaces to be provided on site which represents a shortfall of 2405 spaces.

b. Variation to Parking

As outlined above, the DCP requires that parking for a retail shopping centre be provided at a rate of 1 space per 18.5m² of gross leaseable floor area (GLFA). The current rate of parking provided on site is 1 space per 20.55m². The proposed rate of parking based on a GLFA of 193,457m² and 7996 spaces is 1 space per 24.2m².

The applicant has submitted a detailed traffic and parking report which has considered the existing road network, traffic generation, including traffic modelling, consideration of other similar centres, required road upgrade works, public transport, parking surveys for the centre and related considerations. The report has concluded that adequate parking is available to cater for customers to the centre.

The parking surveys undertaken were at peak times on a Thursday from 8.30am to 8.30pm and Saturday from 8.30am to 6pm. The surveys indicated that there were a maximum 756 parking spaces available on the Saturday and 587 spare spaces available on a Thursday, with the centre generally operating with parking at 85-90% capacity. It is noted that these figures are similar to those identified in the previous application (297/2008/HB).

The objectives of the DCP are:

- (i) To ensure the safety of all road users in commercial/retail areas.*
- (ii) To ensure that all carparking demands generated by the development are accommodated on the development site.*
- (iii) To ensure the free flow of traffic into and out of the development and the surrounding street network.*
- (iv) To ensure that the provision of off-street parking facilities does not detract from the overall visual amenity and character of the neighbourhood in relation to streetscape in accordance with Council's ESD objective 7.*

The proposed upgrade to the road network has been reviewed by both the RMS and Council's Manager Infrastructure and Transport Planning. The RMS comments are included below in detail. The proposed works to the road network will ensure that road users within the Town Centre have a safe and direct route through and within the Town Centre.

On the basis of the use of a commensurate rate with the Rouse Hill Town Centre, based on a rate of 1 space per 23m², the additional works would require 3490 additional spaces based on a GLFA of 80,260m². In addition, the Myer development would require an additional 328 spaces to be included which would result in 3818 additional spaces being required.

The 'RTA Guide to Traffic Generating Developments' (October 2002) suggests a parking rate of 1 space per 24.3m² (4.1 spaces per 100m²) for shopping centre with a GLFA over 30,000m². The proposed rate of 1 space per 24.2m² satisfies this requirement.

The applicant has installed a dynamic parking system within the existing centre – see comments below. This system will be installed within the new parking areas.

Council's Manager Infrastructure and Transport Planning has reviewed the proposed parking and advised as follows:

The applicant has submitted extensive analysis comparing parking provisions at several other substantial retail centres, with some having rail and bus options. The general consensus, through the Regional Development Committee chaired by the RMS, is that the proposal has sufficient car parking. At nearly all times through the year vacancy rate surveys show that the parking provision at Castle Towers is adequate, with the exception being the two weeks before Christmas when parking attendants must be used to assist traffic movement.

At these times it becomes clear that the problem is not insufficient numbers, but rather the ability of motorists to identify where parking is available before entering the Centre, and then the ability to locate those spaces quickly once the driver has entered the car park. While the car park attendants have assisted greatly in the past, experience at the Rouse Hill Town Centre shows that an electronic car park management system will achieve both desired outcomes.

The applicant proposes to install such a system, and a relevant consent condition has been included requiring that system to deal with all of the car parking areas. This is the main reason why the car parking rate proposed in this DA is satisfactory.

However in addition to this conclusion, it has been noted that the existing 400 plus daily bus services to and from Castle Hill have been increased in the last 2 years with the introduction of Metro Buses. These new services are primarily aimed at commuter traffic heading to Epping, Macquarie, Chatswood, North Sydney and the Sydney CBD, but there is no question that better options are now available for people, particularly young employees, wishing to travel to Castle Hill.

The construction of the Sydney Metro Northwest Rail Link will dramatically increase travel choice. However the traffic analysis has not been modified to allow for a reduction in parking demand or traffic generation associated with the application as a result of the improved public transport options. The conclusions and subsequent recommendations of this report regarding traffic generation and parking demand are therefore conservative.

Based on the above comments it is considered appropriate to require the installation of a dynamic parking system within the new parking areas. This will ensure that customers are able to identify areas of available parking either at street level or within the carparking areas, can locate a space, park quickly and conveniently and will assist in minimising congestion on local roads and within the carparking areas.

A condition of consent has been recommended which requires that the dynamic system be installed prior to issue of the Occupation Certificate (See Condition 111).

On the basis of the above the proposed parking variation is considered satisfactory

c. Dynamic Parking System

On 26 February 2013, DA 531/2013/HA was approved for a dynamic parking system throughout the existing centre. The system has been installed and has been operation for around two years. The parking system comprises the following elements:

- Installation of bay sensors over each parking space to indicate whether the site is available or occupied;
- external traffic guidance;
- car park entry information boards;
- internal major decision point traffic way-finding signage; and
- internal aisle signage.

The system is similar to those used in other shopping centres throughout Sydney.

The proposal includes the installation of the same system through the new parking areas.

The use of a dynamic parking system will improve access and parking at the site as follows:

- Reduce queue delays at the entries to the centre;
- External signage will assist in diverting traffic to underutilised access points and available spaces;
- Reduce circulation time within the carpark by directing patrons to available spaces and reduces traffic blockages from vehicles waiting for spaces to become available;
- Use of sensors to alert management to traffic congestion of vehicles parked in restricted areas to improve circulation.

A previous report also states that the use of a dynamic system will reduce vehicle kilometres travelled to find a parking space by 44-56% and reduce customers taking 5 minutes or more to find a space by 80%.

Consideration has been given to the proposed parking rate provided for the centre given that a variation is proposed to DCP rates. The installation of the existing dynamic system and its extension to the new parking areas will assist in ensuring that the parking area operates in an efficient manner.

A condition of consent has been recommended which requires that the dynamic system be installed prior to issue of the Occupation Certificate (See Condition 111).

d. Pay Parking

The proposal includes the use of a paid parking ticketing system. The works include the erection of boom gates to restrict parking and payment infrastructure. The applicant has advised as follows:

In 2011, a survey was also conducted, which documented the duration of stay of parked cars in Castle Towers. It was found that on Thursdays and Saturdays, 47% and 45% (respectively) of vehicles stayed for longer than three hours, with 9% and 17% of vehicles staying for over five hours.

With the completion of Castle Hill Station, this need will increase further, as commuters will be looking to use Castle Towers as a place to park during the day. Further, construction workers from both the NWRL and various construction sites around Castle Towers may also wish to park within Castle Towers.

These numerous factors show that there is a clear need for QIC to manage parking to ensure that car parking is available for legitimate patrons of Castle Towers.

The proposed scheme will require boom gates to be installed on all exits. GTA has conducted a queue length assessment to determine queuing capacity and to ensure queuing would not extend onto roads. Their assessment has shown that all entries and exits would provide adequate capacity for anticipated traffic flows.

The applicant has advised that the parking rates are likely to be as follows:

Time Period	Rate
0 - 3.0 hours	\$0
3.0 - 3.5 hours	\$5
3.5 - 4.0 hours	\$7
4.0 - 4.5 hours	\$10
4.5 - 5.0 hours	\$12
5.0 - 5.5 hours	\$16
5.5 - 6.0 hours	\$18
6.0 - 6.5 hours	\$25
6.5 - 7.0 hours	\$30
7.0 hours Plus	\$35
Lost Ticket/Max. Daily Rate	\$35
Staff Parking (>5 hours)	\$6
Staff Parking (<5 hours)	\$4

It is noted that a number of facilities within the Shire already utilise a pay parking arrangement, including Rouse Hill Town Centre, Winston Hills Shopping Centre and Norwest Private Hospital. The use of pay parking is prevalent among the majority of larger shopping centres within the Sydney area.

The proposed use of pay parking within the centre is considered satisfactory. Pay parking is used in various development within the immediate area and the broader metropolitan area and allows centre parking to be controlled and time limited to restrict, in many cases, longer term commuter parking (See Condition 4).

e. Access to Castle Street

The proposal includes the closure of Castle Street between Old Northern Road and Pennant Street to facilitate additional or upgraded entry to the shopping centre, new retail works and parking and driveway access. Attachment 25 shows the Castle Street closure plan. This includes the construction of a new vehicle access point to the centre from the western (lower) side of Castle Street, ramp to the existing Stage 2 development from the eastern (higher) section of Castle Street and upgraded access to the shopping centre. The works also include the construction of new retail areas over Castle Street. Whilst the land negotiations involved are separate to the assessment of the application, the need to consider continuous public access along the former (if land negotiations are successful) public road are relevant. In this respect there are a number of key sites located on both the western and eastern side of the shopping centre and access through the former public road is required. These key sites to the west include the Castle Hill Police Station, library and community centre, and a number of schools, whilst the key site to the east include the future bus interchange and train station.

In order to ensure that adequate pedestrian access is provided through Castle Street a condition of consent has been recommended which requires that 24 hour access be provided and maintained (See Condition 48).

f. RMS Requirements

(i) Upgrade Works

The proposal was referred to the RMS under the provisions of SEPP Infrastructure as the proposed floor area exceeds 10,000m² and for concurrence. RMS have raised no objection to the proposal and have provided detailed requirements. The requirements address all aspects of the development. The matters addressed include new signalised intersections, upgrade to existing roads and traffic flow improvements.

In broad terms the main requirements of the RMS can be summarised as:

- That unless otherwise agreed between parties, the widening and upgrading of Showground Road from two to four lanes between Carrington Road and Pennant Street in accordance with details contained in the VPA between RMS, Council and the Applicant (See comments below regarding the VPA).
- Upgrade to the Pennant Street/Castle Street intersection to allow separate turning lanes.
- Construction of the Pennant Street tunnel in accordance with Technical Directions.
- Upgrade to the McMullen Avenue/Old Castle Hill Road intersection to provide a separate left turn from McMullen Avenue into Old Castle Hill Road.

It is acknowledged that some of the above works may require night works to be undertaken by the applicant to satisfy the requirements of RMS and to ensure that road safety is maintained. Any variation to Council's standard hours for work will require the prior approval of Council's Manager Regulatory Services, with written notice to be provided to neighbouring properties at least 48 hours in advance (See Condition 90).

On the basis of the above, a condition has been recommended which states the RMS requirements (See Condition 44).

(ii) Voluntary Planning Agreement

Development Application 297/2008/HB for the Stage 3 extension of Castle Towers Shopping Centre was approved at Council's Meeting of 8 February 2011. The approval included Condition 34 which specified the RMS works required to be undertaken. In particular, the RMS required the upgrade of Showground Road from Carrington Road to Pennant Street to provide a minimum four lanes (two lanes in each direction) and three eastbound lanes between Pennant Street and Old Northern Road. The four lane carriageway was required to be constructed within the ultimate six lane carriageway ie: outer four lanes with wide median. This represented significant road works along Showground Road and would result in an improved road network.

Since the approval of Development Application 297/2008/HB, a Voluntary Planning Agreement (VPA) was entered into and executed by Council, RMS and QIC which required the above roadworks to be undertaken and including other minor works around signalised intersections. As such the majority of the works required by RMS are now covered by the VPA. The full scope of roadworks required by the RMS has not changed from their original requirements.

It is noted that the VPA will be required to be updated to reflect the new Development Application. On 26 July 2016 Council considered a report on the updated VPA and resolved to place the updated VPA on exhibition.

A condition has been recommended which requires that the Planning Agreement be executed prior to the issue of the Construction Certificate (See Condition 50).

In addition, some of the works identified in the VPA are also outlined within Council Section 94 plan. As such the section 94 contribution amount has been reduced having regard to works and monetary payments now required under the VPA.

In broad terms, the executed VPA requires QIC to make two monetary contributions to the RMS of \$2,000,000 (GST exclusive) and \$13,000,000 (GST exclusive) respectively and requires RMS to carry out the upgrade of Showground Road between Pennant Street and Carrington Road to four lanes and associated intersection works including any minor modifications to Council's side roads. As part of the upgrade of Showground Road the VPA also requires QIC to dedicate 13 parcels of land as public road.

The final design plans for the Showground Road upgrade have been completed and preliminary works have commenced. To date this work has included some service relocation and tree removal.

The proposal is considered satisfactory in regard to the VPA.

4. Relationship to Sydney Metro Northwest Works

The Sydney Metro Northwest link is currently under construction opposite Castle Towers. To date, the works have included significant cut works to construction the station and underground tunnelling activity. When completed, Castle Hill Station will be approximately 25 metres underground. Based on the current rate of works, it is anticipated that the rail will be commissioned in the first half of 2019.

The works to be undertaken by the Sydney Metro Northwest include pavement works, kerb and gutter, landscaping and associated works along Old Castle Hill Road (between Old Northern Road and Eric Felton Street). This work may also include pedestrian barrier

fencing on Old Castle Hill Road to ensure that pedestrians use the established crossings to ensure safety is maintained. In this regard, this section of Old Castle Hill Road, which is currently one way, will revert to a two way traffic flow. It may also be noted that whilst the majority of buses will utilise the new bus interchange in Old Northern Road, some buses will continue to access Old Castle Hill Road.

As outlined in the history, the applicant submitted plans which showed an underground connection between the centre and the rail concourse. This has now been deleted from the proposal however it is likely that in the future the link will be constructed to improve accessibility. The current design of the works in proximity to the rail will not adversely impact on a connection to the rail concourse in the future.

Discussions have been on-going between QIC and Sydney Metro Northwest regarding the interface area on Old Castle Hill Road with a view to undertaking works in a consolidated manner where possible ie: to ensure that completed works are not later demolished to satisfy requirements. In order to ensure that suitable pedestrian access is maintained, a condition has been recommended which requires that works along the Castle Towers frontage be undertaken in accordance with the civil design for the Station precinct (See Condition 61).

5. Relationship to Old Northern Road/Main Street Works

In late 2010, Council undertook works to upgrade Old Northern Road/Main Street between the intersection of Showground Road and Castle Street with works on both the street and footpath. The works included localised traffic calming, paving, landscape bays, formalised parking spaces and street furniture. The works have significantly contributed to the use of the area for outdoor dining and have assisted in promoting the street for outdoor activities run or endorsed by Council which involve the temporary closure of the street.

In order to ensure that the works along the Old Castle Hill Road frontage match the existing works, and to address any damage which may occur during the construction to the existing works, a condition has been recommended which requires that the public domain works are in accordance with the vision established for the public realm within the Castle Hill Town Centre.

Concerns have been raised by residents with Council Staff regarding the existing Plane trees located outside of Castle Towers (adjacent to David Jones) due to the lifting of the existing pavers, uneven levels and the use of the trees for roosting birds. It is agreed that this area requires work to be undertaken to ensure that safety of patrons to the centre is maintained. The Plane trees will be required to be removed, kerb and gutter and pavers replaced, and more suitable street tree planting undertaken (See Condition 55).

The proposed works will allow the continuation of Main Street and its ongoing activation of the public domain.

6. Government Authority Comments

The proposal requires concurrence from Sydney Trains and RMS. In addition the proposal was referred to: Sydney Water, Castle Hill Police, Endeavour Energy, NSW Heritage Office, NSW Fire and Rescue and Transport for NSW. Comments were received from Sydney Trains, RMS, Sydney Water, Castle Hill Police, Endeavour Energy, NSW Heritage Office, and Transport for NSW as detailed below. The RMS comments are above in Section 5.

a. Sydney Trains

The proposal requires concurrence from Sydney Trains under Clause 86 of SEPP Infrastructure 2007 due to the location of the proposed works above and within the rail corridor protection zone. The initial comments from Sydney Trains also advised that owner's consent was also required due to works within the stratum of subsurface land owned by Transport for NSW.

Transport for NSW have subsequently advised as follows:

The Proposed Development is partially located above the corridor of the Metro Northwest (MNW). Among other things, the Applicant originally sought to extend part of the Proposed Development into the stratum of subsurface land acquired and owned by Transport for NSW (TfNSW) for the MNW.

The amended plans referred by Council now include an amended basement design to remove encroachments by the Proposed Development into the subsurface land owned by TfNSW. Accordingly, land owner's consent is no longer required.

A letter of concurrence has also been provided by Sydney Trains for the works. This includes a Deferred Commencement condition which requires an Agreement to be entered into to address the potential impacts of the development on the rail network. The Agreement is similar to those imposed upon other developments. The Agreement also incorporates specific design criteria requirements. See Deferred Commencement consent requirement and Condition 40.

b. Sydney Water

Sydney Water advised that no objection is raised to the proposal. In regard to water supply, the works will require the construction of a new 375mm trunk main around the southern portion of the development site and connected to the existing 375 mm trunk main at the corner of Pennant Street and Castle Street, as well as the corner of Old Northern Road and Castle Street.

In regard to sewer, the amplification works will be required to the existing mains from Pennant Street to Rowallan Street from 225mm to a 300mm or a new 225mm sewer line parallel to the existing 225mm.

The applicant will be required to obtain a Section 73 Certificate for the proposed works (See Conditions 52 and 115).

c. Castle Hill Police

Castle Hill Police have provided comments based the proposed works in relation to potential for crime and anti-social behaviour, impact upon the Police Station which is located adjacent to Castle Towers at the corner of Pennant Street and Castle Street, and traffic and parking.

Impact on Crime and Anti-Social Behaviour

Castle Hill Police have advised that the site has been assessed and the overall crime risk rating would be classified as 'low'. However concerns have been raised that anti-social behaviour previously seen in Arthur Whitting Park may transfer to the Heritage Square

precinct. As such security measures are required to be installed such as fencing, security guards, CCTV, lighting etc. It is acknowledged that during operating hours, natural surveillance will be provided from shops which face towards Heritage Square. The Police have also raised concerns regarding malicious damage and graffiti to the heritage buildings.

The Police have requested that furniture used within Heritage Square either be bolted down or locked away after hours to prevent it being stolen or being damaged after hours.

Police also require that the public areas of Heritage Square be alcohol prohibited zones. This should not restrict cafes or licenced premises from obtaining a liquor licence. Police have also requested that any applications for use of Heritage Square for planned/special events be referred to Police for comment.

Police have requested that QIC request new businesses within the Centre to meet with a Police representative to discuss crime reduction opportunities.

Police have also requested that vegetation be maintained and that malicious damage be rectified within 48 hours.

Impact on Castle Hill Police Station

Police have raised concerns that the proposed works will impact upon Police ability to attend incidents in a timely manner due to the increased traffic in the area and an 'already overloaded road network'.

Police have advised that it may be *'appropriate to consider the relocation of Castle Hill Police Station due to the negative impact this will have on the ability of Police to perform to peak operational capacity. Should such relocation be likely, it would be desirable that QIC contribute to the costs associated with the relocation. It is envisaged that a customer facing facility for police in or adjacent to Castle Towers would be mutually beneficial'*.

The Police have suggested that QIC may find that the use of the Police property may assist traffic outcomes in regard to road widening.

Traffic and Parking

Police has raised concerns that the controlled parking arrangements may result in malicious incidents such as vehicles ramming the boom gates, people lifting boom gates which can result in damage and people tail gating out of boom gates.

Police have also noted that the closure of Castle Street will reduce the number of routes available for Police when responding to urgent jobs.

The Police have advised that they have no objection to the proposed external road improvements however concern was raised with the delays currently experienced on Pennant Street during peak shopping times and during start/finish times for Castle Hill Primary School in particular, and how the increased traffic generated by the development will be addressed to ensure that the road operates efficiently.

Police have advised that the non-compliance with Council's parking rates and loading bay requirements is a matter for Council to review. Police have suggested that the parking rate used should be similar to that of Rouse Hill Town Centre.

In regard to controlled/pay parking, Police raise concerns with a proposed 2 hour free period only and have advised that this should be increased to 3 hours. Police also support the use of the parking guidance system as it improved car parking utilisation in a proactive way.

In regard to the issues raised by Police, the purchase of the existing police station by QIC and the relocation of the Police station is not a matter for consideration with the application. A condition has been recommended in regard to other relevant matter raised by Police (See Condition 42).

d. Endeavour Energy

Endeavour Energy have advised that no objection is raised to the proposal. The proposal will require the upgrade of services and a final load assessment and method of supply will be reviewed.

The closure of Castle Street will require the removal of all high voltage cabling from the closed off section of Castle Street and diverted around the perimeter of the development.

Additionally a number of existing substations will also be relocated on the site due to the expansion of the centre. A number of new substations will also be required to cater for the new electrical loads expected from the new extensions.

The new expansion of the centre will require a new source of supply from the Endeavour Energy Cheriton Avenue Zone Substation located nearby on Showground Road.

Endeavour Energy planning is well advanced with this application and previous advice has been slightly modified in regards to the supply of electricity to the revised Stage 3 expansion of the Castle Towers site.

The applicant will be required to liaise with Endeavour Energy regarding the proposed works (See Condition 41).

e. Heritage Council

The Heritage Council advised that as the heritage items are local items and are not listed on the State Heritage Register or subject to an Interim Heritage Order, no approval is required for the Heritage Office for any works.

f. Transport for NSW

Transport for NSW have requested that a number of conditions be imposed which principally require the applicant to continue liaison with TforNSW regarding the development and potential impacts upon the rail and bus operation (See Condition 43).

7. Economic Impact

The application was accompanied by an economic impact assessment. The assessment makes the following points:

- *An expanded Castle Towers would compete more directly with higher order regional shopping facilities, located beyond the trade area, than with the middle and lower order sub-regional and supermarket based centres located within the trade area. The most relevant competitive centres include Macquarie Centre, Westfield Parramatta, Westfield Hornsby, Westpoint Blacktown and Top Ryde SC.*
- *The role and function of regional, sub-regional and supermarket based shopping centres, both within and beyond the trade area, will not change as a result of the proposed expansion of Castle Towers. The expansion will not have a detrimental effect on the surrounding neighbourhood shopping centre network, as these centres will continue to serve the convenience needs of their respective local catchments.*
- *The expansion of Castle Towers will not impact the timing, role or function of future retail facilities in the North West Growth Centre, Kellyville or Balmoral Road. The development and expansion of those centres will be determined by appropriate population thresholds being achieved within their respective trade areas, not by future expansion of Castle Towers, which serves a much broader, regional role across those areas as well as many others.*

In addition, the assessment indicates that an estimated 2373 jobs could be created as a result of the expansion and an additional 949 jobs across the broader economy. In addition, the construction will generate an estimated 3540 construction jobs per year.

Comment:

In June 2009 Council adopted the 'Centres Direction' which provides an overall strategic context for the planning and management of the Shire's centres and their development and growth to 2031. The proposed development is consistent with the proposed B4 Mixed Use zone and future role of the Castle Hill Major Centre. In particular, the Centres Direction indicates that the demand for retail in Castle Hill by 2016 includes four additional large supermarkets, one additional small supermarket, two additional department stores and 334 additional specialty shops. According to the Direction there will be an undersupply of retail in Castle Hill in the future and as such the Stage 3 expansion of Castle Towers Shopping Centre will assist in meeting these retail demands.

Furthermore, the proposed development is considered consistent with the overall vision for a well-planned, vibrant, safe and attractive Town Centre that provides a range of living, shopping, working, transport and leisure activities. The proposed development assists this vision via a quality built form and private domain, improvements in road safety and pedestrian amenity.

'A Plan for Growing Sydney' (December 2014) sets a vision, goals and actions for the future development of the Sydney area. The Plan identifies The Hills as within the West Central Region and states:

The West Central subregion will be a significant focus for infrastructure investment and intensive growth over the next 20 years. Greater Parramatta will continue to be Sydney's second CBD and a focus for jobs growth and services delivery in Sydney's west. A growing and prosperous Greater Parramatta will be supported by a network of centres providing jobs and services closer to home for many of the subregion's residents. This will improve liveability and contribute to strong, resilient communities throughout the subregion.

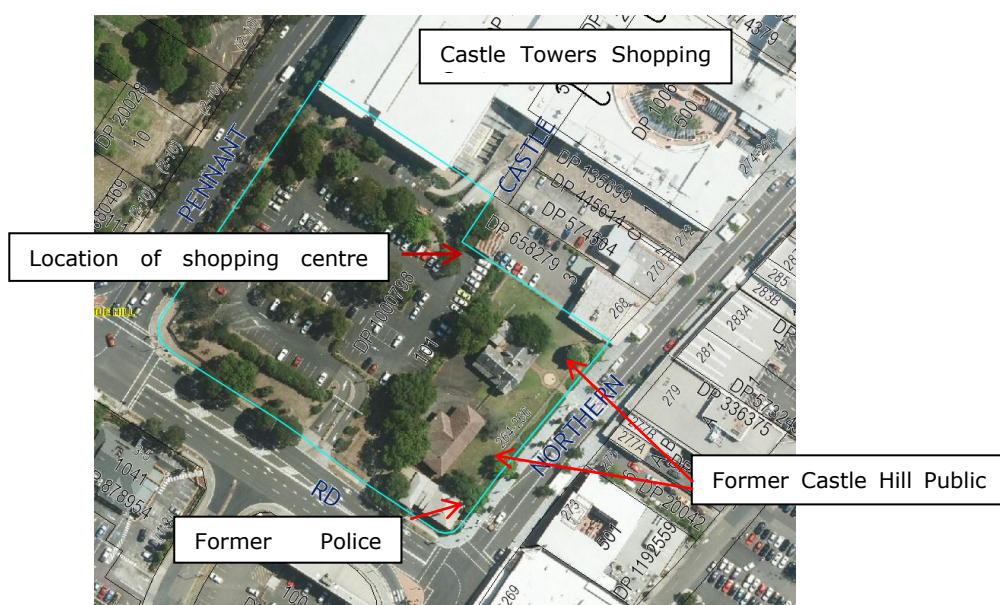
The plan identifies Castle Hill as 'strategic centre', with Parramatta identified as a 'CBD'. The proposal is consistent with the actions of the Plan to provide competitive growth and investment and manage long term growth.

The proposal is considered satisfactory in regard to economic impact.

8. Heritage

The proposal has been reviewed by Council's Forward Planner who has advised as follows in regard to heritage.

The property is listed in Schedule 5 of The Hills Local Environmental Plan 2012 as containing items of environmental heritage (see below).



Council's Heritage Inventory Sheet provides the following brief statement of significance for the heritage items:

- Castle Hill Public School (Sheet No. I63)
"GA Mansfield's schools can be found throughout the state and this is a fine example of his Neo-Gothic style of public school, in the year of transition from the Mansfield era to William Kemp's more classical style."
- Former Police Station (Sheet No. I64)
"An essential symbol of authority in the emerging suburb in the late Victorian period: a good example of the smaller police station of this period."

The proposal involves changes to all three heritage items and their curtilages as part of the Stage 3 expansion of the Castle Towers Shopping Centre. The proposed development involves the excavation of most of the site occupied by the school to provide additional parking for the centre. This will involve the creation of a terraced landscaped area on its roof which will be approximately 1 metre above the existing (sloping) ground level.

A Heritage Impact Statement (HIS) was submitted which outlines the following works:

1880s Schoolhouse:

It is proposed to retain the building in situ during the development through the use of subterranean and mechanical support during the construction period. The building will be jacked slowly to its new finished height and the new podium constructed around and below it. A detailed description of the method proposed has been provided in a structural report prepared by Mott MacDonald (17 April 2015).

The HIS provides the following details of permanent and temporary changes to the 1880s building:

- Permanent removal of rear additions (previously approved).
- Temporary removal of verandah floors, posts and framing and reinstatement when the building has been jacked to its new level. This is proposed to involve repair and/or replacement of timbers where required.
- Protection of roof during construction to prevent further damage (new roof cladding to be installed subject to subsequent development application).

1930s Classroom:

Given the simple structural form with good quality brick, together with the relatively modest significance of this building, the HIS proposes to dismantle the building carefully, store the elements and reconstruct it to the original form and detail on the new podium. This would be subject to the preparation of measured drawings and a detailed photographic record of the building, preparation of detailed reconstruction drawings, dismantling and storage of materials in a secure and protected location and reconstruction using retained fabric in the same location. A condition of consent is recommended that the submission of the measured drawings, photographic record and detailed reconstruction drawings be submitted prior the issue of a construction certificate (See Condition 65).

The HIS provides the following details of permanent and temporary changes to the 1930s building:

- Permanent removal of rear additions (previously approved).
- Permanent removal of one internal partition wall.
- Removal and reinstatement of wall and ceiling finishes that cannot be recovered.
- Reconstruct verandah as an open verandah and in new materials.

The applicant has indicated the building will be reconstructed within 21 months. A condition of consent is recommended that reinstatement of all building elements for the 1880s and 1930s buildings be undertaken within 21 months from the issue date of the Construction Certificate (See Condition 139).

Police Station:

The proposed works to the Police Building outlined in the HIS include:

- Permanent removal of rear additions (previously approved).
- Repair and replacement of roof sheeting and gutters for water protection.

Apart from the removal of the rear garage and some later additions, no works are proposed to this building. However, the building will be secured, made watertight, and gutters and downpipes reinstated for its protection.

The Heritage Impact Statement notes that the proposal and associated works to the heritage buildings are acceptable given that:

- The proposed works will allow for the adaptive reuse of the buildings whilst ensuring the buildings continue to 'read' as they currently do at present.
- The fabric of the school buildings will be retained and enhanced and an appropriate setting retained.
- The proposed landscaping will result in a mature, comfortable and appropriate setting for the historic buildings that will retain the sense of both visual connection and physical separation seen today between the group and Old Northern Road.
- The buildings will remain as visually prominent features in the landscape. The design of the main shopping centre wall behind the heritage items is substantially approved from the previous approval.

A schedule and plans of the proposed works to the heritage buildings has also been submitted which reflect the recommendations of the HIS. The plans detail the extent of changes to the heritage buildings. The proposed works are limited to those previously approved or those required to repair/replace damaged materials and ensure the protection of the items. The plans indicate that new materials will be made to match existing which is considered a positive outcome. A condition of consent is therefore recommended to ensure new materials match existing fabric of the building (See Condition 109).

The proposed works will help to preserve the heritage significance of the buildings and allow for their adaptive re-use into the future. Accordingly, the plans are considered acceptable from a heritage perspective and are supported.

9. Compliance with DCP Part B Section 6 - Business

The following table addresses compliance with the DCP requirements:

DCP STANDARD	REQUIRED	PROPOSED	COMPLIANCE
Precinct Plans	Refer to Appendix A – Precinct Plan Maps Sheets 1 – 15.	There is a Precinct Plan map which relates to the Kentwell Avenue site and which specifies setbacks – see comments below.	NA
Site Analysis	<p>Land with a slope greater than 20% is not suitable for development.</p> <p>Development applications for proposals on land with a slope of between 15-20% must be accompanied by a geotechnical report.</p> <p>Disturbance to existing natural features is to be minimised.</p> <p>Development on land adjoining bushland reserves should incorporate measures (such as greater setback buffers) to prevent any impacts.</p>	An appropriate level of site analysis has been undertaken identifying key features on the site.	Yes

Development Sites	<p>The minimum site frontage requirement is 18 metres except Balmoral Road Release Area where the minimum is 60m.</p> <p>Consent may not be granted to an application that isolates an area of land that does not meet the minimum site area requirements.</p> <p>Ensure adequate provision of services has been made (water, sewer, energy, telecommunications and drainage).</p>	<p>All frontages exceed 18m.</p> <p>The development is contained within a discrete development site and does not isolate any land.</p> <p>Adequate provision has been made for services to the site.</p>	Yes
Floor Space Ratio	Refer to Clauses 4.4 and 4.5 of LEP 2012 and Floor Space Ratio Maps.	The proposed FSR is 1.69:1. This is addressed in Section 2.	No – see Section 2.
Setbacks	Single and two storey retail / commercial development located along a public road may utilise a zero setback, other than in those site specific areas specified on the precinct plan maps.	The site is bound by public roads however the works exceed two storeys in height.	No, however the proposal is satisfactory given that it is bound by public roads. See comments below.
	For buildings greater than two storeys or 8 metres in height, the remaining storeys are to be setback within a building height plane of 45° starting from a height of 8 metres.	The proposed works do not follow the required building height plane.	No, however the proposal is satisfactory given that it is bound by public roads. See comments below.
	6m setback if opposite or adjacent to Residential, Special Uses or Open Space zones or as specified on the precinct plan maps in Appendix A. This area can only be used for landscaping and screening purposes or protection of ecological communities.	The proposed new works are generally opposite other B4 Mixed Use land with the exception of the north-western corner (on Pennant Street) where new development is proposed and which is opposite R1 and R4 land and across the Showground Road intersection at an oblique angle which is R4 land. It is noted that the northern, north-eastern and north-western and of the building is subject to façade changes which do not impact on existing setbacks.	No, however the proposal is satisfactory given that it is bound by public roads. See comments below.
	Written consent is required from Integral Energy for developments proposed within an electricity easement.	There are no works proposed within an electricity easement.	Yes
	Minimum 40m from the top of the bank of the creek or	NA	NA

	otherwise to the requirements of the relevant concurrence authority.		
	For development affected by a road widening proposal, the minimum setback is measured from the new alignment.	There is road widening identified at the corner of Old Northern Road and Showground Road however there are no new works proposed in this area.	Yes
Building Height	Refer to Clause 4.3 and 5.6 of Local Environmental Plan 2012 and Building Height Mapping Sheets for maximum building height requirements.	The LEP limits height to 12m. The proposed maximum height is 35.47m. This is addressed in Section 2.	No – see Section 2.
	For development not in the B2 Local Centre zone, the maximum height of buildings shall be 2 storeys.	NA	NA
Building Design & Materials	<p>All external walls of buildings shall be constructed of brick, glass, pre-cast exposed aggregate panels of similar material. However, use of new materials that generate a lower environmental cost will be considered on their merits.</p> <p>Under no circumstances will masonry block work be permitted on external walls.</p> <p>Balconies/terraced areas adjacent to residential zones shall be suitably screened to prevent overlooking and privacy impacts on adjoining properties.</p> <p>All roof ventilators, exhaust towers and plant equipment is not to be visible from the public domain or residential area.</p> <p>Materials:</p> <ul style="list-style-type: none"> • Use low reflectivity materials on facades. • Avoid materials that contribute to poor internal air quality. • Preference should be given to materials derived from renewable sources or those that are sustainable and generate a lower environmental cost, recycled material or materials with low embodied energy, better lifecycle costs and durability. • Designed in accordance with "Designing Safer 	The proposed external materials and colours are in keeping with a contemporary retail shopping centre building of this size and scale. The materials are a mix including pre-cast panels, metal, wood and sandstone. The proposed external design and appearance are satisfactory.	Yes

	<p>Communities Guidelines” with visible entrances, no entrapment spaces and utilise anti-graffiti surfaces. Lighting should be unobstructed, appropriate and vandal proof.</p> <ul style="list-style-type: none"> • Schedule of external finishes, perspective and landscaping details to be submitted with the DA. 		
Signage	Refer to Part C Section 2 – Signage of The Hills DCP 2012.	Signage is subject to a later Development Application.	NA
Hours of Operation	Assessed on merit but must take into account the operation of loading docks, waste collection services and the use of cleaning/maintenance vehicles, out of hours.	The proposed hours of operation are consistent with the existing hours and are considered appropriate for a centre of this size.	Yes
Energy Efficiency	<p>The design of all buildings shall demonstrate passive solar design principles:-</p> <ul style="list-style-type: none"> • Window placement; • Building orientation; • Shading; • Insulation; • Thermal mass; • Ventilation; and • Incorporation of suitable landscaping. <p>Min 4 star greenhouse rating</p>	The proposal incorporates both passive and active design features such as glazing, thermal insulation, shading devices, green walls, zoning of air conditioning and intelligent artificial lighting control systems.	Yes
Biodiversity	Refer to Clause 7.4 – Biodiversity (Terrestrial) of LEP 2012.	There are no areas of biodiversity identified on the site.	NA
Erosion and Sediment Control	<p>Erosion and Sedimentation Control Plans / measures to be considered.</p> <p>The DA is to be accompanied with an Erosion and Sediment Control Plan (ESCP) prepared in accordance with “Managing Urban Stormwater - Soils and Construction” produced by the NSW Department of Housing.</p>	Appropriate erosion and sedimentation devices will be utilised during the construction period.	Yes
Fencing	<p>No fencing other than low ornamental type may be erected.</p> <p>Fencing along rear boundaries adjacent to drainage or open space shall be integrated with the landscaping.</p> <p>All chain-wire fencing is to be</p>	There is no fencing proposed.	NA

	<p>black or dark green.</p> <p>Pre-painted solid metal fencing is not acceptable.</p> <p>Fencing immediately adjacent to Bella Vista Farm Park conservation area shall be simple, low level, rural type timber construction.</p>		
Landscaping and Tree Preservation	<p>Existing trees, shrubs and groundcovers to be preserved where possible.</p> <p>Landscaping is to harmonise with building designs and consist of trees, shrubs, ground covers and grass (Kikuyu is prohibited in landscaped or lawn area).</p> <p>Landscaping is to be provided in accordance with Part C, Section 3 – Landscaping.</p> <p>Grassed embankments are not to exceed 1:6.</p> <p>All landscaped areas are to have a minimum width of 2.0m.</p> <p>Endangered ecological communities to be preserved and maintained in accordance with a Vegetation Management Plan.</p>	<p>Appropriate landscape works are proposed around the perimeter of the site, including street trees, and in particular within the heritage precinct. The proposed landscape works are satisfactory.</p>	Yes
Terminus Street Car Park	Refer to Precinct Plan.	NA	NA
Vehicular Access	<p>Access to a main road is not permitted where alternative access is available or can be acquired.</p> <p>Entry and exit in a forward direction</p> <p>Design to comply with Council's Work Specifications, BHDCP Part C, Section 1 - Parking and the Australian Standards.</p> <p>Driveways from public roads are to be:</p> <ul style="list-style-type: none"> perpendicular to the road within the building setback; separated or divided at the property boundary for ingress and egress 	<p>The development proposes a number of new entry/exit points, and the retention and upgrade of existing accessed. The proposed vehicle access points are considered appropriate.</p>	Yes

	<p>movements;</p> <ul style="list-style-type: none"> sight distances are to be in accordance with Part D, Section 1 – Parking and Council’s Design Guidelines for Subdivisions / Developments. 		
Car Parking	<p>Address THDCP Part C, Section 1 – Parking.</p> <p>All driveway and parking areas to be screened by a minimum 2m wide landscaped strip.</p> <p>Parking areas are to have 2m wide landscaping strips at a rate of 1 for every 10 car parking spaces and between parking aisles.</p> <p>Stacked car parking will not be included in the assessment of the number of car parking spaces.</p> <p>Parking provision for parents with prams is to be provided in accordance with the requirements of THDCP Part C Section 1 – Parking.</p> <p>Disabled parking provision is to be provided in accordance with the requirements of Part D Section 1 – Parking and Council policy entitled “Making Access for All 2002”.</p>	<p>See comments in Section 3.</p> <p>209 disabled parking spaces proposed. The DCP requires 209 (Note: this is based on the required number of spaces, not the proposed number).</p>	<p>See comments in Section 3.</p>
Bicycle Parking	<p>Bicycle: 2 spaces plus 5% of total spaces where the development exceeds 5,000m² (either new development or alterations and additions).</p> <p>Bicycle parking should be located in close proximity to the building’s entrance and clustered in lots not exceeding 16 spaces.</p> <p>Each bicycle parking space shall be not less than 1.8 metres in length and 600mm in width and shall have a bicycle rack system.</p> <p>Bicycle parking facilities within car parking areas shall be separated by a physical barrier to protect bicycles from damage</p>	<p>60 bicycle spaces are proposed. The DCP requires 398.</p>	<p>No, however site has a high levels of accessibility due to the bus interchange and future rail. See comments below.</p>

	<p>by cars, such as curbs, wheel stops or other similar features.</p> <p>Consideration should be given to providing staff change rooms and washing facilities.</p>		
Loading Docks	<p>Not visible from public domain and must provide buffer landscaping treatments.</p> <p>Not visible from adjoining residential areas.</p> <p>Loading docks are not to transmit excessive noise.</p> <p>The number of required loading docks for certain development types is outlined within THDCP Part C, Section 1 – Parking. For all other development, a minimum of 1 loading dock space is required.</p>	84 loading bays are proposed. The DCP requires 173.	No, however the development provides adequate loading bays for the centre. See comments below.
Pedestrian Access and Movement	<p>Pathways and ramps to conform to AS 1428 – 1 – 1998 Design for Access and Mobility.</p> <p>All surfaces should be stable, even and non-slip.</p> <p>Street furniture and obstructions should be kept clear of pathways, while overhanging objects should not be lower than 2100mm above pathways.</p>	The proposed works will be required to comply with the applicable Australian Standard from the BCA.	Yes
Parenting Facilities	Parenting rooms are required for new retail developments or extensions of existing retail developments which exceed 3,000m ² in gross floor area.	Parenting rooms will be required to be provided in accordance with the DCP.	Yes
Stormwater Management	<p>Two WSUD principles must be implemented into the development. These measures are:-</p> <ul style="list-style-type: none"> • M1 Low Impact Building Design • M2 Low Impact Landscape Design • M3 Porous Paving • M4 Rainwater Utilisation – toilet, hot water • M5 Grey Water Utilisation – toilet • M6 On-site Infiltration System • M7 Stormwater Treatment System • M8 Infiltration or Retention Basin 	The proposal will include low impact landscape works, retention and stormwater treatment devices.	Yes

	<ul style="list-style-type: none"> • M9 Stormwater Utilisation – irrigation • M10 Grey Water Utilisation – irrigation <p>Details on the actions required to implement these measures are included in Appendix B – Water Sensitive Urban Design of the DCP.</p> <p>Consider satisfactory stormwater collection, discharge and drainage system design against Council’s Work Specifications.</p> <p>Development proposals should not result in the filling of flood liable land or the erection of buildings on flood liable land.</p> <p>Reference should be made to the Restriction As to User on the title of the land, or the development consent to which the development is proposed in relation to requirements for on-site detention.</p>		
Waste Management – Storage and Facilities	<p>All waste areas to be screened from the street and adjoining properties.</p> <p>Adequate storage for waste materials must be provided on site and are not to restrict access to parking spaces.</p> <p>Waste storage areas to be kept clean and tidy.</p>	A waste management plan has been provided and is satisfactory.	Yes
Waste Management	WMP required to be submitted and address demolition, construction and ongoing use requirements.	A waste management plan has been provided and is satisfactory.	Yes
Heritage	All development should be in accordance with Part C Section 4 – Heritage and Clause 5.10 <i>Heritage Conservation</i> of The Hills LEP 2012.	The proposed works are satisfactory. See comments in Section 8.	Yes
Development Contributions	Address Council’s Section 94 Contributions Plans.	A condition has been recommended in relation to contributions.	Yes
Site Investigation	A contamination assessment report is to be submitted with any Development Application for the Wrights Road Precinct as referred to on Sheet 12 in Appendix A 1.to this Section of	There is no evidence of site contamination.	NA

	<p>the DCP.</p> <p>A validation report will be required at the completion of works to ensure the remediation is sufficient to enable appropriate use of the site.</p>		
Pollution Control	<p>The use of mechanical plant and equipment may be restricted where sites are located near existing and proposed residential areas.</p> <p>Any machinery or activity considered to create a noise nuisance must be adequately soundproofed in accordance with the provisions of the Protection of the Environment Operations Act 1997.</p> <p>Incinerators are not permitted for waste disposal.</p>	A number of conditions have been recommended in regard to pollution control.	Yes
Kentwell Avenue and Caste Street	The clause relates specifically to building form and is generally not relevant to this proposal.	The proposal includes works to provide the driveway access from the Showground Road/Kentwell Avenue intersection. These works are at grade and as such the building setback is not relevant.	Yes

a. Building Height Plane and Setbacks

The DCP requires that for buildings greater than two storeys or 8 metres in height, the remaining storeys are to be set back within a building height plane of 45 degrees starting from a height of 8 metres. The proposed development does not meet this requirement.

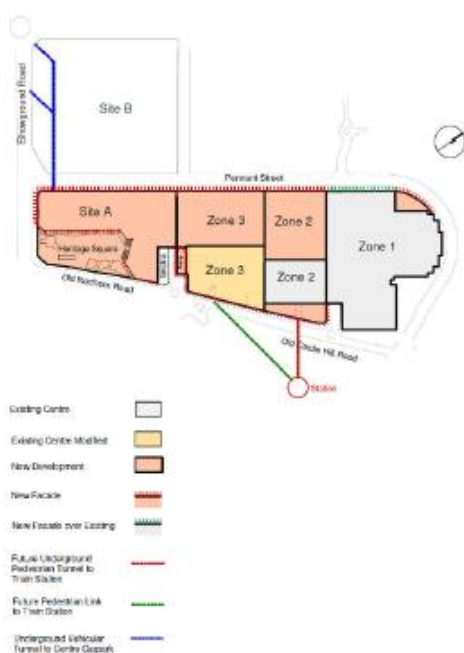
The proposed new works are generally opposite other B4 Mixed Use land with the exception of the north-western corner (on Pennant Street) where new development is proposed which is opposite R1 General Residential and R4 High Density Residential zoned land and across the Showground Road intersection at an oblique angle which is R4 High Density Residential land. It is noted that the northern, north-eastern and north-western and of the building is subject to façade changes which do not impact on existing setbacks.

The applicant has submitted the following as justification:

The DCP requires the following setbacks:

- *Along a public road, a zero setback up to 8 m.*
- *Above 8 m, a height plane of 45 degrees.*
- *Opposite residential zones, a setback of 6 m to be used for landscaping and screening purposes.*

For the purpose of referring to different parts of the development, we refer to the diagram below.



Castle Hill is a major strategic centre, and is the largest centre within The Hills LGA. Although currently characterised by relatively low scale commercial and residential development, the opening of the NWRL will open up major opportunities for increased densities. This is evidenced by the significant uplift proposed in Council's recent draft Castle Hill North Precinct Plan.

The DCP setback controls are more relevant to smaller centres with a B2 Local Centre zoning or similar. These centres are better suited to small-scale development with a height of 2-4 storeys where the 45 degree height plane control would only apply to the topmost floors of the building, as opposed to the vast majority of the building.

Within Zone 1, the existing centre is proposed to be retained. Existing setbacks will be retained, with the exception of the infill of the north-western corner of the site. This area of the site fronts Pennant Street and is opposite a large retaining wall. Development opposite this area is likely to be elevated and significantly taller than Castle Towers. Zones 2 and 3 along Pennant Street are opposite residential zones. A zero setback is proposed, and is considered appropriate for the following reasons:

- The existing centre is currently built to the boundary with zero setback. The new building would maintain this same setback, with a significantly improved architectural design.
- While this area is currently characterised by low-scale strata development, significant uplift is likely in the near future. Council's draft Precinct Plan nominates these sites for 12-storey residential development, which would have a height of approximately 40 metres. This would be equivalent to, if not taller than, the proposed height for Castle Towers.
- Pennant Street has a width of 20-25 metres. Any future residential buildings would also necessarily be set back from Pennant Street. Therefore, future buildings west of Pennant Street would easily be capable of achieving satisfactory separation from Castle Towers.

- *Pennant Street is not a heavily-trafficked pedestrian thoroughfare. Castle Towers is therefore likely to be viewed from a moving vehicle. The proposed Pennant Street façade has been designed to suit this environment. Green walls have also been provided at ground level to improve the pedestrian environment for people who do choose to walk along Pennant Street.*
- *The proposed development will not result in any adverse overshadowing impacts on surrounding residential development.*

The intersection of Pennant Street and Showground Road is a significant corner that marks the entrance to Castle Hill. A strong corner building is an appropriate response that will reinforce the urban hierarchy and identify Castle Towers as a major landmark and attractor. Again, green walls have been provided to improve the pedestrian environment.

Along Old Northern Road and Old Castle Hill Road, a zero setback has also been provided. This part of the centre is lower in scale, with a height of 2-3 storeys – mainly due to the topography. A zero setback to this height is considered appropriate for a main street, pedestrian environment. The proposed building provides a defined and activated street edge, without enclosing the street.

Overall, we consider the proposed setbacks to be appropriate responses to each distinct environment, whether pedestrian or vehicular. The proposed setbacks do not preclude the provision of appropriate setbacks for future high-density residential development, and provide an appropriate pedestrian environment along the highly-trafficked Old Northern Road and Old Castle Hill Road.

Comment:

The objectives of the DCP are:

- (i) *To provide an attractive streetscape and substantial areas for landscaping and screen planting.*
- (ii) *To ensure adequate sight distance is available for vehicles entering and exiting the site.*
- (iii) *To minimise overshadowing of adjoining properties.*
- (iv) *To protect privacy and amenity of any adjoining land uses.*
- (v) *To provide a desirable and aesthetically pleasing working environment.*
- (vi) *To ensure endangered ecological communities are protected.*

The proposed setbacks are considered satisfactory given that the site is bounded by public roads and has minimal impact on adjoining land. In this respect the site is self-contained due to its location. The proposed works include various finishes and materials to provide interest within the streetscape and allows for appropriate landscape works to be undertaken both within the site and on the footpath. The proposed setbacks will have a minimal impact on adjoining property in respect to shadow impact, amenity or privacy and are appropriate to the scale of the development.

The proposed works will not unreasonably impact on the amenity of adjoining properties. The works, including upgrades to facades, will improve the external appearance of the building and will enhance streetscape.

The shadow diagrams demonstrate that the shadow impact is generally contained within the road reserve area with the exception of minor affectation to adjoining properties at 9am and 3pm. The shadow impacts are considered reasonable given the bulk and scale of the development.

The proposal will not result in privacy impacts to residential properties given the nature of the use. Adequate area is available around the perimeter of the site for street tree planting which will provide an enhance streetscape outcome.

The proposed setbacks are considered to be satisfactory when taking into consideration the scale and design of the building and are appropriate in this instance.

b. Bicycle Parking

The DCP requires that two bicycle parking be provided at a rate of spaces plus spaces equal to 5% of the number of car parking spaces. Based on 7957 car spaces, 398 bicycle spaces are required. A total of 60 bicycle spaces are proposed. The applicant has submitted the following as justification:

Provision of this number of bicycle spaces is considered to be unreasonable, given the current level of bicycle use in the centre. Approximately 10 spaces are currently provided, and are not utilised.

It is proposed to increase the number of bicycle spaces provided to a total of 60 spaces (30 for staff and 30 for visitors). Shower, locker and change facilities will also be provided for staff. Visitor spaces will be located throughout the centre and close to entrances where possible.

Comment:

The objectives of the DCP are:

- (i) *To make it easier and more convenient for people to travel to and from places using bicycles.*
- (ii) *To reduce the rate at which the demand for car travel increases in the future, thereby helping to improve air quality.*

The proposed number of bicycle parking spaces is considered reasonable given the proximity of the site to the current bus services and to the future rail and bus interchange. The site is also highly accessible in regard to pedestrian access.

The applicant has indicated that the current bicycle spaces are not highly utilised. The proposed spaces are located in close proximity to entrances and will be subject to passive surveillance.

As such the proposed number of bicycle spaces is considered satisfactory.

c. Loading Facilities

The DCP requires that loading facilities be provided at a rate dependent on the floor area and number of supermarkets and department stores. On the basis of the DCP

requirements 173 loading docks are required for the centre. A total of 84 loading docks are provided.

The applicant has submitted the following as justification:

Council's DCP lists a number of different service vehicle rates for various retail and commercial uses, including supermarkets, department stores, mixed small shops, and offices. Based on DCP requirements, the existing centre would need to provide some 99 loading bays, while the expanded centre would need to provide 173 loading bays.

This is considered to be excessive, especially given the existing centre functions satisfactorily with only 48 loading bays – half the DCP requirement. It is noted that the DCP rates would be much more suited to smaller-scale developments, rather than a regional shopping centre such as Castle Towers. There are economies of scale in larger centres that allow service bays to be used by deliveries to multiple tenancies throughout the day, with single trucks also servicing multiple tenancies. For this reason, the proposed provision of service vehicle bays is considered to be acceptable.

A loading dock management plan will be prepared and implemented to manage use, ensuring that deliveries are spread throughout the day, with the potential for delivery time slots to be booked and limits to be placed on the duration of deliveries.

Comment:

The objectives of the DCP are:

- (i) To ensure that adequate areas are set aside on site to allow for the safe and efficient manoeuvring of delivery and service vehicles.*
- (ii) To ensure that loading facilities required in association with developments do not detract from the amenity of nearby public spaces and residential land uses.*
- (iii) To ensure no interference is caused to off-street car parking arrangements.*

The proposal provides adequate loading docks which are distributed through the centre and are accessible for all shop keepers. The docks are located in centralised positions to ensure that distances to shops are kept to a minimum where required.

The docks locations are separate to carparking locations and as such there will be no conflict between the two uses. The docks are easily located for deliveries. The docks are also multi-use and as such are available for various forms of delivery.

On this basis the proposed number of docks proposed is considered adequate for the development.

10. Issues Raised in Submissions

The Development Application was exhibited and notified for a period of 14 days, and upon receipt of amended plans a second notification period was undertaken. During the notification periods, there were four submissions received. The remaining seven submissions were received after the close of the notification periods. The issues raised in the submissions are outlined below.

One submission was received in support of the application. The submission stated that the resident agrees with the proposed expansion.

ISSUE	COMMENT	OUTCOME
The works will isolate residents on the western side of the centre from the remainder of Castle Hill, and other facilities such as the post office, bus interchange and future rail station. A public pedestrian access should be maintained along Castle Street that cannot be closed or blocked by Castle Towers. Loss of the pedestrian access will reduce amenity.	Castle Street will be closed to through-traffic however will be available 24/7 to pedestrians. It is acknowledged that some persons will have a slightly longer travel route for persons driving to the bus/train interchange area however this is considered reasonable.	Condition imposed – see Condition 48.
Pedestrian access along Castle Street must be maintained in the construction period.	The applicant has confirmed that 24 hour access will generally be maintained during the construction period, however has acknowledged that access may not be available for short periods of time during construction due to safety concerns. Should temporary closures be required, an alternate access arrangement will be required to be provided.	Condition imposed – see Condition 48.
Increase in noise from Castle Towers which will disrupt residents.	An acoustic report was submitted which has been reviewed by Council's Senior Environmental Health Officer. A number of conditions have been recommended, including the requirement for further report and mitigation works to be undertaken should a verified complaint be received regarding noise impact.	Conditions imposed – see Conditions 34, 143, 148 and 154.
Noise disturbance caused to residents within Castle Grand due to traffic entering and leaving the proposed vehicle entrance on the land bound by Showground Road and Pennant Street which is immediately adjacent to our building.	The proposal includes an acoustic cover over the tunnel access adjacent to Castle Grand. This will ensure that noise impact does not occur. In addition, further acoustic testing will be required to be undertaken within three months of the issue of the Occupation Certificate.	Condition imposed – see Condition 34.
Damage and soiling of Castle Grand caused by the adjacent tunnelling and the demolition of the existing portion of Castle Towers. It is requested that QIC pay reasonable costs to the Castle Grand Strata Plan for cleaning the exterior of the building, and for cleaning of plant and equipment located on the roof at periodic intervals during the demolition and construction.	A condition has been recommended requiring that the dust be controlled during construction. Should dust impact occur, this can be reviewed at the time by the PCA. In addition, a condition has been recommended which requires that a dilapidation report be submitted which addresses the impact of the works on adjoining properties, being Castle Grand and Horizons.	Conditions imposed – see Conditions 82, 97 and 119.

ISSUE	COMMENT	OUTCOME
Water seepage from the land adjacent to Castle Grand into the lower car park level of Castle Grand.	A condition has been recommended which requires that works be undertaken during the tunnel area construction to prevent/reduce water being directed towards Castle Grand.	Condition imposed – see Condition 61.
Uncertainty as to the possible future land use of the, now, unused portion of the site bounded by Pennant Street, Showground Road and Kentwell Avenue.	Any future use of the remainder of the site will be subject to a further Development Application. The site is zoned B4 Mixed Use which allows a number of commercial and residential uses.	Issued addressed.
The application is inconsistent with the adopted retail hierarchy as the application refers to Castle Towers as a 'super-regional retail facility'. The application also refers to Rouse Hill Town Centre as a 'sub-regional shopping centre'. Both centres are defined as 'major centres'. There is no provision in the Council's 'Centres Direction' for a 'super-regional centre'.	Council's Centre Direction defines Castle Hill as a 'major centre' and Rouse Hill as a 'proposed major centre'. It is acknowledged that the report uses alternate terms.	Issued addressed.
The proposal includes significant non-compliances to Council's recently adopted LEP 2012. A Planning Proposal should be submitted to investigate the implications of the proposed changes to the development standards.	Clause 4.6 of LEP 2012 allows consideration of variations to development standards which is a standard LEP template requirement. In this instance there is no requirement for a Planning Proposal to consider the variations. The proposed variations have been considered on merit and are considered reasonable.	Issue addressed.
The Economic Impact Assessment has not adequately addressed the size of the proposed works, number of additional shops, leasing opportunities or the impact on Rouse Hill Town Centre. The report has also not addressed other smaller retail centres which have been recently approved within the Shire.	The Economic Impact Assessment has adequately addressed the need for the proposed works and the potential impacts on competing retail centres. The assessment is considered satisfactory.	Issue addressed.
Impact on heritage buildings.	The proposed works to and around the heritage buildings are considered satisfactory - See Section 8.	Issue addressed.
Request that access from Showground Road to Kentwell Avenue be retained.	Access from Showground Road to Kentwell Avenue is proposed to be maintained with a one-way access point to Kentwell Avenue.	Issue addressed.
Request that specific controls for FSR, setbacks, bulk and scale and future vehicle access be set for	LEP 2012 and DCP Part B Section 1 – Business contain controls relating to the future	Issued addressed.

ISSUE	COMMENT	OUTCOME
the land bound by Showground Road, Pennant Street, Castle Street and Kentwell Avenue.	development of the site.	
Question of landscape works to be undertaken on the remainder of site bound by Showground Road, Pennant Street and Kentwell Avenue.	Landscape works will be undertaken along the extent of the driveway area and will include mixed native grasses, shrubs and trees. The applicant has indicated that the existing dwellings around the perimeter of the site will be demolished, likely mid 2017.	Issued addressed.
Question of the design of the roundabout on Kentwell Avenue.	The design of the roundabout will be required to be in accordance with Council design requirements.	Condition imposed – see Condition 61.
Noise impact during the construction process.	It is acknowledged that some noise impact may occur due to the scale of works proposed. A number of conditions have been recommended which address noise impact during this period.	Conditions imposed – see Conditions 54, 90 and 143.
Noise impact due to the access point at Kentwell Avenue.	A 1.8m high acoustic wall is proposed along the access driveway adjacent to Kentwell Avenue. This has been reviewed by Council's Senior Environmental Health Officer and is satisfactory to protect against unreasonable noise impact.	Issue addressed.
Request that additional disabled parking be provided within the centre.	The proposal will provide 209 accessible parking spaces which complies with the DCP requirement.	Condition imposed – see Condition 3.
Request that accessible scooters be relocated as they are currently centrally located (at the information counter) and are difficult to access.	QIC have advised that scooters can be pre-booked and customers are advised on the best location to park. If needed, customers requiring assistance to/from their vehicle can be arranged also.	Issue addressed.
Concern that damage will occur to the heritage buildings when they are raised.	The proposed works to and around the heritage buildings are considered satisfactory - See Section 8.	Issue addressed.
Concern regarding the demolition of the Police Station building.	The original proposal included demolition of the former Police Station building. The proposal has been amended to retain the former Police Station building.	Issue addressed.
Question regarding the extent of notification to local residents.	The proposal was notified in accordance with Council's DCP which included a letter to all adjoining property owners (See Attachment 1). In addition, the	Issue addressed.

ISSUE	COMMENT	OUTCOME
	proposal was exhibited which includes a notice in the local paper and two signs were erected on the site. The extent of notification is satisfactory.	
Traffic impact on local streets, especially given that construction has commenced on the North West Rail Link.	It is acknowledged that during construction works within the area, including the rail link and bus interchange works, that residents may utilise alternate routes, however upon completion of works the main priority is to ensure that traffic remains on Showground Road and is not diverted into local roads. This will be done partly through the use of local traffic management schemes.	Issue addressed.
Adequacy of the traffic surveys undertaken by the applicant.	The Transport Impact Assessment has been reviewed by both the RMS and Council's Manager Transport and Infrastructure and no objection has been raised. The surveys submitted with the application are considered satisfactory.	Issue addressed.
The proposal does not ensure the completion of the western ring road.	The western ring works have been completed. It is noted however that works at the intersection of Showground Road/Pennant Street and Pennant Street/Old Castle Hill Road will be undertaken to facilitate access into the centre.	Issue addressed.
Allowing access from Showground Road to turn left onto Main Street is irresponsible and dangerous and will denigrate the money spent on reinvigorating and energising the Main Street precinct.	Currently vehicle access is permitted to turn from Showground Road into Main Street. There are no changes proposed to the current road access arrangements.	Issues addressed.
Impact on area due to bus movements.	Castle Towers is located opposite the bus transit station. The use of the buses within the locality is appropriate and is in accordance with a sustainable community.	Issue addressed.
There are now two differing proposals for Crane Road between Old Northern Road and Terminus Street both emanating from different proposals.	The current proposal does not include works on Crane Road. The works referred to are in relation to DA 636/2014/JP for the mixed use development on the site bound by Old Northern Road, Crane Road and Terminus Street. This development is currently under construction.	Issue addressed.

ISSUE	COMMENT	OUTCOME
The Heritage Plaza area of the Stage 3 expansion of Castle Towers overlaps the requirements for the ground floor level of DA 636/2014/JP. The result of these conflicting overlapping civic areas is unknown.	The proposed Heritage Square is private property and is not a civic area.	Issue addressed.
Increased travel times due to additional signalised intersections.	The proposed works include new signals at the Showground Road/Kentwell Avenue intersection. The proposed signals will improve access into the shopping centre and will not unreasonably impact on travel times.	Issued addressed.
Impact of high rise developments on the CBD and social fabric of the Castle Hill Shopping Town.	There has been no adverse impact identified from high rise development to the existing or future Castle Hill retail area.	Issue addressed.
Concern that a 'resident only parking scheme' will be implemented to address on street parking.	This is not a matter for consideration with the application.	Issue addressed.
Lack of free parking for commuters.	This is not a matter for consideration with the application.	Issue addressed.
Request that a comprehensive traffic survey be undertaken by Council covering a variety of matters.	This request is for a broad traffic survey to be undertaken and is not related to the proposal. A traffic study for this development was submitted and considered by Council's Manager Infrastructure and Transport Planning.	Issue addressed.
Request that Main Street be kept for public use and closed at various times of the year for Council and communal use. Concern that Main Street will be re-opened to full traffic in four lanes	Main Street is a public road and is traffic calmed. Main Street has been closed for various activities such as Christmas activities, New Year celebrations and other cultural activities.	Issue addressed.
Request that Council immediately implement non-smoking rules outside building entry doors, the Piazza and other outside eating areas. This should also apply to hire vehicles such as taxis, hire cars and buses that stop outside of building entry doors.	QIC have installed signage in the Piazza area and have relocated ashtrays away from the Piazza entrance, and the Piazza is now a non-smoking area. Signage is also in place at entries to the centre. In respect to hire vehicles, this is not a matter under the control of the shopping centre.	Issue addressed.
Council should already be reprimanding RMS and lobbying State Government for appropriate funding for the immediate renewal and upgrading of Old Northern	This is not a matter for consideration with the application.	Issue addressed.

ISSUE	COMMENT	OUTCOME
Road to a preferred 8 lane roadway (6 lanes will become obsolete prior to completion of such a road) between Baulkham Hills and Castle Hill and also the full completion of the Western Ring Road to allow through traffic to the new suburbs north of Castle Hill improved commute times.		
The possibility of a 'rat run' along Mercer Street, Crane Road and Orange Grove and the erection of parking signage on these roads.	A review of the proposal has indicated that it is unlikely that these roads would be used as a 'rat run' to access Castle Towers. There are no new works required along these local roads.	Issue addressed.
Concern regarding whether traffic around Castle Hill is being considered in a cumulative manner.	Both Council's Manager Infrastructure and Transport Planning and the RMS consider the existing and cumulative traffic impact of development including knowledge of the roads within the area, approved and proposed development, historical data and local traffic conditions.	Issue addressed.
Local road upgrade works as a result of the proposal.	Local road upgrade works will be undertaken – see comments above in Section 3.	Issue addressed.
Question of the timing for construction of the proposal.	Should consent be granted, the applicant will have a period of five years to act on the development.	Issue addressed.
Solar access and overshadowing as a result of the proposed works.	The proposal will result in some shadow impact given the scale of the works, however the impact is reasonable. The majority of the shadow is contained within the road reserve area, with the exception of shadow at 9am on June 21 which will fall across Showground Road onto properties opposite.	Issue addressed.

TRAFFIC MANAGEMENT COMMENTS

a. Introduction

The Hills District has the highest car ownership rate in Sydney at 2.7 vehicles per dwelling, generating more than 10 trips per day per dwelling, and having one of the lowest alternative transport use rates in Australia at around 3% of the total trips to work (ABS – 2011). This data means that all significant traffic generating developments such as the proposed Castle Towers expansion require rigorous assessment to ensure that limited road capacity is effectively utilised, or upgraded facilities are properly justified.

Castle Hill is not recognised as a regional centre in the Sydney Metropolitan Plan, but the existing land use coupled with possible increases in residential density, retail and

commercial floor space places the district in similar categories to most other regional centres. Transport issues associated with Castle Hill are therefore demanding increased attention at both Local and State Government levels.

b. Report

The applicant has submitted a detailed traffic and transport analysis (GTA Consultants 2015). This report has been reviewed extensively by Council, Road and Maritime Service (RMS), Transport for NSW, Sydney Metro Northwest, Bus Service providers, public utility authorities, Police and various property owners in Castle Hill regarding the traffic impacts of the proposed development to ensure that an holistic approach is given to the improvements required in the Town Centre.

The RMS has now provided a substantial response that incorporates all of the key issues identified in those discussions, recommending key elements of road works that are to be upgraded as part of the revised Castle Towers Stage 3 development. Most of the matters raised in the RMS submission are discussed below to explain the reasoning behind various traffic improvements that will be required if development consent is granted.

Funding arrangements are now finalised between the RMS and QIC regarding the costs for works on State Roads and these details are specified in the Voluntary Planning Agreement (VPA). There are no funding implications to Council from that VPA.

There are four major road improvement components involved in the traffic analysis for the Stage 3 development proposal:

1. Castle Hill Ring Road
2. Mainstreet
3. Bus Interchange
4. Showground Road

There are several other important, but comparatively minor aspects of the development that will also be discussed below including the closure of Castle Street between Pennant Street and Old Northern Road, Local Area Traffic Management (LATM) schemes along Cecil Avenue and Castle Street, cycleway access, and pedestrian access.

c. Castle Hill Ring Road

The entire ring road is now part of the State Road network (Gazettal 15 Jan 2010) under the administration of the RMS. Works by Council along the Terminus Street bypass have been completed for over 5 years and the peak hour operating efficiency of the network is satisfactory at most times, with an average level of service rated at C on a scale of A (excellent) to F (fail). The intersection of Pennant Street and Showground Road falls to E during the morning weekday peak, but the delays at this location relate to capacity issues along Showground Road that are discussed below. Week day peak hour co-ordination of all the traffic signals has been done by RMS officers, but there are still further improvements planned for weekend peak demand. The following two locations along the western ring road will be upgraded as part of the proposed expansion of the shopping centre:

1. The intersection of McMullen Avenue and Old Castle Hill Road will require two improvements. Firstly, the south bound approach of Old Castle Hill Road to the shopping centre will require the short dual lane line marking extended back to the northern intersection of Garthowen Crescent. This dual lane treatment for southbound motorists approaching the traffic signals can be accommodated within the existing road carriageway at low expense and very little inconvenience

to the adjacent residents. These alterations will not affect access conditions to the development site known as the Gay Street development.

Secondly, an additional lane is required in McMullen Avenue for west bound traffic coming down the hill from Old Northern Road. This lane will be designated for left turns into Old Castle Hill Road going into the shopping centre precinct. The work will require private property acquisition from three owners along the northern side of McMullen Avenue, but the largest affectation will be on property owned by QIC. Preliminary consultation with the owners has commenced in this regard but no commitment for acquisition would proceed unless approval is given for the current Development Application. This work has previously been identified in the Castle Hill Commercial Centre DCP and Contribution Plan therefore a funding agreement with QIC is likely to be needed.

(See Condition 44).

2. The intersection of Pennant Street and Castle Street will require an upgrade of right turn facilities, affecting each approach of Castle Street. This intersection operates at level of service D in the afternoon weekday peak, and the introduction of right turn lanes in each approach of Castle Street would greatly enhance efficiency. Opportunities exist to build new right turn lanes on both approaches but the carriageway widening will affect the northern footpath adjacent to the Police Station, and the footpath adjacent to the existing shopping centre wall. Acquisition of land owned by the NSW Police Service should not be required but a detailed concept plan will identify the additional pavement and footpath reconstruction work that will be required to accommodate the extra lane. There are no plans to widen the road adjacent to Castle Grand.

The significant volume of pedestrian movements crossing Pennant Street at this intersection will continue to affect operational performance at this intersection, but it is expected that the right turn lanes will greatly assist in improving traffic flow. The RMS have required the modified traffic signal design to remove the pedestrian crossing from the library corner to the shopping centre to improve traffic capacity at the intersection. These pedestrian access matters are further addressed below.

(See Condition 44).

The road works proposed in the Development Application also include a new tunnel connection under Pennant Street. This structure will remain the responsibility of QIC, but the RMS has specified extensive controls for the construction and maintenance schedules that will meet their standards and clearance requirements.

The proposed Castle Towers extensions will ultimately add up to 28% extra traffic to several approaches on various intersections around the ring during the weekday peak hours. This traffic has been combined with an annual growth factor for the Castle Hill precinct that is based on over 15 years of arterial road surveys. The modelling work that has been analysed by Council and the RMS indicates sufficient capacity remains in the network to maintain a minimum Level of Service (LOS) D over the entire ring road network up to the year 2026. This is an acceptable standard in metropolitan Sydney for peak travelling periods.

Further traffic surveys and analysis have been done by the applicant's traffic consultants to recalibrate the Castle Hill CBD model. This modelling work has been used to provide ongoing advice to Council about additional development sites in the Castle Hill CBD as identified in the relevant DCP, particularly the Terminus Street car park. This modelling work does not factor in substantial reductions in vehicle travel demand resulting from

increased use of bus services through the Interchange or from the future Sydney Metro Rail Link. Traffic projections are therefore conservatively high.

d. Mainstreet

The Mainstreet project, Stage 1 and a portion of Stage 2, are a part of the Castle Hill CBD Contribution Plan. QIC will pay a contribution in accordance with the relevant rate for work being done on their land, but there will be a need for agreements with Council for works that are in the Contribution Plan. The limits of the Contribution Plan works do not extend along the western side of Old Castle Hill Road or along either side of Castle Street. Therefore some frontage works that are consistent with the footpath treatment along the Mainstreet will be required as part of this application. All proposed changes to the retail areas controlled by QIC fronting the Mainstreet area have been assessed to ensure that they are compatible with the Mainstreet project. This includes limited access times for delivery vehicles that will therefore not impact on the street amenity for businesses and customers.

e. Bus Interchange

The Castle Hill Bus Interchange is now operating at about 40% of capacity because of rail station works, even though over 100 new buses are also using the Interchange as a result of the new Metro Services that commenced in 2014, together with the existing route services. As part of Stage 2 of the Mainstreet treatment, there is approximately \$7.5M in further works to complete the area in accordance with the approved Masterplan. Bus operations will not significantly affect future performance of the ring road.

These future works for the Interchange should primarily be funded by the Sydney Metro, Transport for NSW and developers of the adjacent land. The works include bus lane widening, pedestrian signals, landscaping, bus shelters, median islands, and other related infrastructure. The Castle Hill CBD Contribution Plan will fund some of these upgrades as well as certain sections of Arthur Whitling Park, together with kiosk facilities and pedestrian access improvements.

QIC will not be directly involved with the Interchange area, other than a review of traffic modelling, together with relatively small modifications to car park access along Old Castle Hill Rd.

f. Showground Road

The single major obstacle to efficient traffic flow in the Castle Hill CBD is the existing carriageway constraint along Showground Road. Traffic volumes along this two lane arterial route have been constrained at around 40,000 movements per day for the last 15 years. These volumes equate to peak hour lane volumes of 2000, which is around 130% of typical single lane capacity in an urban environment. As a result the level of service is F, with extensive delays for several hours during morning and afternoon peaks, as well as over midday during weekends.

The existing road reservation along this section of Showground Road is just over 30 metres wide, allowing up to six lanes to be accommodated with four lanes to be constructed at the current time under the VPA. The RMS have now completed the detailed design and following a tender process, construction has been awarded to civil engineering firm Seymor White Pty Ltd. Work has commenced on the site and is completion is expected in late 2017. The project extends approximately 1.35kms from Carrington Road to Pennant Street across the frontage of the vacant QIC land, and it includes frontage works as shown in this DA.

The cost of the project is not a matter for Council as no Council funding is to be allocated for State Road works, but the traffic analysis suggests that around half of the future daily volumes along Showground Road are travelling to and from Castle Towers, with the remaining half travelling to other businesses in the CBD or travelling through the CBD. QIC and the RMS have completed negotiations on the cost responsibilities and a funding agreement is in place, with a Voluntary Planning Agreement in place.

Proposed consent conditions regarding the works along Showground Road have been prepared for this report and in summary, the project would double the lane capacity between Carrington Road and Old Northern Road. There would also be new traffic signals at the Kentwell Avenue intersection, and the existing pedestrian signals near Rowallan Avenue would be relocated to the actual intersection to improve access for motorists. The Pennant Street intersection would be upgraded as well. However, the existing intersections at Britannia Road and the western end of Cecil Avenue would be restricted to left in / left out only by a central median island along the full length of Showground Road. This restriction would apply to all other individual driveways along the route as well. The alignment of the new carriageway will require extensive public utility relocations and this cost will be a substantial component of the budget. The new alignment will also result in a residual wide central median island that would be used for some minor landscaping works.

g. Closure of Castle Street

The application incorporates a full closure of Castle Street between Pennant Street and Old Northern Road to through vehicular traffic. The traffic modelling for the town centre includes the impact of this closure, noting that upper and lower car park entry/exit is still required at either end of the closed road. The removal of access for vehicles will place a small extra demand on the ring road. The demand will be minor because over 93% of the existing vehicle movements in this section of Castle Street are associated with car park access, and these movements will effectively remain. The new car park access points will reduce the gradient of Castle Street at each intersection but vehicles will continue to use the traffic signals. The full permanent closure of any public road requires a specific procedure to be followed under the Roads Act 1993, and this process will commence through the Local Traffic Committee if consent is granted to the application. Issues regarding pedestrian access through this section of Castle Street are discussed below.

h. Temporary Closure of Kentwell Ave

The Showground Road upgrade now commenced by the RMS will result in a substantially larger signalised intersection at Kentwell Avenue and Cheriton Avenue. This upgrade will generally allow much safer access for the local community to the State Road network. However, the new level of Showground Road relative to the existing level of Kentwell Avenue will result in a temporary closure of the local road approximately 60m north of Showground Road. This difference in road level will be resolved when the land owned by QIC is redeveloped, and access needs to and from the vacant site are determined. There will be a forced detour for local residents in Kentwell Avenue and Worthing Avenue via Castle Street, but the improved signalised access at Pennant Street and at Rowallan Avenue will be sufficient to meet that demand.

i. Pedestrian and Cycleway Access – Castle Hill CBD

The Castle Hill CBD has previously been the subject of a Pedestrian Access & Mobility Plan (PAMP – ERM Consulting 2001). This Plan has been implemented in stages over the last 12 years with nearly all recommended works completed. These works included new concrete footpaths, pedestrian crossings, pram ramps, line marking, signs and street lighting.

However, as a result of the proposed Castle Towers expansion, together with several other approved or planned redevelopments sites within the CBD, a review of the PAMP is needed to ensure that Councils access objectives continue to be met.

The CBD also forms an integral part of the Shire Cycleway Plan with primary links proposed along all State Roads, and secondary links via Castle Street, Cecil Avenue (east and west of Old Northern Road), Crane Road and Old Castle Hill Road. Most of these cycleway links are on road routes, but there are several sections of footpath that have been built wider to accommodate off road cyclists as well. The proposed upgrade of Showground Road will include off road cycleways and new concrete footpaths. These pedestrian and cycleway links will integrate with the Mainstreet in accordance with the planned network. All footpath and kerb reconstruction in the central area of the CBD that is required for the DA will be completed using materials and finished products that are consistent with the Mainstreet objectives. The variation to bike parking is acknowledged, however whilst the cycleway links are integral to the area, the shopping centre is not necessarily a destination point for cyclists. Bike parking will also be provided in the adjacent rail and transit centre for persons using this area. Should the lack of bike racks be identified in the Castle Hill area, Council is also in a position to consider additional racks on either a temporary or permanent arrangement.

One of the most important pedestrian desire lines to the CBD is along Castle Street from the High School and the RSL. The eastern section of this route is proposed to be closed to through vehicular traffic as part of the application. However, all preliminary discussions between the applicant and Council officers regarding this proposed road closure have reinforced the need to maintain pedestrian access between Pennant Street and Old Northern Road. This is because there will always be a strong demand for people to walk from the Police Station to the Mainstreet area, and alternative pedestrian access through the shopping centre will not meet all public demand. The applicant has suggested that the modified traffic signal design will substantially meet this demand. It is therefore imperative that this pedestrian access along the current alignment of Castle Street be maintained with increased security arrangements such as CCTV, particularly near all ATM devices. This access would also allow fast response on foot from the Police Station to the Mainstreet area.

j. Old Castle Hill Rd – Car Park Access

Access to the upper car park decks off Old Castle Hill Road will be retained. That access is currently restricted to left in and left out because Old Castle Hill Road is one way north bound between Old Northern Road and the former Eric Felton Street access leading into the car parks. However as a result of increasing bus parking demands (Castle Hill Bus Interchange Report – Cardno Eppell Olsen Consulting 2008) and the future taxi access requirements for the Sydney Metro Northwest Rail Link, the re-introduction of two way traffic along the full length of Old Castle Hill Road will be required. This alteration to traffic movement will result in a modified traffic signal operation in the Mainstreet of the CBD, and these traffic arrangements will be implemented by Sydney Metro rather than by QIC.

k. LATM Schemes - Cecil Avenue and Castle Street

As noted above, vehicular access along Cecil Avenue and Castle Street will alter significantly as a result of changes to traffic patterns along Showground Road. In general terms traffic volumes along Cecil Avenue will slightly reduce due to improved capacity along Showground Road, but traffic volumes along Castle Street will increase.

Both of these roads run parallel to Showground Road and are major collector routes in Council's road hierarchy. LATM Schemes have been investigated along both roads over

many years, incorporating various parking restrictions, mini-roundabout and parking lane treatments.

Castle Street will have an increased volume of traffic of about 20% from 10,000 to 12,000 movements each day, particularly in the afternoon peak, because of the improved exit conditions under signal control into Showground Road from Rowallan Avenue for motorists leaving the Castle Towers car park exits. Traffic signals are required at this location for a number of reasons:

1. Rowallan Avenue services the high school, RSL Club and the Bowling Club, which are all significant traffic generators needing controlled access out to Showground Road.
2. Signalised pedestrian crossing facilities are needed along Showground Road, primarily for high school students, and although the existing signals perform that function, the need for controlled right turns at Rowallan Avenue means that the signals should be relocated to serve both purposes.
3. Signals at Rowallan Avenue can be justified given the above reasons. An alternative option to signalise Britannia Road will encourage through traffic along Bounty Avenue and Patrick Avenue which is not a desirable outcome.
4. An option to install traffic signals at the Cecil Avenue intersection has also been considered, but the close proximity to Rowallan Avenue means that only one intersection can maintain all right turn access under signal control. The traffic signals at Rowallan Avenue serve a much wider community demand than at Cecil Avenue.

This traffic volume exceeds the environmental capacity of Castle Street and hence there will be a need to implement the recommendations of the LATM Scheme when the signals at Rowallan Avenue are operational.

Implementation of LATM for Castle Street has already commenced in recent years with the construction of a roundabout at Rowallan Avenue, and that scheme recommends further roundabouts at Britannia Avenue and Kentwell Avenue. The scheme is primarily aimed at controlling vehicle speeds, as through traffic volumes will be difficult to reduce given the ease of access to the Castle Hill CBD. There are also proposals to extend the parking lane treatment along Castle Street, introduce additional pedestrian crossing facilities, and install more parking restrictions where appropriate. These traffic facilities are listed in the future Capital Works Program, and would be brought forward if consent is given to the Castle Towers application. Public consultation through the Local Traffic Committee would be a part of the investigation and reporting process.

The LATM Scheme along Cecil Avenue has also commenced with the provision of a roundabout at the Barwell Avenue intersection, and the parking lane treatment along the full length of the route. Additional traffic control measure are planned, but the warrant for these facilities will be reviewed after Showground Road is upgraded as there may be no need to build extra devices because of the projected drop in traffic volume of about 30% from 7,000 to 5,000 movements each day. As Cheriton Avenue would have signalised access to Showground Road, there may be some attraction for motorists to still use this route, depending on the performance of the adjacent main road.

I. Parking Provision and Impact of Public Transport Improvements

The existing Castle Towers Shopping Centre provides a total of 5639 parking spaces in seven car parking areas. The proposed extension intends to provide an additional 2262 spaces, with a total of 7996 spaces, for a total GLFA of 193,457m². This equates to a car parking rate of 4.1 spaces per 100m² compared to Council's rate of 5.4 spaces per 100m². The RMS also specifies a lower rate of 4.1 spaces per 100m².

The applicant has submitted extensive analysis comparing parking provisions at several other substantial retail centres, with some having rail and bus options. The general consensus, through the Regional Development Committee chaired by the RMS, is that the proposal has sufficient car parking. At nearly all times through the year vacancy rate surveys show that the parking provision at Castle Towers is adequate, with the exception being the two weeks before Christmas when parking attendants must be used to assist traffic movement.

At these times it becomes clear that the problem is not insufficient numbers, but rather the ability of motorists to identify where parking is available before entering the Centre, and then the ability to locate those spaces quickly once the driver has entered the car park. While the car park attendants have assisted greatly in the past, experience at the Rouse Hill Town Centre shows that an electronic car park management system will achieve both desired outcomes.

The applicant proposes to install such a system, and a relevant consent condition has been included requiring that system to deal with all of the car parking areas. This is the main reason why the car parking rate proposed in this DA is satisfactory.

However in addition to this conclusion, it has been noted that the existing 400 plus daily bus services to and from Castle Hill have been increased in the last 2 years with the introduction of Metro Buses. These new services are primarily aimed at commuter traffic heading to Epping, Macquarie, Chatswood, North Sydney and the Sydney CBD, but there is no question that better options are now available for people, particularly young employees, wishing to travel to Castle Hill.

The construction of the Sydney Metro Northwest Rail Link will dramatically increase travel choice. However the traffic analysis has not been modified to allow for a reduction in parking demand or traffic generation associated with the application as a result of the improved public transport options. The conclusions and subsequent recommendations of this report regarding traffic generation and parking demand are therefore conservative.

No objection is raised to the proposal. Relevant conditions are included in the recommendation.

SECTION 94 COMMENTS

No objection is raised to the proposal. Relevant conditions are included in the recommendation.

HERITAGE COMMENTS

No objection is raised to the proposal. Relevant conditions are included in the recommendation.

HEALTH & ENVIRONMENTAL PROTECTION COMMENTS

The Environmental Health Section have reviewed the application with regards to potential pollution, public health impacts and potential public nuisance.

Council has previously been in receipt of complaints relating to noise from the loading docks in Pennant Street, alarms from the centre sounding and the noise from plant and equipment. Council has also received complaints in regards to the water quality of the local waterway which receives the water from the catchment containing Castle Towers. The source of at least some of the instances of water pollution have been traced back to Castle Towers and each issue has been addressed.

To best protect the waterway conditions of consent are recommended requiring the drains in the loading docks and waste storage area to be directed to the sewer. Stormwater drains for the car park areas are to be drained to gross pollution traps to remove litter, oils and greases. Litter bins have also been required for open public areas and at exits.

In regards to noise issues, the acoustic report which accompanied the application and the plans were reviewed and were considered satisfactory. The loading docks are enclosed and located in areas that will protect the neighbouring residential properties from intermittent loading dock noise. The majority of the vehicle access route located close to the residences on Kentwell Avenue is now located underground. In addition, an acoustic barrier cover will be located over the tunnel access adjacent to Castle Grand and Pennant Street.

To minimise the likelihood of noise problems occurring, conditions have been proposed to set operational hours for the loading docks and to restrict the overall noise emission. Also required is an acoustic assessment and compliance report once the development is constructed and is operational to ensure that the predictions and recommendations of the acoustic report are met.

The application in the current form has a much better operational outcome in terms of noise impact to the surrounding developments.

No objection is raised to the proposal. Relevant conditions are included in the recommendation.

FIRE SAFETY COMMENTS

No objection is raised to the proposal. Relevant conditions are included in the recommendation.

SUBDIVISION ENGINEERING COMMENTS

No objection is raised to the proposal. Relevant conditions are included in the recommendation.

TREE MANAGEMENT COMMENTS

No objection is raised to the proposal. Relevant conditions are included in the recommendation.

WASTE MANAGEMENT COMMENTS

No objection is raised to the proposal. Relevant conditions are included in the recommendation.

CONCLUSION

The proposal has been assessed having regard to the provisions of Section 79C of the Environmental Planning and Assessment Act, 1979, SEPP 32 – Urban Consolidation, Sydney Regional Planning Policy No. 20 – Hawkesbury Nepean River, Local Environmental Plan 2012 and Development Control Plans Part C Section 8 - Business and Part C Section 1 – Parking and is considered to be satisfactory.

There are a number of variations proposed to LEP 2012 and the DCP in regard to floor space ratio, height, setbacks, carparking, loading and bicycle parking however these variations are considered to be satisfactory and the proposal can be supported. The proposal includes a Clause 4.6 variation to the LEP standards for FSR and height. The proposed variations are considered to be supportable and Council has assumed

concurrence from the Department of Planning and Environment. The proposal is considered to be consistent with the aims and objectives of LEP 2012 and will result in a development which will provide retail opportunities for the immediate and wider area. The proposed works will provide a regional centre for the residents of both The Hills Shire and the surrounding area.

The development is considered to be satisfactory in regard to the external design and appearance of the works and whilst the proposal will have a different external design to the existing centre it is considered to be complementary and will achieve an appropriate streetscape outcome. In this respect the external colours and materials are appropriate for the location and will provide a focal point for the Town Centre.

Accordingly, approval subject to a Deferred Commencement condition is now recommended.

IMPACTS:

Financial

The proposed works are dependent on the lease of land currently owned by Council. This lease is a separate matter being addressed via land valuation and associated negotiation between the applicant and Council's Property Section. While the enactment of the proposed development will provide some financial impact associated with sale and transfer costs, this is a matter that will be separately reported to Council if the proposed is recommended for approval.

The Hills Future

The proposed development is consistent with the planning principles, vision and objectives outlined within The Hills Future as the proposed development provides for satisfactory urban growth and employment generation.

The proposed external works maintain an aesthetically pleasing streetscape presentation to Old Northern Road, Showground Road, Kentwell Avenue, Pennant Street and Castle Street and includes embellishment works within the heritage precinct. These works ensure the objectives of the document are maintained.

The proposed operation will also not detrimentally impact upon the environmental or social amenity of adjoining property owners however a number of conditions of consent have been included in the recommendation to ensure that amenity is maintained.

As a result the proposed Stage 3 works are considered satisfactory with respect to "Hills 2026 – Looking Towards the Future".

RECOMMENDATION

The Development Application be approved subject to the following conditions including a Deferred Commencement Condition.

DEFERRED COMMENCEMENT

1. Deferred Commencement – Agreement with Transport for NSW

- A. Pursuant to Section 80(3) of the Environmental Planning and Assessment Act 1979 deferred commencement consent is granted subject to:
 1. The owners of the site of the approved development must enter into an Agreement with Transport for NSW to address the potential impacts of the approved development on the Sydney Metro Northwest identified in State Environmental Planning Policy (Infrastructure) 2007. The Agreement must provide for the following:

- (i) the design, construction and maintenance of the approved development so as to satisfy the requirements in Condition 40 below;
 - (ii) allowances for the design, construction, operation and maintenance of railway infrastructure in the vicinity of the approved development;
 - (iii) allowances in the design, construction and maintenance of the approved development for rail operations in the vicinity of the approved development, especially in relation to noise, vibration, stray currents, electromagnetic fields and fire safety;
 - (iv) consultation with Transport for NSW;
 - (v) access by representatives of Transport for NSW to the site of the approved development and all structures on that site;
 - (vi) provision to Transport for NSW of drawings, reports and other information related to the design, construction and maintenance of the approved development;
 - (vii) such other matters which Transport for NSW considers are appropriate to give effect to (i) to (vi) above; and
 - (viii) such other matters as the owners and Transport for NSW may agree.
- B. The applicant must provide Council with written evidence demonstrating that the matters listed under Part A1 above have been satisfactorily addressed no later than four weeks before the notice of expiry date.
- C. Upon compliance with the requirements of Part A1, a full consent will be issued subject to the following conditions:

GENERAL MATTERS

1. Development in Accordance with Submitted Plans

The development being carried out in accordance with the following approved plans and details, stamped and returned with this consent except where amended by other conditions of consent.

REFERENCED PLANS AND DOCUMENTS

DRAWING NO.	DESCRIPTION	DATE
DA003	Design Intent - Sheet 1	22/07/15 Rev. 03
DA004	Design Intent - Sheet 2	22/07/15 Rev. 03
DA005	Design Intent - Sheet 3	22/07/15 Rev. 03
DA006	Design Intent - Sheet 4	22/07/15 Rev. 02
DA007	Design Intent - Sheet 5	22/07/15 Rev. 03
DA008	Design Intent - Sheet 6	27/04/15 Rev. 02
DA009	Design Intent - Sheet 7	19/12/14 Rev. 01
DA010	Design Intent - Sheet 8	19/12/14 Rev. 01
DA011	Design Intent - Sheet 9	19/12/14 Rev. 01
DA030	Perspective - Sheet 1	22/07/2015 Rev. 03

DA031	Perspective - Sheet 2	19/12/2014 Rev. 01
DA032	Perspective - Sheet 3	19/12/2014 Rev. 01
DA033	Perspective - Sheet 4	27/04/2015 Rev. 01
DA050	Site Boundary and Title Plan	19/12/2014 Rev. 01
DA051	Site Plan & Location Plan	22/07/2015 Rev. 03
DA140	Existing Extents – Level B3	19/12/2014 Rev. 01
DA141	Existing Extents – Level B2	27/04/2015 Rev. 02
DA142	Existing Extents – Level B1	27/04/2015 Rev. 02
DA143	Existing Extents – Level 1	27/04/2015 Rev. 02
DA144	Existing Extents – Level 1A	27/04/2015 Rev. 02
DA145	Existing Extents – Level 2	19/12/2014 Rev. 01
DA146	Existing Extents – Level 2A	19/12/2014 Rev. 01
DA147	Existing Extents – Level 3	22/07/2015 Rev. 03
DA148	Existing Extents – Level 3A	22/07/2015 Rev. 03
DA149	Existing Extents – Level 4	22/07/2015 Rev. 03
DA150	Existing Extents – Level 4A	22/07/2015 Rev. 03
DA151	Existing Extents – Level 5	22/07/2015 Rev. 03
DA152	Existing Extents – Level 5A	22/07/2015 Rev. 03
DA153	Existing Extents – Roof Level	22/07/2015 Rev. 03
DA200	Overall Masterplan – Level B3	09/05/2016 Rev. 05
DA201	Overall Masterplan – Level B2	02/05/2016 Rev. 08
DA202	Overall Masterplan – Level B1	02/05/2016 Rev. 06
DA203	Overall Masterplan – Level 1 Option 01	04/04/2016 Rev. 06
DA204	Overall Masterplan – Level 1A	04/04/2016 Rev. 06
DA205	Overall Masterplan – Level 2	04/04/2016 Rev. 05
DA206	Overall Masterplan – Level 2A	04/04/2016 Rev. 05
DA207	Overall Masterplan – Level 3	09/11/2015 Rev. 06
DA208	Overall Masterplan – Level 3A	09/11/2015 Rev. 06
DA209	Overall Masterplan – Level 4	09/11/2015 Rev. 06
DA210	Overall Masterplan – Level 4A	09/11/2015 Rev. 06
DA211	Overall Masterplan – Level 5	09/11/2015 Rev. 06
DA212	Overall Masterplan – Level 5A	09/11/2015 Rev. 06
DA213	Overall Masterplan – Roof Plan	09/11/2015 Rev. 06
DA220	General Arrangement Plan – Level B3 – Part 1	19/12/2014 Rev. 01
DA222	General Arrangement Plan – Level B2 – Part 1	27/04/2015 Rev. 02
DA223	General Arrangement Plan – Level B2 – Part 2	19/12/2014 Rev. 01
DA224	General Arrangement Plan – Level B1 – Part 1	19/12/2014 Rev. 01

DA225	General Arrangement Plan – Level B1 – Part 2	27/04/2015 Rev. 02
DA226	General Arrangement Plan – Level 1 – Part 1	27/04/2015 Rev. 02
DA227	General Arrangement Plan – Level 1 – Part 2	19/12/2014 Rev. 01
DA228	General Arrangement Plan – Level 1A – Part 1	27/04/2015 Rev. 02
DA229	General Arrangement Plan – Level 1A – Part 1	19/12/2014 Rev. 01
DA230	General Arrangement Plan – Level 2 – Part 1	19/12/2014 Rev. 01
DA231	General Arrangement Plan – Level 2 – Part 2	19/12/2014 Rev. 01
DA232	General Arrangement Plan – Level 2A – Part 1	19/12/2014 Rev. 01
DA233	General Arrangement Plan – Level 2A – Part 2	19/12/2014 Rev. 01
DA234	General Arrangement Plan – Level 3 – Part 1	22/07/2015 Rev. 03
DA235	General Arrangement Plan – Level 3 – Part 2	19/12/2014 Rev. 01
DA236	General Arrangement Plan – Level 3A – Part 2	19/12/2014 Rev. 01
DA237	General Arrangement Plan – Level 4 – Part 1	22/07/2014 Rev. 03
DA238	General Arrangement Plan – Level 4 – Part 2	27/04/2015 Rev. 02
DA239	General Arrangement Plan – Level 4A – Part 1	22/07/2015 Rev. 03
DA240	General Arrangement Plan – Level 4A – Part 2	25/02/2015 Rev. 02
DA241	General Arrangement Plan – Level 5 – Part 1	22/07/2015 Rev. 03
DA242	General Arrangement Plan – Level 5 – Part 2	27/04/2015 Rev. 02
DA243	General Arrangement Plan – Level 5A – Part 1	22/07/2015 Rev. 03
DA244	General Arrangement Plan – Level Roof – Part 1	22/07/2015 Rev. 03
DA245	General Arrangement Plan – Level Roof – Part 2	25/02/2015 Rev. 02
DA160	Elevational Comparison	27/04/2015 Rev. 02
DA161	Building Height Envelope	27/04/2015 Rev. 02
DA264	Castle Street 24hr Access Detail Plan	19/12/2014 Rev. 01
DA301	Elevations – Sheet 1	27/04/2015 Rev. 02
DA302	Elevations – Sheet 2	10/11/2015 Rev. 03
DA400	Sections – Sheet 1	19/12/2014 Rev. 01
DA401	Sections – Sheet 2	27/04/2015 Rev. 02
DA402	Sections – Sheet 3	19/12/2014 Rev. 01
DA500	Carpark Detail Plan – Level B2 – Sheet 1	27/04/2015 Rev. 02
DA501	Carpark Detail Plan – Level B2 – Sheet 2	19/12/2014 Rev. 01
DA502	Carpark Detail Plan – Level B2 – Sheet 3	19/12/2014 Rev. 01
DA503	Carpark Detail Plan – Level B2 – Sheet 4	19/12/2014 Rev. 01
DA504	Carpark Detail Plan – Level B2 – Sheet 5	27/04/2015 Rev. 02
DA505	Carpark Detail Plan – Level B2 – Sheet 6	19/12/2014 Rev. 01
DA506	Carpark Detail Plan – Level B2 – Sheet 7	19/12/2014 Rev. 01
DA507	Carpark Detail Plan – Level B2 – Sheet 8	19/12/2014 Rev. 01

DA508	Carpark Detail Plan – Level B1 – Sheet 1	19/12/2014 Rev. 01
DA509	Carpark Detail Plan – Level B1 – Sheet 2	19/12/2014 Rev. 01
DA510	Carpark Detail Plan – Level B1 – Sheet 3	19/12/2014 Rev. 01
DA511	Carpark Detail Plan – Level B1 – Sheet 4	19/12/2014 Rev. 01
DA512	Carpark Detail Plan – Level B1 – Sheet 5	27/04/2015 Rev. 02
DA513	Carpark Detail Plan – Level B1 – Sheet 6	19/12/2014 Rev. 01
DA514	Carpark Detail Plan – Level B1 – Sheet 7	19/12/2014 Rev. 01
DA515	Carpark Detail Plan – Level B1 – Sheet 8	19/12/2014 Rev. 01
DA516	Carpark Detail Plan – Level 1 – Sheet 1	27/04/2015 Rev. 02
DA517	Carpark Detail Plan – Level 1 – Sheet 2	19/12/2014 Rev. 01
DA518	Carpark Detail Plan – Level 1A – Sheet 1	27/04/2015 Rev. 02
DA519	Carpark Detail Plan – Level 2 – Sheet 1	19/12/2014 Rev. 01
DA520	Carpark Detail Plan – Level 3A – Sheet 1	19/12/2014 Rev. 01
DA521	Carpark Detail Plan – Level 4 – Sheet 1	19/12/2014 Rev. 01
DA522	Carpark Detail Plan – Level 4 – Sheet 2	27/04/2015 Rev. 02
DA523	Carpark Detail Plan – Level 4 – Sheet 3	27/04/2015 Rev. 02
DA524	Carpark Detail Plan – Level 4 – Sheet 4	19/12/2014 Rev. 01
DA525	Carpark Detail Plan – Level 4 – Sheet 5	19/12/2014 Rev. 01
DA526	Carpark Detail Plan – Level 4 – Sheet 6	19/12/2014 Rev. 01
DA527	Carpark Detail Plan – Level 4 – Sheet 7	19/12/2014 Rev. 01
DA528	Carpark Detail Plan – Level 4 – Sheet 8	19/12/2014 Rev. 01
DA529	Carpark Detail Plan – Level 4 – Sheet 9	19/12/2014 Rev. 01
DA531	Carpark Detail Plan – Level 4A – Sheet 1	19/12/2014 Rev. 01
DA532	Carpark Detail Plan – Level 4A – Sheet 2	27/04/2015 Rev. 02
DA533	Carpark Detail Plan – Level 4A – Sheet 3	27/04/2015 Rev. 02
DA534	Carpark Detail Plan – Level 4A – Sheet 4	19/12/2014 Rev. 01
DA535	Carpark Detail Plan – Level 4A – Sheet 5	19/12/2014 Rev. 01
DA536	Carpark Detail Plan – Level 4A – Sheet 6	27/04/2015 Rev. 02
DA537	Carpark Detail Plan – Level 4A – Sheet 7	19/12/2014 Rev. 01
DA538	Carpark Detail Plan – Level 4A – Sheet 8	25/02/2015 Rev. 02
DA539	Carpark Detail Plan – Level 5 – Sheet 1	27/04/2015 Rev. 02
DA540	Carpark Ramp Details – Sheet 1	19/12/2014 Rev. 01
DA541	Carpark Ramp Details – Sheet 2	19/12/2014 Rev. 01
DA542	Carpark Ramp Details – Sheet 3	19/12/2014 Rev. 01
DA543	Carpark Ramp Details – Sheet 4	19/12/2014 Rev. 01
DA550	Loading Docks – Sheet 1	19/12/2014 Rev. 01
DA551	Loading Docks – Sheet 2	19/12/2014 Rev. 01

DA552	Loading Docks – Sheet 3	19/12/2014 Rev. 01
DA553	Loading Docks – Sheet 4	19/12/2014 Rev. 01
DA554	Loading Docks – Sheet 5	19/12/2014 Rev. 01
A1.00	Heritage Square Classrooms - Site Plan	18/09/2015 Rev. 2
A.200	Heritage Square Classrooms - Ground Floor Plan	21/02/2016 Rev. 4
A.201	Heritage Square Classrooms - Roof Plan	18/09/2015 Rev. 2
A.400	Heritage Square Classrooms - Elevations	21/01/2016 Rev. 5
A.401	Heritage Square Classrooms - Elevations	21/01/2016 Rev. 4
A.500	Heritage Square Classrooms - Sections	21/01/2016 Rev. 4
AP.01	Heritage Square Classrooms - Perspectives	21/01/2016 Rev. 4
A100	Heritage Square c1897 Police Station - Site Plan	18/09/2015 Rev. 2
A.200	Heritage Square c1897 Police Station - Ground Floor Plan	21/01/2016 Rev. 3
A.201	Heritage Square c1897 Police Station – Roof Plan	21/01/2016 Rev. 3
A.400	Heritage Square c1897 Police Station – Elevations	21/01/2016 Rev. 4
A.401	Heritage Square c1897 Police Station – Elevations	21/01/2016 Rev. 4
A.500	Heritage Square c1897 Police Station – Sections	21/01/2016 Rev. 4
AP.01	Heritage Square c1897 Police Station – Perspectives	21/01/2016 Rev 3
A.100	Heritage Square 1880 School & Residence – Site Plan	18/09/2015 Rev. 2
A.200	Heritage Square 1880 School & Residence – Ground Floor Plan	21/01/2016 Rev. 3
A.201	Heritage Square 1880 School & Residence – Level 01 Plan	18/09/2015 Rev. 2
A202	Heritage Square 1880 School & Residence – Roof Plan	18/09/2015 Rev. 2
A.400	Heritage Square 1880 School & Residence – Elevations	21/01/2016 Rev. 4
A.401	Heritage Square 1880 School & Residence – Elevations	21/01/2016 Rev. 4
A.500	Heritage Square 1880 School & Residence – Sections	21/01/2016 Rev. 4
A.501	Heritage Square 1880 School & Residence – Sections	21/01/2016 Rev. 4
AP.01	Heritage Square 1880 School & Residence – Perspectives	18/09/2015 Rev. 2
A0.01	Heritage Square c1897 Police Station – Aerial	21/01/16 Rev. 1

	Plan	
DA801	Shadow Diagrams – June 21 – 9am	18/07/2016 Rev. 04
DA801	Shadow Diagrams – June 21 – 12pm	18/07/2016 Rev. 04
DA801	Shadow Diagrams – June 21 – 2pm	18/07/2016 Rev. 04
DA808	Shadow Diagrams – June 21 – 3pm	18/07/2016 Rev. 01
DA.003	Landscape Concept Plan	November 2015
DA.004	Landscape Detailed Plan 1	---
DA.005	Landscape Detailed Plan 2	---
DA.006	Landscape Section	November 2015
DA.007	Site B Landscape Plan	April 2015
---	Heritage Square – Indicative Hard Materials Palette	---
---	Heritage Square – Indicative Furniture Palette	---
---	Planting Palette – Plant Schedule	---
---	Planting Palette – Trees Planting Plan	---
---	Planting Palette – Feature Trees	---
---	Planting Palette – Evergreen Trees	---
---	Planting Palette – Feature Trees	---
---	Planting Palette – Shrubs/Groundcover Planting Plan	---
---	Planting Palette – Indicative Ornamental Garden Bed Mix	---
---	Site B Planting Palette – Indicative Species Mix	---
B1592	Survey Plan Sheet 24 of 25	---
B1592	Survey Plan Sheet 24 of 25	---

No work (including excavation, land fill or earth reshaping) shall be undertaken prior to the issue of the Construction Certificate, where a Construction Certificate is required.

2. Provision of Parking Spaces and Gross Leaseable Floor Area

The development is required to be provided with 2262 off-street car parking spaces. These car parking spaces shall be available for off street parking at all times. These carparking spaces relate to the provision of 80,260m² of additional gross leaseable floor area (GLFA) the subject of this consent.

This will result in a total of 7996 spaces being provided for the whole centre and a gross leaseable floor area of 193,457m².

3. Car Parking, Bicycle and Motorcycle Spaces

The provision and maintenance thereafter of:

7996 car parking spaces, which includes 209 accessible spaces and a total of 95 parents with prams spaces.

177 motorcycle parking spaces.

60 bicycle spaces.

4. Pay Parking

Pay parking is permitted within the parking areas. The pricing strategy must provide a three hour free period for patrons and either a free or reduced parking rate for staff and tenants.

5. External Finishes

External finishes and colours shall generally be in accordance with the details submitted with the development application and approved with this consent.

6. Separate application for signs

A separate application being submitted to, and approved by, Council prior to the erection of any advertisements or advertising structures.

7. Seating for Restaurants

Any seating for the proposed restaurants within the heritage precinct area or adjoining restaurant precinct which is outside of the tenancy is subject to the further Development Consent of Council. Internal seating associated with food courts is permitted as shown on the approved plans.

8. Permanent Kiosks

Approval is granted for a total of 60 permanent kiosks within the whole centre. A mall co-ordination plan is required to be submitted to Council prior to the use/operation of the first kiosk which details the location and size of all permanent kiosks. The permanent kiosks are permitted to have an average size of 30m². The total area of the kiosks is to be included in the total approved gross leasable floor area.

The location of all kiosks are to have regard to pedestrian circulation, use by those with trolleys and prams, access for the mobility impaired and safe egress during emergencies.

Any additional kiosks or the increase in size of the approved kiosks require the further Development Consent of Council.

9. Parent Rooms

Parent rooms are to be provided in the Stage 3 works in accordance with the requirements of the Development Control Plan Part B Section 6 – Business.

10. No Approval for Staging

This consent does not grant any approval for the staging of the works. The sequencing of works is permitted to ensure the on-going operation of the centre.

Should staging be proposed, a further application is to be submitted to Council detailing the proposed staging and demonstrating that adequate parking is available at all times in accordance with Council requirements.

11. Access to Australia Post

Both pedestrian and vehicle access is to be available to Australia Post at all times, including the loading dock/parking area off Castle Street. The existing signage for Australia Post is to remain visible and not to be impacted upon during the construction works.

12. Site Cleanliness

The site is to be kept in a clean and tidy manner at all times.

13. Conservation Works and Future Adaptive Re-Use of Heritage Items

All works to the 1880s schoolhouse, 1930s classroom and former Police Station are limited to that detailed within the Drawings prepared by Paul Davies Pty Ltd (Ref: Project 3-027) dated November 2015 and December 2016.

A separate Development Application is required to be approved by Council for any further alterations to the heritage items and their adaptive re-use.

14. Structural Integrity

The process for supporting and raising the 1880s schoolhouse shall be in accordance with the Structural Report prepared by Mott MacDonald dated 17 April 2015 and must be overseen by an experienced and qualified Structural Engineer.

15. Landscaping around Heritage Buildings

All landscaping associated with the heritage square is to be undertaken in accordance with the Landscaping Plans prepared by Context and approved with this consent.

16. Tree Removal

Approval is granted for the removal of thirty one (31) trees located on Site A and forty (40) trees located on Site B, as described in Arborist Report prepared by Paul Shearer Consulting on 17 December 2014 version 01, Revision 00.

All other trees, including Council street trees, are to remain and are to be protected during all works. Suitable replacement trees are to be planted upon completion of construction.

17. Planting Requirements

All trees planted as part of the approved landscape plan are to be minimum 75 litre pot size. All shrubs planted as part of the approved landscape plan are to be minimum 200mm pot size. Groundcovers are to be planted at 5/m².

18. Subdivision Approval

Once the extent of works in and around Showground Road, Kentwell Avenue, Pennant Street, Barwell Avenue, Old Northern Road, Castle Street, Old Castle Hill Road and McMullen Avenue has been finalised, in consultation with Council and the RMS, a subdivision plan relating to these works must be prepared, submitted and approved by Council.

19. Separate Application for Strata Subdivision

The strata title subdivision of the development is not included. A separate development application or complying development certificate application is required.

20. Protection of Public Infrastructure

Council must be notified of any damage to public infrastructure caused by the development. Adequate protection must be provided prior to work commencing and maintained during building operations. Any damage caused must be made good, to the satisfaction of Council, before an Occupation Certificate can be issued. Public infrastructure includes the road pavement, kerb and gutter, concrete footpaths, drainage structures, utilities and landscaping fronting the site.

21. Structures Adjacent to Piped Drainage Easements

Buildings and structures, including footings and brick fences, adjacent to existing or proposed drainage easements must be located wholly outside the easement. A design must be provided by a structural engineer certifying that the structure will not impart a load on the pipe in the easement.

22. Requirements for Council Drainage Easements

No works are permitted within existing or proposed public drainage easements unless approved by Council. Where works are permitted, the following requirements must be adhered to:

- Provision for overland flow and access for earthmoving equipment must be maintained.
- The existing ground levels must not be altered. No overland flow is to be diverted out of the easement.
- No fill, stockpiles, building materials or sheds can be placed within the easement.

- Open style fencing must be used. New or replacement fencing must be approved by Council.

23. Vehicular Access and Parking

The formation, surfacing and drainage of all driveways, parking modules, circulation roadways and ramps are required, with their design and construction complying with:

- AS/ NZS 2890.1
- AS/ NZS 2890.6
- AS 2890.2
- DCP Part C Section 1 – Parking
- Council's Driveway Specifications

Where conflict exists the Australian Standard must be used.

The following must be provided:

- All driveways and car parking areas must be prominently and permanently line marked, signposted and maintained to ensure entry and exit is in a forward direction at all times and that parking and traffic circulation is appropriately controlled.
- All driveways and car parking areas must be separated from landscaped areas by a low level concrete kerb or wall.
- All driveways and car parking areas must be concrete or bitumen. The design must consider the largest design service vehicle expected to enter the site. In rural areas, all driveways and car parking areas must provide for a formed all weather finish.
- All driveways and car parking areas must be graded, collected and drained by pits and pipes to a suitable point of legal discharge.

24. Gutter and Footpath Crossing Application

Each driveway requires the lodgement of a separate gutter and footpath crossing application, accompanied by the applicable fee as per Council's Schedule of Fees and Charges.

25. Minor Engineering Works

The design and construction of the engineering works listed below must be provided for in accordance with the following documents and requirements:

- a) Council's Design Guidelines Subdivisions/ Developments
- b) Council's Works Specifications Subdivisions/ Developments

Any variance from these documents requires separate approval from Council.

Works on existing public roads or any other land under the care and control of Council must be approved and inspected by Council in accordance with the Roads Act 1993 or the Local Government Act 1993. A separate minor engineering works application and inspection fee is payable as per Council's Schedule of Fees and Charges.

i. Driveway Requirements

The design, finish, gradient and location of all driveway crossings must comply with the above documents and Council's Driveway Specifications.

- The proposed driveways must be built to Council's heavy duty standard.

A separate driveway application fee is payable as per Council's Schedule of Fees and Charges.

ii. Disused Layback/ Driveway Removal

All disused laybacks and driveways must be removed and replaced with kerb and gutter together with the restoration and turfing of the adjoining footpath verge area.

iii. Site Stormwater Drainage

The entire site area must be graded, collected and drained by pits and pipes to a suitable point of legal discharge.

26. Excavation/ Anchoring Near Boundaries

Earthworks near the property boundary must be carried out in a way so as to not cause an impact on adjoining public or private assets. Where anchoring is proposed to sustain excavation near the property boundary, the following requirements apply:

- Written owner's consent for works on adjoining land must be obtained.
- For works adjacent to a road, anchoring that extends into the footpath verge is not permitted, except where expressly approved otherwise by Council, or the RMS in the case of a classified road.
- Where anchoring within public land is permitted, a bond must be submitted to ensure their removal once works are complete. The value of this bond must relate to the cost of their removal and must be confirmed by Council in writing before payment.
- All anchors must be temporary. Once works are complete, all loads must be removed from the anchors.
- A plan must be prepared, along with all accompanying structural detail and certification, identifying the location and number of anchors proposed.
- The anchors must be located clear of existing and proposed services.

Details demonstrating compliance with the above must be submitted to the Principal Certifying Authority and included as part of any Construction Certificate or Occupation Certificate issued.

27. Subdivision Certificate Preliminary Review

Prior to the submission of a Subdivision Certificate application a draft copy of the final plan, administration sheet and Section 88B instrument (where included) must be submitted in order to establish that all conditions have been complied with.

Street addresses for the lots within this subdivision will be allocated as part of this preliminary check process, for inclusion on the administration sheet.

28. Street Trees

Where existing street trees are affected by the proposed works, or where there are no existing street trees, street trees must be provided for the roads within or fronting the development site spaced between 7m and 10m apart; except for as otherwise approved by Council as part of an approved verge formation (for example, the main street treatment). The location of street trees must be considerate of driveways, services, drainage pits and sight lines at intersections. The species and size of street trees must comply with the requirements of Council. Details demonstrating compliance with the above must be submitted for approval before any street trees are planted.

The establishment of street tree planting is included in the maintenance bond required to be paid. Alternatively, street trees can be planted by Council subject to payment of the applicable fee as per Council's Schedule of Fees and Charges.

29. Process for Council Endorsement of Legal Documentation

Where an encumbrance on the title of the property is required to be released or amended and Council is listed as the benefiting authority, the relevant release or amendment documentation must be submitted along with payment of the applicable fee as per Council's Schedule of Fees and Charges. Sufficient time should be allowed for the preparation of a report and the execution of the documents by Council.

30. Water Sensitive Urban Design Handover Process

An operations and maintenance plan must be prepared for all WSUD proposals. The operations and maintenance plan must include:

- a. The location and type of each WSUD element, including details of its operation and design;
- b. A brief description of the catchment characteristics, such as land uses, areas etc;
- c. Estimated pollutant types, loads and indicative sources;
- d. Intended maintenance responsibility, Council, landowner etc;
- e. Inspection method and estimated frequency;
- f. Adopted design cleaning/ maintenance frequency;
- g. Estimate life-cycle costs;
- h. Site access details, including confirmation of legal access, access limitations etc;
- i. Access details for WSUD measure, such as covers, locks, traffic control requirements etc;
- j. Description of optimum cleaning method and alternatives, including equipment and personnel requirements;
- k. Landscape and weed control requirements, noting that intensive initial planting is required upfront to reduce the requirement for active weed removal;
- l. A work method statement;
- m. A standard inspection and cleaning form.

For the purposes of complying with the above a WSUD treatment system is considered to include all functional elements of the system as well as any landscaped areas directly surrounding the system.

31. Road Opening Permit

Should the subdivision/ development necessitate the installation or upgrading of utility services or any other works on Council land beyond the immediate road frontage of the development site and these works are not covered by a Construction Certificate issued by Council under this consent then a separate road opening permit must be applied for and the works inspected by Council's Maintenance Services team.

The contractor is responsible for instructing sub-contractors or service authority providers of this requirement. Contact Council's Construction Engineer if it is unclear whether a separate road opening permit is required.

32. Construction Certificate

Prior to construction of the approved development, it is necessary to obtain a Construction Certificate. A Construction Certificate may be issued by Council or an Accredited Certifier. Plans submitted with the Construction Certificate are to be amended to incorporate the conditions of the Development Consent.

33. Building Work to be in Accordance with BCA

All building work must be carried out in accordance with the provisions of the Building Code of Australia.

34. Acoustic Requirements

The recommendations of the Acoustic Assessment and Report prepared by Arup Pty Ltd, referenced as R10 P8 Acoustic DA Report, dated 12 December 2014 and submitted as part of the Development Application are to be implemented as part of this approval. In particular:

- The installation of a 1.8m noise barrier adjacent to the Kentwell Avenue Carpark exit;
- An Acoustic cover over the Pennant Street entry/exit constructed of a material with sufficient mass (>15 Kg/m²) to be efficient as a noise barrier.

35. Adherence to Waste Management Plan

All requirements of the Waste Management Plan submitted to and approved by Council must be implemented during the construction and/or demolition phases of the development, as well as the ongoing management phase. The information submitted can change provided that the same or a greater level of reuse and recycling is achieved as detailed in the plan. Any material moved offsite is to be transported in accordance with the requirements of the Protection of the Environment Operations Act 1997 and only to a place that can lawfully be used as a waste facility. Receipts of all waste/recycling tipping must be kept onsite at all times and produced in a legible form to any authorised officer of the Council who asks to see them.

Transporters of asbestos waste (of any load over 100kg of asbestos waste or 10 square metres or more of asbestos sheeting) must provide information to the NSW EPA regarding the movement of waste using their WasteLocate online reporting tool www.wastelocate.epa.nsw.gov.au.

36. Construction of Waste Storage Areas

All work involving construction of the waste storage areas is required to comply with the requirements of Council's 'Commercial/Industrial Waste Storage Area Specifications'. A copy of the specifications is available at www.thehills.nsw.gov.au

37. Management of Construction and/or Demolition Waste

Waste materials must be appropriately stored and secured within a designated waste area onsite at all times, prior to its reuse onsite or being sent offsite. This includes waste materials such as paper and containers which must not litter the site or leave the site onto neighbouring public or private property. A separate dedicated bin must be provided onsite by the builder for the disposal of waste materials such as paper, containers and food scraps generated by all workers. Building waste containers are not permitted to be placed on public property at any time unless a separate application is approved by Council to locate a building waste container in a public place. Any material moved offsite is to be transported in accordance with the requirements of the Protection of the Environment Operations Act 1997 and only to a place that can lawfully be used as a waste facility. The separation and recycling of the following waste materials is required: metals, timber, masonry products and clean waste plasterboard. This can be achieved by source separation onsite, that is, a bin for metal waste, a bin for timber, a bin for bricks and so on. Alternatively, mixed waste may be stored in one or more bins and sent to a waste contractor or transfer/sorting station that will sort the waste on their premises for recycling. Receipts of all waste/recycling tipping must be kept onsite at all times and produced in a legible form to any authorised officer of the Council who asks to see them.

Transporters of asbestos waste (of any load over 100kg of asbestos waste or 10 square metres or more of asbestos sheeting) must provide information to the NSW EPA regarding the movement of waste using their WasteLocate online reporting tool www.wastelocate.epa.nsw.gov.au.

38. Disposal of Surplus Excavated Material

The disposal of surplus excavated material, other than to a licenced waste facility, is not permitted without the previous written approval of Council prior to works commencing on site. Any unauthorized disposal of waste, which includes excavated material, is a breach of the Protection of the Environment Operations Act 1997 and subject to substantial penalties. Receipts of all waste/ recycling tipping must be kept onsite at all times and produced in a legible form to any authorised officer of the Council who asks to see them.

39. Fire Safety & BCA Upgrading

Under Clause 94 of the Environmental Planning & Assessment Regulation 2000, the existing shopping centre that is subject to refurbishment/extension is to be upgraded in accordance with the performance requirements of the Building Code of Australia (BCA)

as proposed in the upgrade strategy report by Philip Chun & Associates, dated 11/12/14, report reference 14-203168_CTSC_Strategy Existing Centre Upgrade_P8_20141211.

Prior to the relevant Construction Certificate being issued, the Accredited Certifier (AC) for the Base building extension/refurbishment works detailed in this development consent is to review the upgrade strategy to ensure the upgrade works are consistent with the report.

40. Sydney Trains/Transport for NSW Requirements

- i. All structures which are proposed for construction or installation, or which are constructed or installed, in connection with the approved development which have a potential impact on the Sydney Metro Northwest must be designed, constructed and maintained in accordance with design criteria specified by Transport for NSW.
- ii. The design and construction of the basement levels, foundations and drainage for the approved development are to be completed to the satisfaction of Transport for NSW.
- iii. No modifications may be made to that approved design without the consent of Transport for NSW.
- iv. Transport for NSW, and persons authorised by it for this purpose, are entitled to inspect the site of the approved development and all structures to enable it to consider whether those structures on that site have been or are being constructed and maintained in accordance with these conditions of consent, on giving reasonable notice to the principal contractor for the approved development or the owner or occupier of the part of the site to which access is sought.
- v. A detailed regime is to be prepared for consultation with, and approval by, Transport for NSW for the excavation of the site and the construction of the building foundations which may include geotechnical, hydrological and structural certification in the form required by Transport for NSW.
- vi. All requirements contained in the Agreement between Transport for NSW and the owners of the site must be satisfied during construction and, where appropriate, the operation of the approved development.
- vii. Prior to the issue of an occupation certificate, the applicant is to receive written confirmation from Transport for NSW that all requirements in the Agreement related to construction have satisfied Transport for NSW's requirements.
- viii. Copies of any certificates, drawings or approvals given to or issued by Transport for NSW must be delivered to Council for its records.
- ix. Prior to the application for any construction certificate, a restrictive covenant is to be created upon each of the titles which comprise the approved development pursuant to Section 88E of the Conveyancing Act 1919, restricting any alterations or additions to any part of the approved development which are reasonably likely to adversely affect, or which otherwise are likely to interfere with the design, construction and operation of the Sydney Metro Northwest without the prior written consent of Transport for NSW.

41. Endeavour Energy Requirements

The applicant is required to liaise with Endeavour Energy regarding the provision of upgraded services to the site.

42. NSW Police Requirements

- a. The applicant/developer is to liaise with the NSW Police to ensure that appropriate access is maintained to/from the Police Station during the construction period.
- b. All landscape works are to be maintained to ensure adequate sight lines are available and reduce opportunity for concealment and entrapment.
- c. The site is to be maintained at all times, including repair of vandalism and graffiti, the replacement of lighting and general site cleanliness. All vandalism and graffiti is to be repaired within 48 hours of the incident being reported.

- d. CCTV is to be installed within the Heritage Square area. In addition, other security measures where appropriate are to be utilised.
- e. All furniture such as permanent tables, seating and similar used in the heritage square area are to be bolted down, or alternatively are to be locked away outside of operating hours.
- f. The areas within Heritage Square which are not associated with an approved 'licenced area' as part of a restaurant are to be maintained as a 'alcohol prohibited zone'.
- g. QIC/centre management is to put a procedure in place requiring all new businesses within the centre to liaise with a Police representative to discuss crime reduction opportunities.

43. Transport for NSW Requirements

- a. The developer is required to consult with the North West Rail Link team regarding any changes to the road network and pedestrian facilities located adjacent to the proposed Castle Hill Railway Station during construction and operation of the shopping centre.
- b. The developer is required to consult with TfNSW regarding the design of the access points to Old Northern Road.
- c. The existing bus stop located on Showground Road (adjacent to the proposed slip lane) is required to be relocated. The developer is required to liaise with Council's Manager Infrastructure and Transport Planning and local bus operators regarding the relocation of the bus stop.
- d. A Construction Traffic Management Plan (CTMP) is required to be prepared in consultation with TfNSW, Roads and Maritime, North West Rail Link and other agencies prior to the commencement of construction. The CTMP is to specify any potential impacts to traffic movements and bus operation within the vicinity of the development site from construction vehicles. Any potential impacts to pedestrian access or public transport infrastructure including bus stops must also be specified. Should any impacts be identified, the duration of the impacts and the measures proposed to mitigate these, including any temporary relocation of services, should be included in the CTMP.
- e. A coordinated approach to the provision of taxi stands is required, recognising that taxis serve both Castle Towers and NWRL and the total required taxi stand provision will need to reflect the cumulative demand and the need for accessible access from both. Consultation is required with TfNSW to resolve this issue.
- f. The bus zones located in the vicinity of the Kentwell Avenue and Showground Road intersection are required to accommodate two buses (one articulated bus and one 14.5 metre bus). Bus shelter facilities are required to be provided.

44. RMS Requirements

- i. The Voluntary Planning Agreement (VPA) is required to be revised to reflect the current application.
- ii. Excluding the road works along Showground Road that will be defined within the new VPA, the Applicant is required to enter into a Works Authorisation Deed (WAD) with the RMS for all roadworks/traffic control facilities on any classified roads in the area.
- iii. Lot 101, DP 1000798 is affected by a road widening proposal for part of Showground Road and part of Old Northern Road, as shown on RMS plan r1862.dc- (Lots 15, 16, 17 and 18 DP 237243). The construction of any new buildings or substantial structures within the existing road reservation or area required for any road widening, including the stratum, will not be permitted without the written approval of the RMS.

North West Rail Link (NWRL)

- iv. The Applicant will be required to provide documentation from Sydney Metro Northwest and TfNSW showing approval for works in locations where the construction activity and ultimate foundations for the proposed development will extend into the zones that affect the rail corridor.

Pennant St Underpass

- v. The Applicant is to submit design drawings and documents relating to the excavation of the site and support structures to the RMS for assessment, in accordance with Technical Direction GTD2012/001, at least six (6) weeks prior to commencement of construction, and is to meet the full cost of the assessment by the RMS. Any excavation below the level of the base of the footings of the adjoining roadways will require the relevant contractor acting on the consent to ensure that the RMS and Council are given at least seven (7) days' notice of the intention to excavate below the base of the footings. The notice is to include complete structural details of the work.
- vi. The Applicant is to be responsible for the operation and maintenance of the proposed tunnel under Pennant Street in perpetuity. Section 138 (Roads Act) agreements are to be in place between RMS Sydney Asset Management to provide for the maintenance and operation of the tunnel / bridge link. The agreement is to include lighting, ventilation, fire safety, traffic barriers, traffic management, drainage and other systems associated with the tunnel / bridge link. The agreement is also to include inspection, monitoring and reporting to RMS requirements.
- vii. The Applicant is to submit an Incident Response Management Plan (IRMP) for the management of traffic flows in the local area should there be a major problem/emergency occur to the tunnel works within Pennant Street. This IRMP must be submitted to the Traffic Management Centre and Council's Local Traffic Committee for approval prior to the commencement of any roadworks.
- vii. The Sydney Metro Northwest will be adjusting high voltage utilities along Pennant Street for plant and equipment associated with the Tunnel Boring Machine. Should the Pennant Street tunneling works require further adjustment of these utilities then the Applicant must liaise with Metro Northwest.

Showground Road

- viii. Unless otherwise agreed between parties, the widening and upgrading of Showground Road from two to four lanes between Carrington Road and Pennant Street shall be in accordance with details contained in the Agreed Concept Design, attached in Schedule 4 of the Voluntary Planning Agreement (VPA) between Roads and Maritime, Council and the Applicant which was executed by the parties dated 12 September 2013 or as subsequently updated and executed by all parties.
- ix. Subject to the conditions precedent in the VPA being satisfied, the Applicant is required to dedicate the identified land to Council as a public road at no cost to RMS for the purpose of the Showground Road upgrade works between Pennant Street and Kentwell Avenue.

- x. Where roadworks fronting the proposed development site adjacent to Showground Road differ between the Agreed Concept Design (SK36) attached in Schedule 4 of the Voluntary Planning Agreement (VPA), and the Architectural Plans submitted with the Development Application, the Applicant must fully fund and construct these additional works. SK36 has been amended to reflect the revised road dedication boundaries, and additional easements for road support.
- xi. Subject to RMS receiving the agreed second monetary contribution from QIC under the VPA, RMS will construct Showground Rd between Kentwell Avenue and Pennant Street in accordance with the Agreed Concept Design (SK36), attached in Schedule 4 of the Voluntary Planning Agreement (VPA). The applicant must ensure that all works associated with development of their land fronting Showground Rd between Kentwell Ave and Pennant St are amended to ensure consistency with the agreed concept design SK36.
- xii. The design of the proposed vehicle entry to the basement level car park off Showground Rd between Kentwell Ave and Pennant St is to incorporate an accredited safety audit resolving the conflict with pedestrians walking along Showground Rd to the satisfaction of Council's Manager – Infrastructure Planning.

Pennant Street/Castle Street

- xiii. Both approaches of Castle St to Pennant Street are to be widened to accommodate approach three lanes, with a single departure lane of minimum width 5.5m. The lane configurations will be designed in accordance with the relevant Austroads guide for signalized intersections, and in accordance with directions from the RMS. The traffic signal design will include removal of the southern at-grade signalised pedestrian crossing across Pennant Street. The existing signalised pedestrian crossings will be retained on the remaining 3 legs of the intersection. This design must also demonstrate that dual left turns, and dual right turns can be made from adjacent lanes when vehicles are exiting the shopping centre car park access (Castle St eastern leg).

McMullen Avenue/Old Castle Hill Road

- xiv. The proposed Council design for the intersection of McMullen Avenue and Old Castle Hill Rd on Plan No: SK-902012 is supported by the RMS. However, the design relies on acquisition from three separate private property owners, including QIC. Should Council not be able to arrange the necessary acquisition, the previous design for the intersection (required by the previously approved application) will be implemented. (Plan No: SM1161, Issue: 1, Dated: 18/11/09).

General Traffic Signals Requirements

- xv. Revised Traffic Signal plans must be submitted to RMS for all modified intersections by a suitably qualified practitioner.

The design shall be in accordance with Austroads Guide to Traffic Signal Design in association with the relevant RMS supplements (available at www.rms.nsw.gov.au). The certified copies of the civil design plans shall be submitted to the RMS for approval prior to the release of a construction certificate by the Principal Certifying Authority and commencement of road works.

RMS fees for administration, plan checking, civil works inspections and project management shall be paid by the Applicant prior to the commencement of

works. The Applicant will be required to enter into a Works Authorisation Deed (WAD) with the RMS for all main road works. The WAD must be executed prior to the RMS assessment of the detailed civil design plans.

Conditions Relating to Internal Construction

- xvi. Prior to the issue of any Occupation Certificate for the expanded Stage 3 Shopping Centre, a Dock Management Plan must be prepared to the satisfaction of Council to promote safe and efficient operation of the proposed loading docks and to avoid approaching trucks having to wait on public roads. The plan must address the following:
- Allocation of loading spaces.
 - Delivery times.
 - Controls on duration of stays.
 - Controls on placement of skips, pallets, etc.
 - Procedures for tradesman access and parking.
 - Operating times.
 - Truck access routes.
- xvii. The proposed Dynamic Parking Assist System and external signage indicating real-time parking availability is to be fully installed within 90 days from the issue of any Occupation Certificate for parking.
- xviii. The layout of the proposed car parking areas shall be in accordance with the relevant sections of the Council DCP (including, driveways, grades, turn paths, sight distance requirements in relation to landscaping and/or fencing, aisle widths, aisle lengths, and parking bay dimensions) The car parking design shall also acknowledge the requirements of AS 2890.1- 2004, AS2890.6-2009 for general traffic, and AS 2890.2-2002 for heavy vehicle.
- xix. Post development storm water discharge from the subject site into all drainage systems must not exceed the pre-development discharge. All changes to RMS and Council drainage systems will require detailed designs and hydraulic calculations to be submitted to the RMS and to Council for approval, prior to commencement of works. A plan checking fee will be payable and a performance bond will be required before RMS approval is issued.

Conditions relating to External construction

- xx. A Construction Management Plan (CMP) for the entire development site is to be submitted to the RMS and to Council for approval prior to the commencement of any works at the site. The CMP will include referral and consideration to other known construction activities in the Castle Hill CBD, including residential development sites at Crane Rd and at Gay St, the Showground Rd upgrade, and the Sydney Metro station site.
- xxi. A separate Traffic Management Plan (TMP) is to be prepared and submitted to the RMS and Council for approval of any permanent or temporary road closures.
- xxii. Altered traffic arrangements, including temporary line marking for construction purposes, will require resurfacing of the pavement and reinstatement of new line marking on completion of the works.

- xxiii. Castle Towers construction traffic will not be permitted to access the development via local streets under Council's control. All construction access must be via the main road network using the Castle Hill ring road. However there may be access requirements for individual sections of construction work where heavy vehicles have no other main road options. The Construction Management Plan must detail these situations and a Council permit will be required for construction access along local roads such as the Mainstreet area.
- xxiv. The Applicant will be required to install RMS standard CCTV at the Terminus Street/Crane Road signals (TCS#3075) to allow control of the intersection through the Rosebery Traffic Management Centre during peak demand periods and street events.

PRIOR TO THE ISSUE OF THE FIRST CONSTRUCTION CERTIFICATE

45. Land Acquisition and Leasing

All land acquisition and leasing arrangements with The Hills Shire Council are to be finalised to the satisfaction of the General Manager prior to the issue of the Construction Certificate.

46. Castle Street Road Closure/ Acquisition

The applicant/ developer will be responsible for all costs required under the Lease Agreement associated with the closure of the portion of Castle Street between Pennant Street and Old Northern Road which is to be amalgamated into the development site.

NOTE: The extent of the closure and the resultant location of the road reserve/ private property boundary at both ends of Castle Street must consider the following:

- (a) The RMS requirements relating to the extent of dedication at signalised intersections (the road reserve must extend 15m past the intersection into the site or as otherwise directed by the RMS/ Council).
- (b) The provision of a legal point of access to the public road network for the adjoining properties currently reliant on Castle Street for the same.

47. Commercial/ Private Lease Agreement – Structures and/ or Buildings in the Public Road Reserve

A commercial and/ or private lease agreement between Council and the applicant/ owner must be entered into for the buildings and structures (such as the driveway access from Kentwell Avenue) within the public road reserve.

NOTE: Any structures/ buildings on or over classified roads may require separate concurrence from the RMS also.

48. Pedestrian Access to Castle Street

Twenty-four (24) hour seven (7) day per week pedestrian access is to be provided through the centre to provide access to/from the eastern section of Castle Street to/from the western section of Castle Street. The final access is to be in accordance with AS 1428.1. Details are to be submitted to Council's Group Manager – Planning and Environment for endorsement prior to issue of the Construction Certificate.

In addition, pedestrian access is to be maintained during the construction period. If a temporary closure is required, an alternate access arrangement is required to be provided. It is acknowledged that at times temporary access will be required through Eric Felton Street or the shopping centre.

49. Section 94 Contribution

The following monetary contributions must be paid to Council in accordance with Section 94 of the Environmental Planning and Assessment Act, 1979, to provide for the increased demand for public amenities and services resulting from the development.

Payments comprise of the following:-

DISCOUNTED RATE – AS PER DEED OF AGREEMENT

	Rate per additional m² of GFA	Total Retail GFA 6,769.65m²
Development Category	Retail	
Civic Improvements	\$15.15	\$102,560.20
Commercial Studies	\$1.15	\$7,785.10
Total	\$16.30	\$110,345.30

FULL RATE – AS PER CP9

	Rate per additional m² of GFA	Total Retail GFA 73,490.35m²
Development Category	Retail	
Capital	\$151.56	\$11,138,197.45
Land	\$24.32	\$1,787,285.31
Administration	\$6.01	\$441,677.00
Total	\$181.89	\$13,367,159.76

Following the execution of a Voluntary Planning Agreement (VPA) between QIC Limited, Roads and Maritime Services (RMS) and The Hills Shire Council in relation to Showground Road upgrade works required pursuant to this Development Consent, the Section 94 contribution can be reduced by \$2,340,000.00, being the value of these 'Excluded Works' funded under Contributions Plan No. 9 (52%).

The contributions above are applicable at the time this consent was issued. Please be aware that Section 94 contributions are updated quarterly.

Prior to payment of the above contributions, the applicant is advised to contact Council's Development Contributions Officer on 9843 0268. Payment must be made by cheque or credit/debit card. Cash payments will not be accepted.

This condition has been imposed in accordance with Contributions Plan No 9.

Council's Contributions Plans can be viewed at www.thehills.nsw.gov.au or a copy may be inspected or purchased at Council's Administration Centre.

50. Planning Agreement

Pursuant to Section 80A(1) of the Environmental Planning and Assessment Act, 1979, the Planning Agreement between QIC Limited, Roads and Maritime Services (RMS) and The Hills Shire Council in relation to Showground Road upgrade works and in connection with this Development Application (Planning Agreement) must be executed by all parties prior to the issue of a Construction Certificate. QIC Limited is required to meet the obligations to RMS and Council under the Planning Agreement in accordance with the terms of the Planning Agreement including payment of monetary contributions, provision of works, dedication of land and provision of a bank guarantee, bond or other means of enforcement.

51. Surrender of Previous Consents

Development Consents 297/2008/HB (as amended) and 1287/2013/JP are to be surrendered prior to the issue of a Construction Certificate.

52. Notice of Requirements

The submission of documentary evidence to the Certifying Authority, including a Notice of Requirements, from Sydney Water Corporation confirming that satisfactory arrangements have been made for the provision of water and sewerage facilities.

Following an application a "Notice of Requirements" will advise of water and sewer infrastructure to be built and charges to be paid. Please make early contact with the Co-ordinator, since building of water / sewer extensions can be time consuming and may impact on other services and building, driveway and landscape design.

53. Construction Management Plan

A construction management plan must be submitted demonstrating how the potential for conflict between resident and construction traffic is to be minimised and managed throughout all stages of the development. The construction management plan must be submitted before a Construction Certificate is issued and complied with for the duration of works.

54. Demolition and Construction Noise Management Plan

Prior to the issue of the Construction Certificate a Demolition and Construction Noise Management Plan is to be submitted to and approved by Council's Manager Health and Environment. The Demolition and Construction Noise Management Plan must include at a minimum the following details;

- Project Specific Construction and Demolition Noise Levels;
- Details of the exact location of all Acoustic Walls to be installed around the construction site;
- A noise monitoring program to confirm compliance with the project specific noise levels; and
- Details of all actions to be taken to manage noise offensive noise to the residences of Castle Grand and all other surrounding residential properties.

PRIOR TO THE ISSUE OF A CONSTRUCTION CERTIFICATE FOR BUILT FORM

55. Public Domain Works

The public domain works to be provided along the frontage of Old Northern Road and Old Castle Hill Road shall be in accordance with the vision established for the public realm within the Castle Hill Town Centre. A schedule of materials, colours, finishes and location of public domain improvements including (but not limited to) paving, irrigation for watering of street trees, bins, seating and banner poles shall be submitted to the Manager Infrastructure Operations for endorsement prior to the issue of a Construction Certificate. This includes the following specific requirements:

- Removal of the Plane trees located along the Old Castle Hill frontage (adjacent to David Jones) and replacement with Queensland Brush Box.
- Street tree planting along Old Northern Road/Main Street is required to be Tuckeroos. The existing trees are to remain where possible, or if they require replacement due to works, be replaced at a similar size to what is existing at the time of the removal.
- The pavers used are match the existing pavers used in Old Northern Road/Main Street.
- Smart poles and ground lighting are to be installed along the full length of the frontage of Old Northern Road and Old Castle Hill Road (to the former Eric Felton Street). This includes connection to three phase power. The smart pole street lighting columns are to replace the existing Endeavour Energy street lights in Old Castle Hill Road. They are to match the style of smart poles used in the Old Northern Road Main Street precinct and are to be separately metered with Council being responsible for the ongoing maintenance and operation of the smart poles.
- CCTV is to be installed along the full length of the frontage of Old Castle Hill Road. The system must be compatible with the existing CCTV system in the Old Northern Road Main Street precinct and once installed, managed by Council.

56. Public Art

The design and installation of two public artworks is required. The final location and design of the public artworks is to be endorsed by Council's Group Manager – Planning and Environment prior to issue of the Construction Certificate.

57. Shopping Trolley Management

A geospatial fenced trolley containment system is required to be installed within the proposed and existing centre. All new trolleys are to be fitted with a wheel lock that is enabled before leaving a geospatial area (no access to public land). Details are to be submitted to the PCA prior to issue of the Construction Certificate.

58. Onsite Stormwater Detention – Hawkesbury River Catchment Area

Onsite Stormwater Detention (OSD) is required in accordance with Council's adopted policy for the Hawkesbury River catchment area, the Upper Parramatta River Catchment Trust OSD Handbook, with amended parameters for the site storage requirement and permissible site discharge.

The stormwater concept plan prepared by BGE is for development application purposes only and is not to be used for construction. The detailed design must reflect the approved concept plan.

Comprehensive design plans showing full construction details must be prepared by an accredited OSD designer and submitted with:

- A completed OSD Drainage Design Summary Sheet;
- Drainage calculations and details, including those for all weirs, overland flow paths and diversion (catch) drains, catchment areas, times of concentration and estimated peak run-off volumes;
- A completed OSD Detailed Design Checklist;
- A maintenance schedule.

The design and construction of the OSD system must be approved by either Council or an accredited certifier. This certification must be included with the documentation approved as part of any Construction Certificate.

A Design Compliance Certificate (DCC) certifying the detailed design of the OSD system can be issued by Council subject to the following being provided:

- i. A completed application form;
- ii. Four copies of the design plans and specifications;
- iii. Payment of the applicable application and inspection fees.

59. Stormwater Pump/ Basement Car Park Requirements

The stormwater pump-out system must be designed and constructed in accordance with AS/ NZS 3500.3:2015 - Plumbing and Drainage - Stormwater drainage. The system must be connected to the Onsite Stormwater Detention system before runoff is discharged to the street (or other point of legal discharge) along with the remaining site runoff, under gravity. All plans, calculations, hydraulic details and manufacturer specifications for the pump must be submitted with certification from the designer confirming compliance with the above requirements.

60. Works on Adjoining Land

Where the engineering works included in the scope of this approval extend into adjoining land, written consent from all affected adjoining property owners must be obtained and submitted to Council before a Construction Certificate is issued.

61. Engineering Works and Design

The design and construction of the engineering works listed below must be provided for in accordance with the following documents and requirements:

- a) Council's Design Guidelines Subdivisions/ Developments
- b) Council's Works Specifications Subdivisions/ Developments

Variation from these documents can only be approved by Council's Manager – Subdivision and Development Certification.

Engineering works can be classified as either "subdivision works" or "building works" as categorised below:

1. Works within an existing or proposed public road, or works within an existing or proposed public reserve. These works can only be approved, inspected and certified by Council in accordance with the Roads Act 1993 and the Local Government Act 1993 respectively. For Council to issue this approval the following must be provided:
 - a) A completed application form.
 - b) An electronic copy of the design plans and accompanying documentation.
 - c) Payment of the applicable application and inspection fees.
 - d) Payment of any required security bonds.
2. Works within the development site, or an adjoining private property, that relates to existing or proposed Council infrastructure assets, such as the laying of a stormwater pipeline or the formation of an overland flow path within a public drainage easement. These works can only be approved, inspected and certified by Council because Council will have an ongoing risk exposure and management/maintenance liability with respect to these assets once completed.

A "compliance certificate" as per Section 109(1)(a)(ii) of the Environmental Planning and Assessment Act 1979 can be issued certifying that the detailed design for these works complies with the requirements listed and the above documents. This "compliance certificate" can be issued by Council's Manager – Subdivision and Development Certification and not a private certifier, as discussed. Once approved, the works must be carried out under the supervision of Council's Construction Engineer in accordance with the terms attached to the issued "compliance certificate". Post construction, a further "compliance certificate" as per Section 109(1)(a)(i) of the Environmental Planning and Assessment Act 1979 can be issued certifying that the as-built infrastructure and associated works have been carried out to the satisfaction of Council's Construction Engineer. Alternatively, these works can be incorporated into any construction approval granted under category (1) above.

3. Works within the development site, or adjoining private properties, that do not relate to existing or proposed Council infrastructure assets, such as water sensitive urban design elements or inter-allotment drainage pipelines. Such works can be approved, inspected and certified by either Council or a private certifier, so long as the private certifier is accredited to do so.

This certification must be included with the documentation approved as part of any Construction Certificate. The designer of the engineering works must be qualified, experienced and have speciality knowledge in the relevant field of work.

The following engineering works are required:

i. Full Width Road Construction – Showground Road

The widening and upgrading of Showground Road from two to four lanes between Carrington Road and Pennant Street must occur as per the agreed concept design included in the voluntary planning agreement.

The intersection between Showground Road/ Pennant Street will necessitate additional adjustments in Showground Road between Pennant Street and Old Northern Road also.

ii. McMullen Avenue/ Old Castle Hill Road Intersection

The additional carriageway width/ lane formation on the northbound approach to this intersection must occur generally in accordance with the concept detail provided with the development application and in accordance with the requirements of Council.

iii. Pennant Street/ Castle Street Intersection

The additional carriageway width/ lane formation on the southbound approach to this intersection must occur generally in accordance with the concept detail provided with the development application and in accordance with the requirements of Council.

iv. Kentwell Avenue Roundabout/ Road Formation

The intersection at Kentwell Avenue/ Showground Road must be adjusted such that Kentwell Avenue no longer extends to Showground Road. A one-way road carriageway leading from the intersection to a new roundabout/ cul-de-sac turning head with a minimum diameter of 19m measured from the face of kerb on either side must be provided, along with the exit from the Pennant Street tunnel, generally in accordance with the concept detail provided with the development application and in accordance with the requirements of Council.

v. Pennant Street Underpass

The two tunnels under Pennant Street must occur in accordance with the requirements of Council.

vi. Stormwater Adjustments – Street Drainage

Where new or existing street drainage is required, all pits and pipes must align with the kerb and gutter, as per the above documents. This will necessitate the relocation of existing pits and pipes where road carriageways are being widened.

vii. Pennant Street Driveway – Site B

The new driveway on Site B leading to the tunnels under Pennant Street must occur generally in accordance with the concept detail provided with the development application (as amended) and in accordance with the requirements of Council. Replacement kerb inlet or butterfly grate pits must be provided to ensure the existing inlet capacity is not reduced, otherwise exposing this driveway to a flooding risk, noting the existing sag in Pennant Street here.

viii. Stormwater Drainage – Castle Street/ Old Northern Road Catchment

The existing stormwater pipelines that convey runoff from this catchment must be removed and relocated to Castle Street and under the proposed building on Site A generally in accordance with the concept detail prepared by BGE and provided with the development application (as amended) and in accordance with the requirements of Council. The following additional requirements apply:

- a) The pits and pipes must be designed to convey the total flow volume associated with the 100 year ARI design storm.
- b) Emergency flood storage must be provided at the end of Castle Street above these pits and pipes, with an appropriate freeboard to both the retail units adjacent and also the existing driveway servicing the Telstra site adjacent. Calculations relating to this requirement must accompany the detailed design.
- c) The piped drainage under the building must be constructed using stack work attached to the underside of either basement level, reducing the depth of the drop in the first pit upstream of the proposed building.
- d) Downstream of the proposed building, the piped drainage must tie into the existing street drainage in Pennant Street/ Castle Street.
- e) The design and construction must consider access and maintenance, specifically for the stack work in the basement, along with the energy generated in the first (very deep) pit upstream of the building.
- f) The design must be accompanied by a maintenance/ management schedule relating to this non-typical drainage element, the terms of which must be agreed to by Council.

ix. Street Names Signs

Street name signs and posts are required in accordance with the above documents and Council's Standard Drawing 37. Details for all signage and line-marking must be submitted to Council for checking prior to works commencing.

x. Footpath Verge Formation

The grading, trimming, topsoiling and turfing of the footpath verge fronting the development site is required to ensure a gradient between 2% and 4% falling from the boundary to the top of kerb is provided unless otherwise agreed by Council at the detailed design/ Construction Certificate stage. This work must include the construction of any retaining walls necessary to ensure complying grades within the footpath verge area. All retaining walls and associated footings must be contained wholly within the subject site. Any necessary adjustment or relocation of services is also required, to the requirements of the relevant service authority. All service pits and lids must match the finished surface level.

xi. Concrete Footpath/ Cycleway

New or replacement concrete footpath and cycleway must be provided as part of the external works, in accordance with the requirements of Council. This extends to any specific verge treatment in key locations, such as Old Castle Hill Road and Old Northern Road.

xii. Service Conduits

Service conduits must be laid in strict accordance with the relevant service authority's requirements. Services must be shown on the engineering drawings.

xiii. Water Sensitive Urban Design Elements

Water sensitive urban design elements, consisting of Humegard gross pollutant traps and Humes JellyFish filter cartridge devices, are to be located generally in accordance with the plans and information submitted with the application.

Detailed plans for the water sensitive urban design elements must be submitted for approval. The detailed plans must be suitable for construction, and include detailed and representative longitudinal and cross sections of the proposed infrastructure. The design must be accompanied, informed and supported by detailed water quality and quantity modelling. The modelling must demonstrate a reduction in annual average pollution export loads from the development site in line with the following environmental targets:

- 90% reduction in the annual average load of gross pollutants
- 85% reduction in the annual average load of total suspended solids
- 65% reduction in the annual average load of total phosphorous
- 45% reduction in the annual average load of total nitrogen

All model parameters and data outputs are to be provided.

These elements must be designed and constructed in accordance with best practice water sensitive urban design techniques and guidelines. Such guidelines include, but are not limited to, the following:

- Water Sensitive Urban Design – Technical Guidelines for Western Sydney, 2004, <http://www.wsud.org/tools-resources/index.html>
- Australian Runoff Quality – A Guide to Water Sensitive Urban Design, 2005, <http://www.ncwe.org.au/arq/>

xiv. Old Castle Hill Road Interface with Rail

Reconstruction of full width paved footpath, kerb and gutter and half width road pavement adjoining the development site in Old Castle Hill Rd between Castle Street and

the former Eric Felton Street in accordance with the civil design for the Castle Hill Station precinct prepared by Northwest Rapid Transit.

xv. Drainage Works on Site B

The works on Site B must include a sub-soil drain (or drains) along the eastern and northern property boundary with SP 73533, No. 12 Pennant Street/Lot 1 DP 1073392 No. 14 Pennant Street (Castle Grand, library and community centre) to collect and direct around that adjoining property subsurface water from the development site to a legal point of discharge, most likely Castle Street. The design for this sub-soil drain (or drains) must be prepared by a suitably qualified engineer.

62. Security Bond Requirements

A security bond may be submitted in lieu of a cash bond. The security bond must:

- Be in favour of The Hills Shire Council;
- Be issued by a financial institution or other accredited underwriter approved by, and in a format acceptable to, Council (for example, a bank guarantee or unconditional insurance undertaking);
- Have no expiry date;
- Reference the development application, condition and matter to which it relates;
- Be equal to the amount required to be paid in accordance with the relevant condition;
- Be itemised, if a single security bond is used for multiple items.

Should Council need to uplift the security bond, notice in writing will be forwarded to the applicant 14 days prior.

63. Conservation Management Plan

A Conservation Management Plan and a schedule of works shall be prepared by a qualified heritage practitioner or appropriate expert in heritage conservation and be provided to Council's Manager Forward Planning for approval, prior to the issue of a Construction Certificate.

64. Dilapidation Survey

A dilapidation survey shall be completed by an experienced and qualified Structural Engineer for the 1880s schoolhouse and the former Police Station with a view to identifying the current state of the structure, materials and finishes and identifying items of the above which may be prone to damage or decay during the construction period. The survey shall include recommendations for the protection of these heritage items. A copy of the survey is to be submitted both to Council and the property owner.

65. Photographic Archive

A photographic record is to be made of the 1880s schoolhouse, the 1930s classroom block and the former Police Station and is to be submitted to the satisfaction of Council's Manager Forward Planning prior to the commencement of works in accordance with:

- "Photographic Recording of Heritage Items Using Film or Digital Capture" (Heritage Office, 2006); and
- "How to prepare archival records of heritage items" (Department of Planning and Heritage Council of NSW, 1998).

The record is to include as a minimum:

- i. A location plan (including place and date of photographic record);
- ii. Site plan to scale;
- iii. Floor plan to scale;

iv. Colour, and black and white digital photographs, clearly labelled and cross referenced to base plans.

Images are to show views of all elevations, internal spaces and the surrounding setting, including the relationship of the school buildings to the police station and their siting on Old Northern Road.

66. Existing Colours and Materials

An existing schedule of colours and materials for the 1880s schoolhouse, the 1930s classroom block and the former Police Station including photographs to illustrate the current colour scheme and ceiling finishes of the buildings are to be submitted to the satisfaction of Council's Manager Forward Planning prior to the issue of a Construction Certificate.

67. Final Colours & Materials

The final schedule of colours and materials are to be submitted to the satisfaction of Council's Manager Forward Planning prior to the issue of a Construction Certificate. Colours must be neutral and sympathetic to the heritage item.

PRIOR TO WORK COMMENCING ON THE SITE

68. Principal Certifying Authority

A sign is to be erected in accordance with Clause 98 A (2) of the Environmental Planning and Assessment Regulations 2000.

69. Builder and PCA Details Required

Notification in writing of the builder's name, address, telephone and fax numbers to be submitted to the Principal Certifying Authority prior to work commencing.

Two days before work commences, Council shall be notified of the Principal Certifying Authority in accordance with the Regulations.

70. Management of Building Sites – Builder's Details

The erection of suitable fencing or other measures to restrict public access to the site and building works, materials or equipment when the building work is not in progress or the site is otherwise unoccupied.

The erection of a sign, in a prominent position, stating that unauthorised entry to the site is not permitted and giving an after hours contact name and telephone number. In the case of a privately certified development, the name and contact number of the Principal Certifying Authority.

71. Consultation with Service Authorities

Applicants are advised to consult with Telstra, NBN Co and Australia Post regarding the installation of telephone conduits, broadband connections and letterboxes as required.

Unimpeded access must be available to the electricity supply authority, during and after building, to the electricity meters and metering equipment.

The building plans must be submitted to the appropriate Sydney Water office to determine whether the development will affect Sydney Water's sewer and water mains, stormwater drains and/or easements. If the development complies with Sydney Water's requirements, the building plans will be stamped indicating that no further requirements are necessary.

72. Approved Temporary Closet

An approved temporary closet connected to the sewers of Sydney Water, or alternatively an approved chemical closet is to be provided on the land, prior to building operations being commenced.

73. Tree Protection Fencing

Prior to any works commencing on site Tree Protection Fencing must be in place around trees or groups of trees nominated for retention. In order of precedence the location of fencing shall be a) As per Tree Protection Plan as per Arborist report for project or b) Tree Protection Zone (TPZ) as calculated under AS4970 (2009) Protection of trees on development sites c) A minimum of 3m radius from trunk.

The erection of a minimum 1.8m chain-wire fence to delineate the TPZ is to stop the following occurring:

- Stockpiling of materials within TPZ
- Placement of fill within TPZ
- Parking of vehicles within the TPZ
- Compaction of soil within the TPZ
- Cement washout and other chemical or fuel contaminants within TPZ
- Damage to tree crown

74. Tree Protection Signage

Prior to any works commencing on site a Tree Protection Zone sign must be attached to the Tree Protection Fencing stating "Tree Protection Zone No Access" (The lettering size on the sign shall comply with AS1319). Access to this area can only be authorised by the project arborist or site manager.

75. Mulching within Tree Protection Zone

Prior to any works commencing on site all areas within the Tree Protection Zone are to be mulched with composted leaf mulch to a depth of 100mm.

76. Trenching within Tree Protection Zone

Any trenching for installation of drainage, sewerage, irrigation or any other services shall not occur within the Tree Protection Zone of trees identified for retention without prior notification to Council (72 hours notice) or under supervision of a project arborist.

If supervision by a project arborist is selected, certification of supervision must be provided to the Certifying Authority within 14 days of completion of trenching works.

77. Separate OSD Detailed Design Approval

No work is to commence until a detailed design for the OSD system has been approved by either Council or an accredited certifier.

78. Public Infrastructure Inventory Report

A public infrastructure inventory report must be prepared and submitted to Council recording the condition of all public assets in the direct vicinity of the development site. This includes, but is not limited to, the road fronting the site along with any access route used by heavy vehicles. If uncertainty exists with respect to the necessary scope of this report, it must be clarified with Council before works commence. The report must include:

- Planned construction access and delivery routes; and
- Dated photographic evidence of the condition of all public assets.

79. Traffic Control Plan

A Traffic Control Plan is required to be prepared and submitted to Council for approval. The person preparing the plan must have the relevant accreditation to do so. Where amendments to the plan are required post approval, they must be submitted to Council for further approval prior to being implemented.

A plan that includes full (detour) or partial (temporary traffic signals) width road closure requires separate specific approval from Council. Sufficient time should be allowed for this to occur.

80. Erection of Signage – Supervision of Work

In accordance with Clause 98A(2) of the Environmental Planning and Assessment Regulations 2000, a sign is to be erected in a prominent position displaying the following information:

- The name, address and telephone number of the Principal Certifying Authority;
- The name and telephone number (including after hours) of the person responsible for carrying out the works;
- That unauthorised entry to the work site is prohibited.

This signage must be maintained while the subdivision work is being carried out and must be removed upon completion.

81. Contractors Details

In accordance with Section 109E(3) of the Environmental Planning and Assessment Act 1979, the contractor carrying out the subdivision works must have a current public liability insurance policy with an indemnity limit of not less than \$10,000,000.00. The policy must indemnify Council from all claims arising from the execution of the works. A copy of this insurance must be submitted to Council prior to works commencing.

82. Adjoining Property Dilapidation Report

A dilapidation report must be prepared and submitted by a structural engineer recording the condition of any dwelling or ancillary structures on Lot 12 SP 73533 and Lot 1 DP 1073392, 'Castle Grand' and 'Horizons' within the likely zone of influence from any excavation, dewatering or construction induced vibration.

83. Notification of Asbestos Removal

Prior to commencement of any demolition works involving asbestos containing materials, all adjoining neighbours and Council must be given a minimum five days written notification of the works.

84. Engagement of a Project Arborist

Prior to works commencing, a Project Arborist (minimum AQF Level 5) is to be appointed and the following details provided to The Hills Shire Council's Manager – Environment & Health:

- a) Name:
- b) Qualification/s:
- c) Telephone number/s:
- d) Email:

If the Project Arborist is replaced, Council is to be notified in writing of the reason for the change and the details of the new Project Arborist provided within 7 days.

85. Erosion and Sedimentation Controls

Erosion and sedimentation controls shall be in place prior to the commencement of site works and maintained throughout construction activities, until the site is landscaped and/or suitably revegetated. These requirements shall be in accordance with *Managing Urban Stormwater – Soils and Construction (Blue Book)* produced by the NSW Department of Housing.

This will include, but not be limited to a stabilised access point and appropriately locating stockpiles of topsoil, sand, aggregate or other material capable of being moved by water being stored clear of any drainage line, easement, natural watercourse, footpath, kerb or roadside.

86. Site Water Management Plan

A Site Water Management Plan is to be prepared. The plan shall be in accordance with *"Managing Urban Stormwater - Soils and Construction"* (Blue Book) produced by the NSW Department of Housing. The plan is to be kept on site at all times and made available upon request.

87. Erosion & Sediment Control Plan Kept on Site

A copy of the Erosion and Sediment Control Plan must be kept on site at all times during construction and available to Council on request.

88. Demolition Works and Asbestos Management

The demolition of any structure is to be carried out in accordance with the Work Health and Safety Act 2011. All vehicles transporting demolition materials from the site are to have covered loads and are not to track any soil or waste materials on the road. Should demolition works obstruct or inconvenience pedestrian or vehicular traffic on adjoining public road or reserve, a separate application is to be made to Council to enclose the public place with a hoard or fence. All demolition works involving the removal and disposal of asbestos (of an area more than 10 square metres) must only be undertaken by a licenced asbestos removalist who is licenced to carry out the work. Transporters of asbestos waste (of any load over 100kg of asbestos waste or 10 square metres or more of asbestos sheeting) must provide information to the NSW EPA regarding the movement of waste using their WasteLocate online reporting tool www.wastelocate.epa.nsw.gov.au. Asbestos removal must be carried out in accordance with the WorkCover, Environment Protection Authority and Office of Environment and Heritage requirements. Asbestos to be disposed of must only be transported to waste facilities licenced to accept asbestos. No asbestos products are to be reused on the site.

DURING CONSTRUCTION

89. Management of Construction Activities

- a. Activities are to be managed during the construction period to ensure that impacts on adjoining roads and properties are minimised. This includes management of workers and construction vehicles.
- b. Parking of workers vehicles associated with the construction works can occur within the existing parking area at Lot 51 Les Shore Place and on the development site. When the proposed parking areas have been constructed and an Occupation Certificate issued, where safe, these parking areas are required to be utilised for parking of workers and construction vehicles.
- c. The use of the site as a 'depot' for construction vehicles and storage of materials is permitted on the development site. These activities are to be undertaken in a manner to ensure that the amenity of residential properties is protected.

90. Hours of Work

Work on the project to be limited to the following hours: -

Monday to Saturday - 7.00am to 5.00pm;

No work to be carried out on Sunday or Public Holidays.

The builder/contractor shall be responsible to instruct and control sub-contractors regarding the hours of work.

Any variation sought to the hours of work above, for exceptional circumstances, will require the approval of Council's Manager Regulatory Services. Should approval for works beyond the hours specified above be granted, written notification must be provided to neighbouring properties at least 48 hours in advance of work commencing.

91. Roof Water Drainage

Gutter and downpipes to be provided and connected to an approved drainage system upon installation of the roof covering.

92. Compliance with Critical Stage Inspections and Other Inspections Nominated by the Principal Certifying Authority

Section 109E(3)(d) of the Act requires certain specific inspections (prescribed by Clause 162A of the Regulations) and known as "Critical Stage Inspections" to be carried out for building work. Prior to permitting commencement of the work, your Principal Certifying Authority is required to give notice of these inspections pursuant to Clause 103A of the Regulations.

N.B. An Occupation Certificate cannot be issued and the building may not be able to be used or occupied where any mandatory critical stage inspections or other inspections required by the Principal Certifying Authority are not carried out.

Where Council is nominated as Principal Certifying Authority, notification of all inspections required is provided with the Construction Certificate approval.

NOTE: You are advised that inspections may only be carried out by the PCA unless by prior agreement of the PCA and subject to that person being an accredited certifier.

93. Standard of Works

All work must be carried out in accordance with Council's Works Specification Subdivisions/ Developments and must include any necessary works required to make the construction effective. All works, including public utility relocation, must incur no cost to Council.

94. Critical Stage Inspections – Subdivision Works

The subdivision works must be inspected by Council in accordance with the schedule included in Council's Works Specification Subdivisions/ Developments. A minimum of 24 hour's notice is required for inspections. No works are to commence until the first inspection has been carried out.

95. Stockpiles

Stockpiles of topsoil, sand, aggregate or other material capable of being moved by water shall be stored clear of any drainage line, easement, natural watercourse, footpath, kerb or roadside.

96. Asbestos Removal

Asbestos containing material, whether bonded or friable, shall be removed by a licenced asbestos removalist. A signed contract between the removalist and the person having the benefit of the development application is to be provided to the Principle Certifying Authority, identifying the quantity and type of asbestos being removed. Details of the landfill site that may lawfully receive the asbestos is to be included in the contract.

Once the materials have been removed and delivered to the landfill site, receipts verifying the quantity received by the site are to be provided to the Principle Certifying Authority.

Transporters of asbestos waste (of any load over 100kg of asbestos waste or 10 square metres or more of asbestos sheeting) must provide information to the NSW EPA regarding the movement of waste using their WasteLocate online reporting tool www.wastelocate.epa.nsw.gov.au.

97. Dust Control

The emission of dust must be controlled to minimise nuisance to the occupants of the surrounding premises. In the absence of any alternative measures, the following measures must be taken to control the emission of dust:

- Dust screens must be erected around the perimeter of the site and be kept in good repair for the duration of the construction work;
- All dusty surfaces must be wet down and suppressed by means of a fine water spray. Water used for dust suppression must not cause water pollution; and
- All stockpiles of materials that are likely to generate dust must be kept damp or covered.

98. Project Arborist

The Project Arborist must be on site to supervise any works in the vicinity of or within the Tree Protection Zone (TPZ) of any trees required to be retained on the site or any adjacent sites.

Supervision of the works shall be certified by the Project Arborist and a copy of such certification shall be submitted to the Private Certifying Authority within 14 days of completion of the works.

99. Rock Breaking Noise

Upon receipt of a justified complaint in relation to noise pollution emanating from rock breaking as part of the excavation and construction processes, rock breaking will be restricted to between the hours of 9am to 5pm, Monday to Friday.

Details of noise mitigation measures and likely duration of the activity will also be required to be submitted to Council's Manager – Environment and Health within seven (7) days of receiving notice from Council.

100. Construction Noise

The emission of noise from the construction of the development shall comply with the *Interim Construction Noise Guideline published by the Department of Environment and Climate Change (July 2009)*.

101. Contamination

Ground conditions are to be monitored and should evidence such as, but not limited to, imported fill and/or inappropriate waste disposal indicate the likely presence of contamination on site, works are to cease, Council's Manager- Environment and Health is to be notified and a site contamination investigation is to be carried out in accordance with *State Environmental Planning Policy 55 – Remediation of Land*.

The report is to be submitted to Council's Manager – Environment and Health for review prior to works recommencing on site.

102. National Parks and Wildlife Act 1974

Should any artefacts be uncovered in the course of any works, all works should cease and comply with Part 6 of the National Parks and Wildlife Act 1974, in particular section 90 regarding permits to destroy.

103. Aboriginal Archaeological Sites or Relics

If, during activities involving earthworks and soil disturbance, any evidence of an Aboriginal archaeological site or relic is found, all works on the site are to cease and the Office of Environment and Heritage must be notified immediately.

104. European Sites or Relics

If, during the earthworks, any evidence of a European archaeological site or relic is found, all works on the site are to cease and the Office of Environment and Heritage be contacted immediately. All relics are to be retained in situ unless otherwise directed by the Office of Environment and Heritage.

105. Protection of Heritage Items during Construction

The 1880s schoolhouse and the former Police Station building shall be protected during construction on the site. The buildings are to be fenced during the construction process by a 1.8m high chain wire mesh fence. The heritage items and their immediate surroundings are not to be used for storage of building materials or waste.

106. Final Dilapidation Survey

On completion of the excavation, the structural engineer shall carry out a further dilapidation survey of the 1880s schoolhouse and the former Police Station building and submit a copy of the survey both to Council and the property owner.

107. Conservation Architect

The demolition, cataloguing and storing of fabric from the heritage buildings is to be carried out by a qualified conservation architect, in addition to other suitably qualified professionals. The conservation architect is to:

- ensure any demolition or stripping out works minimise damage to original fabric,
- provide a photographic record progressively during demolition, and
- record the various construction methods and additions that took place since the original buildings were built.

Copies of the record made during demolition is to be submitted to Council.

108. Storage of Historic Building Materials

Following the dismantling of the 1930s classroom block and the temporary removal of the 1880s schoolhouse verandahs, all building materials are to be stored in a safe, secure and weather-tight location. These materials are to be carefully handled, stored and catalogued in such a manner as to allow their re-use when the building is reconstructed.

109. Replacement of Damaged Building Materials

Any timbers / materials that are required to be replaced due to deterioration are to match the existing fabric of the building.

110. Loading Dock and Waste Storage Area Drainage

All drains from waste storage areas and covered loading docks shall be discharged to the sewer in accordance with approval and all requirements of Sydney Water.

PRIOR TO ISSUE OF AN OCCUPATION CERTIFICATE

111. Dynamic Parking Assist System

The developer/owner is required to install a dynamic parking assist system within the proposed parking areas. This is to include any upgrade or extension of the system within the existing parking where the proposed works necessitate any changes. The system is to include:

- Installation of bay sensors over parking spaces to indicate whether the space is available or occupied;
- External and internal signage which advises of the number of available carparking spaces within a particular zone.

Final details of the dynamic parking system are to be endorsed by Council's Manager Infrastructure and Transport Planning prior to installation. The system is to be installed within 90 days from the issue of any Occupation Certificate for parking.

112. Completion of all Roadworks

The completion of all roadworks the subject of this consent prior to issue of any Occupation Certificate, including any Interim Occupation Certificate.

113. Operational Plan of Management

- (a) A Plan of Management must be prepared to address all operational and management procedures to be employed by the managers of the centre, to ensure that the complex operates without unnecessary disturbance to the surrounding locality and provides a basis for the ongoing management of issues that may arise between the centre, Council and the community. The plan must

reflect the whole of the operation of the Castle Towers Shopping Centre operations.

- (b) The plan must include but is not restricted to compliance with the requirements of conditions 11, 33, 35, 47, 53, 90, 97, 142, 144, 145, 147 – 150, 152 - 156 of this consent and any other relevant operational matters such as noise; security management; and complaints handling procedures.
- (c) The plan is to be submitted to Council's Group Manager – Planning and Environment for endorsement prior to an Interim Occupation Certificate being issued.
- (d) The existence and implementation of the Plan of Management is to be made known through any of the Centre Management's community liaison initiatives, website or similar means of communication with the community and the centres neighbours.

114. Landscaping Prior to Issue of Occupation Certificate

Landscaping of the site shall be carried out prior to issue of the Final Occupation Certificate in accordance with the approved plan. All landscaping is to be maintained at all times in accordance with THDCP Part C, Section 3 – Landscaping and the approved landscape plan.

115. Section 73 Certificate

A Section 73 Compliance Certificate under the Sydney Water Act 1994 must be obtained. from Sydney Water Corporation.

Application must be made through an authorised Water Servicing Co-ordinator. Please refer to the Building Development and Plumbing section of the web site www.sydneywater.com.au and then refer to Water Servicing Co-ordinator under "Developing Your Land" or telephone 13 20 92 for assistance.

116. Litter Bins

Adequate litter bins and specialised bins for cigarette butts are to be provided to any open area where people may congregate and at exits including exits to the car park areas. The bins are to be adequately serviced to minimise the likelihood of the bins overflowing with rubbish. The area around the bins is to be maintained free of litter and any overflow of rubbish including cigarette butts is to be removed as soon as possible.

117. Completion of Engineering Works

An Occupation Certificate must not be issued prior to the completion of all engineering works covered by this consent and relevant to the phase of works, in accordance with this consent.

118. Public Infrastructure Inventory Report - Post Construction

Before a Final Occupation Certificate is issued, an updated public infrastructure inventory report must be prepared and submitted to Council. The updated report must identify any damage to public assets and the means of rectification for the approval of Council.

119. Adjoining Property Dilapidation Report Post Construction

Prior to the issue of final Occupation Certificate, an updated dilapidation report must be prepared and submitted to Council. The updated report must identify any damage to adjoining properties and the means of rectification for the approval of Council.

120. Consolidation of Site A Allotments

All allotments which are part of 'Site A' must be consolidated into a single allotment before a Final Occupation Certificate is issued. A copy of the registered plan must be submitted to Council.

121. Pump System Certification

Certification that the stormwater pump system has been constructed in accordance with the approved design and the conditions of this approval must be provided by a suitably qualified hydraulic engineer prior to issue of any Interim Occupation Certificate.

122. Legal Agreement – Drainage Easement Encroachment

The completion and registration of a deed of agreement acceptable to, and in favour of, Council preserving Council's right of access to pipelines along the existing drainage easement prior to issue of the Final Occupation Certificate. This deed of agreement must be registered on the title of the property via a positive covenant. Council has standard wording that is available upon request.

The deed of agreement must be submitted to Council for checking along with payment of the applicable fee from Council's Schedule of Fees and Charges. As this process includes the preparation of a report and the execution of the documents by Council, sufficient time should be allowed.

123. OSD System Certification

The Onsite Stormwater Detention (OSD) system must be completed to the satisfaction of the Principal Certifying Authority (PCA) prior to the issuing of an Interim Occupation Certificate. The following documentation is required to be submitted upon completion of the OSD system and prior to a final inspection:

- Works as executed plans prepared on a copy of the approved plans;
- A certificate of hydraulic compliance (Form B.11) from a suitably qualified engineer or surveyor verifying that the constructed OSD system will function hydraulically;
- A certificate of structural adequacy from a suitably qualified structural engineer verifying that the structures associated with the constructed OSD system are structurally adequate and capable of withstanding all loads likely to be imposed on them during their lifetime.

Where Council is not the PCA a copy of the above documentation must be submitted to Council.

124. Water Sensitive Urban Design Certification

A Final Occupation Certificate must not be issued prior to the completion of the WSUD elements conditioned earlier in this consent. The following documentation must be submitted in order to obtain an Occupation Certificate:

- WAE drawings and any required engineering certifications;
- Records of inspections;
- An approved operations and maintenance plan; and
- A certificate of structural adequacy from a suitably qualified structural engineer verifying that any structural element of the WSUD system are structurally adequate and capable of withstanding all loads likely to be imposed on them during their lifetime.

Where Council is not the PCA a copy of the above documentation must be submitted to Council.

125. Works as Executed Plans

Works as executed (WAE) plans prepared by a suitably qualified engineer or registered surveyor must be submitted to Council when the subdivision works are completed. The WAE plans must be prepared in accordance with Council's Design Guidelines Subdivisions/ Developments.

The plans must be accompanied by pavement density results, pavement certification, concrete core test results, site fill results, structural certification, CCTV recording, signage details and a public asset creation summary, where relevant.

126. Performance/ Maintenance Security Bond

A performance/ maintenance bond of 5% of the total cost of the subdivision works is required to be submitted to Council. The bond will be held for a minimum defect liability period of six months from the certified date of completion of the subdivision works. The minimum bond amount is \$5,000.00. The bond is refundable upon written application to Council and is subject to a final inspection.

127. Confirmation of Pipe Locations

A letter from a registered surveyor must be provided with the WAE plans certifying that all pipes and drainage structures are located within the proposed drainage easements.

128. Building Adjacent to Proposed Boundary

Where any part of an existing/ partially constructed building is located within 2m of a proposed boundary the location of such must be determined by a registered surveyor and shown on the final plan.

129. Building Services

A letter from a registered surveyor must be submitted certifying that all facilities servicing the existing/ partially constructed buildings are located wholly within their respective lot or are otherwise contained within a suitable easement.

130. Final Plan and 88B Instrument

The final plan and Section 88B Instrument must provide for the following. Council's standard recitals must be used.

i. Dedication – Road Widening

The dedication of the proposed road widening must be included on the final plan in accordance with the undertaking submitted relating to dedication.

ii. Easement – Public Stormwater Drainage

Drainage easements must be created over all stormwater drainage pipelines and structures which convey public stormwater runoff, in accordance with the requirements of Council. Easement widths must comply with Council's Design Guidelines Subdivisions/ Developments.

iii. Easement – Private Stormwater Drainage

Inter-allotment drainage easements must be created to ensure each and every lot is provided with a legal point of discharge. Easement widths must comply with Council's Design Guidelines Subdivisions/ Developments.

iv. Restriction/ Positive Covenant – Onsite Stormwater Detention

The subject site must be burdened with a restriction and a positive covenant using the "onsite stormwater detention systems" terms included in the standard recitals.

v. Restriction/ Positive Covenant – Water Sensitive Urban Design

The subject site must be burdened with a positive covenant that refers to the WSUD elements referred to earlier in this consent using the "water sensitive urban design elements" terms included in the standard recitals.

vi. Positive Covenant – Stormwater Pump

The subject site must be burdened with a restriction and a positive using the "basement stormwater pump system" terms included in the standard recitals.

131. Subdivision Certificate Application

When submitted, the Subdivision Certificate application must include:

- One copy of the final plan.
- The original administration sheet and Section 88B instrument.
- All certificates and supplementary information required by this consent.

- An AutoCAD copy of final plan (GDA 1994 MGA94 Zone56).

132. Stormwater CCTV Recording

All piped stormwater drainage systems and ancillary structures which will become public assets must be inspected by CCTV. A copy of the actual recording must be submitted electronically for checking.

133. Public Asset Creation Summary

A public asset creation summary must be submitted with the WAE plans. A template is available on Council's website.

134. Maximum Capacity Signage to be Displayed in the Premises

With effect from 26 January 2010, it is a Prescribed Condition under Clause 98D of the Environmental Planning and Assessment Regulation 2000 that Entertainment Venues, Function Centres, Pubs, Registered Clubs and Restaurant shall have a Maximum Capacity Signage on display.

The capacity has been based on information submitted with the Development Application and is subject to confirmation at Construction certificate stage with the Principal Certifying Authority (PCA) that the provisions of aggregate egress widths and paths of travel are sufficient under part D and H1 of the BCA.

The following signage is ready for use and shall be displayed in a prominent position in the building:

Maximum Capacity of Venue

Pursuant to Development Consent No. 864/15/JP , the maximum number of patrons and staff that are permitted in the cinemas are :

Facility	Floor level	Proposed maximum population
Standard/Premium Cinema	Level 5	2500
Gold Class	Level 5A	300
Total seats		2800

In peak times where there may be a congregation of patrons in foyers queuing to seek entry to cinemas, the following capacity in the whole entertainment venue permitted is:

Facility	Floor level	Proposed maximum population
Standard/Premium Cinema	Level 5	4250
Gold Class	Level 5A	510
Total population of venue		4760

Note:

1. The approved method to calculate that the authorised capacity is not exceeded is by the issue of numbered tickets to patrons upon admission, together with regular head counts at intervals during the hours of operation; or
2. The approved method to calculate that the authorized capacity is not exceeded is by a counting device accurately indicating numbers of patrons “IN” and “OUT” of the premises during high peak periods. These details are to be kept in a logbook and updated at the end of trading on each day. The logbook is to be available for inspection upon request by the Consent Authority or other licensing authorities.

The name, address and telephone number of the council area in which the building is located:

**The Hills Shire Council
3 Columbia Ct
Baulkham Hills NSW 2153
Tel: 9843 0555**

The name and business telephone number of an owner or manager of the building (to be completed by owner or manager):

Owner/Manager's Name:

Tel:

Mob:

135. Entertainment Venue – Compliance with Prescribed Conditions

The Entertainment Venue shall comply with the Prescribed Conditions in Clause 98D (Maximum Capacity Signage) and Schedule 3A of the Environmental Planning and Assessment Regulation 2000 below:

1. Nitrate film

An entertainment venue must not screen a nitrate film.

2. Stage management

During a stage performance, there must be at least one suitably trained person in attendance in the stage area at all times for the purpose of operating, whenever necessary, any proscenium safety curtain, drencher system and smoke exhaust system.

3. Proscenium safety curtains

If a proscenium safety curtain is installed at an entertainment venue:

- a. there must be no obstruction to the opening or closing of the safety curtain, and
- b. the safety curtain must be operable at all times.

4. Projection suites

- 2) When a film is being screened at an entertainment venue, at least one person trained in the operation of the projectors being used and in the use of the fire fighting equipment provided in the room where the projectors are installed (the "projection room") must be in attendance at the entertainment venue.
- 3) If the projection room is not fitted with automatic fire suppression equipment and a smoke detection system, in accordance with the Building Code of Australia, the person required by subclause (2) to be in attendance must be in the projection suite in which the projection room is located during the screening of a film.
- 4) No member of the public is to be present in the projection suite during the screening of a film.

5. Emergency evacuation plans

- 1) An emergency evacuation plan must be prepared, maintained and implemented for any building (other than a temporary structure) used as an entertainment venue.
- 2) An "emergency evacuation plan" is a plan that specifies the following:
 - a. the location of all exits, and fire protection and safety equipment, for any part of the building used as an entertainment venue,
 - b. the number of any fire safety officers that are to be present during performances,
 - c. how the audience are to be evacuated from the building in the event of a fire or other emergency.
- 3) Any fire safety officers appointed to be present during performances must have appropriate training in evacuating persons from the building in the event of a fire or other emergency.

136. Regulated Systems

To ensure that adequate provision is made for ventilation of the building all mechanical and/or natural ventilation systems shall be designed, constructed and installed in accordance with the provisions of:

- a) Australian/New Zealand Standard AS/NZS 1668.1:1998 – The use of ventilation and air conditioning in buildings – fire and smoke control in multi-compartment buildings
- b) Australian Standard AS 1668.2:2002 – The use of ventilation and air conditioning in buildings – ventilation design for indoor air contaminant control
- c) Australian/New Zealand Standard AS/NZS 3666.1:2011 – Air handling and water systems of buildings – Microbial control – Design, installation and commissioning
- d) Australian/New Zealand Standard AS/NZS 3666.2:2011 – Air handling and water systems of buildings – Microbial Control – Operation and maintenance
- e) Australian/New Zealand Standard AS/NZS 3666.3:2011 – Air handling and water systems of buildings – Microbial Control – Performance based maintenance of cooling water systems; and
- f) Public Health Regulation 2012

The regulated system is to be registered with Council by completing and submitting an *Application for Registration of Regulated Water Cooling/Warm Water Systems*, available on Council's website www.thehills.nsw.gov.au prior to commissioning.

137. Occupational Hygienist Report for Asbestos Removal

On completion of the asbestos removal works an Occupational Hygienist shall provide documentation in the form of an asbestos clearance certificate to the Principal Certifying Authority.

138. Conservation Works

Conservation works are to be completed in accordance with the approved Conservation Management Plan submitted as part of this development consent. All conservation works are to be complete prior to the occupation of the heritage items.

139. Reconstruction/Reinstatement of the 1930s Classroom and 1880s Schoolhouse

All works associated with the reconstruction of the 1930s classroom and reinstatement of removed elements of the 1880s schoolhouse are required to be completed prior to the issue of the occupation certificate. The timeframe for completion of these works is to be no more than 21 months from the date of commencement of construction.

140. Interpretive Signage

A permanent interpretive sign shall be affixed to the front boundary wall (*or other suitable location*) (visible from the public footpath reservation) along Old Northern Road. As a minimum the sign shall consist of a 400 x 600 permanently affixed metal panel and shall provide a brief history of the school buildings and property, its ownership, and include a historical photograph. The content of the signage is to be prepared with assistance from a conservation architect, and the local historical society. The draft signage and location is to be submitted for the endorsement of Council's Heritage Staff prior to the issue of an occupation certificate. All interpretive signage is to be put in place prior to the issue of an occupation certificate.

141. Landscaping

Landscaping of the building podiums is required to be completed prior to the issue of the occupation certificate.

142. Compliance with BCA Upgrade Strategy

The person with the benefit or their representative is to provide to the Principal Certifying Authority (PCA) a written statement verifying that the upgrade works to the existing shopping centre have been carried out in accordance with the BCA upgrade

strategy by Philip Chun & Associates, dated 11/12/14, report reference 14-203168_CTSC_Strategy Existing Centre Upgrade_P8_20141211.

143. Acoustic Compliance Report

The Acoustic consultant shall progressively inspect the installation of the required noise suppressant components as recommended in the report titled P8 Acoustic DA Report prepared by ARUP Acoustics dated 12 December 2014.

Certification is to be provided to Council as to the correct installation of components and that the required criteria have been met.

144. Loading Dock Stormwater and Wastewater Compliance Report

A detailed report confirming the location of all stormwater drains, wastewater drains and all associated pipework within the loading docks at Castle Towers Shopping Centre is to be submitted to Council's Manager - Environment and Health prior to the issue of an Occupation Certificate. This report shall include a clear site plan of each loading dock showing all drains that discharge to stormwater and all drains that discharge to the reticulated sewerage system of Sydney Water. The report shall also include confirmation by an appropriately qualified person that all drains within the loading docks are connected to the appropriate water disposal mechanism.

THE USE OF THE SITE

145. Noise to Surrounding Area

There shall be no amplified music or speakers external to the building.

146. Lighting

Any lighting on the site shall be designed so as not to cause a nuisance to other residences in the area or to motorists on nearby roads and to ensure no adverse impact on the amenity of the surrounding area by light overspill. All lighting shall comply with the *Australian Standard AS 4282:1997 Control of Obtrusive Effects of Outdoor Lighting*.

147. Operation of Regulated Water Cooling/Warm Water Systems

Regulated system must be operated in accordance with AS/NZS 3666.2:2011 Air-handling and water systems of buildings – Microbial Control – Operation and Maintenance.

A process designed to control microbial growth that can be certified by a competent person annually is to be undertaken and a copy of the certificate must be submitted to Council's Manager - Environment & Health within a month of the certificate being issued.

148. Final Acoustic Report

Within three months from the issue of an Occupation Certificate, an acoustical compliance assessment is to be carried out by an appropriately qualified person, in accordance with the NSW EPA's - Industrial Noise Policy and submitted to Council's Manager - Environment and Health for consideration.

This report should include but not be limited to, details verifying that the noise control measures as recommended in the acoustic report submitted with the application are effective in attenuating noise to an acceptable noise level and that the activities does not give rise to "offensive noise" as defined under the *Protection of the Environment Operation Act 1997*.

149. Hours of operation of the loading dock

Delivery of goods shall be restricted to the following times;

Monday to Sunday – 7.00am to 10.00pm

150. Waste and Recycling Management

To ensure the adequate storage and collection of waste from the occupation or use of the premises, all garbage and recyclable materials emanating from the premises must be stored in a designated waste storage area, which includes provision for the storage of all

waste generated on the premises between collections. Arrangement must be in place in all areas of the development for the separation of recyclable materials from garbage.

151. Waste and Recycling Collection

All waste generated onsite must be removed at regular intervals. The collection of waste and recycling must not cause nuisance or interfere with the amenity of the surrounding area. Garbage and recycling must not be placed on public property for collection without the formal approval of Council. Waste collection vehicles servicing the development are not permitted to reverse in or out of the site.

152. Future Use of the Heritage Buildings

Development Approval is required for the future occupation and fit-out of the heritage buildings.

153. Restrict Access to all loading docks after hours

Access to the all of the loading docks shall be restricted to the loading dock operation times by the installation of lockable bollards/ boom gates or other similar means to the satisfaction of Council and the NSW Fire Brigade. The lockable bollards/ boom gates shall be under the control of centre management.

154. Operational Noise Level

The operational noise limits for Castle Towers Shopping Centre shall be in accordance with the noise limits as specified in the submitted P8 Acoustic DA Report prepared by ARUP Acoustics dated 12 December 2014.

155. Garbage Storage Area – Odour Control

Cleaning of the garbage storage areas and loading docks is to be undertaken on a regular basis to ensure that odour emission from these areas does not cause offensive odour. A Garbage Storage area and Loading Dock Cleaning procedure is to be implemented and a copy of this procedure is to be kept on site and made available to Council officers on request.

156. Hours of Operation

The hours of operation being restricted to the following: -

General Shopping Centre

Monday to Wednesday and Friday	9.00am to 5.30pm
Thursday	9.00am to 9.00pm
Saturday	9.00am to 5.00pm
Sunday	10.00am to 4.00pm

New Piazza and Heritage Restaurant Precinct

Sunday to Wednesday	9.00am to 10.00pm
Thursday to Saturday	9.00am to 12 midnight

Cinemas

Open to 12.30am seven (7) days per week

Supermarkets and Major Tenancies

6.00am to 12 midnight seven (7) days per week

157. Shopping Trolley Management Plan

A Shopping Trolley Management Plan shall be implemented to ensure the effective management of shopping trolley collection. The supermarket retailer shall:-

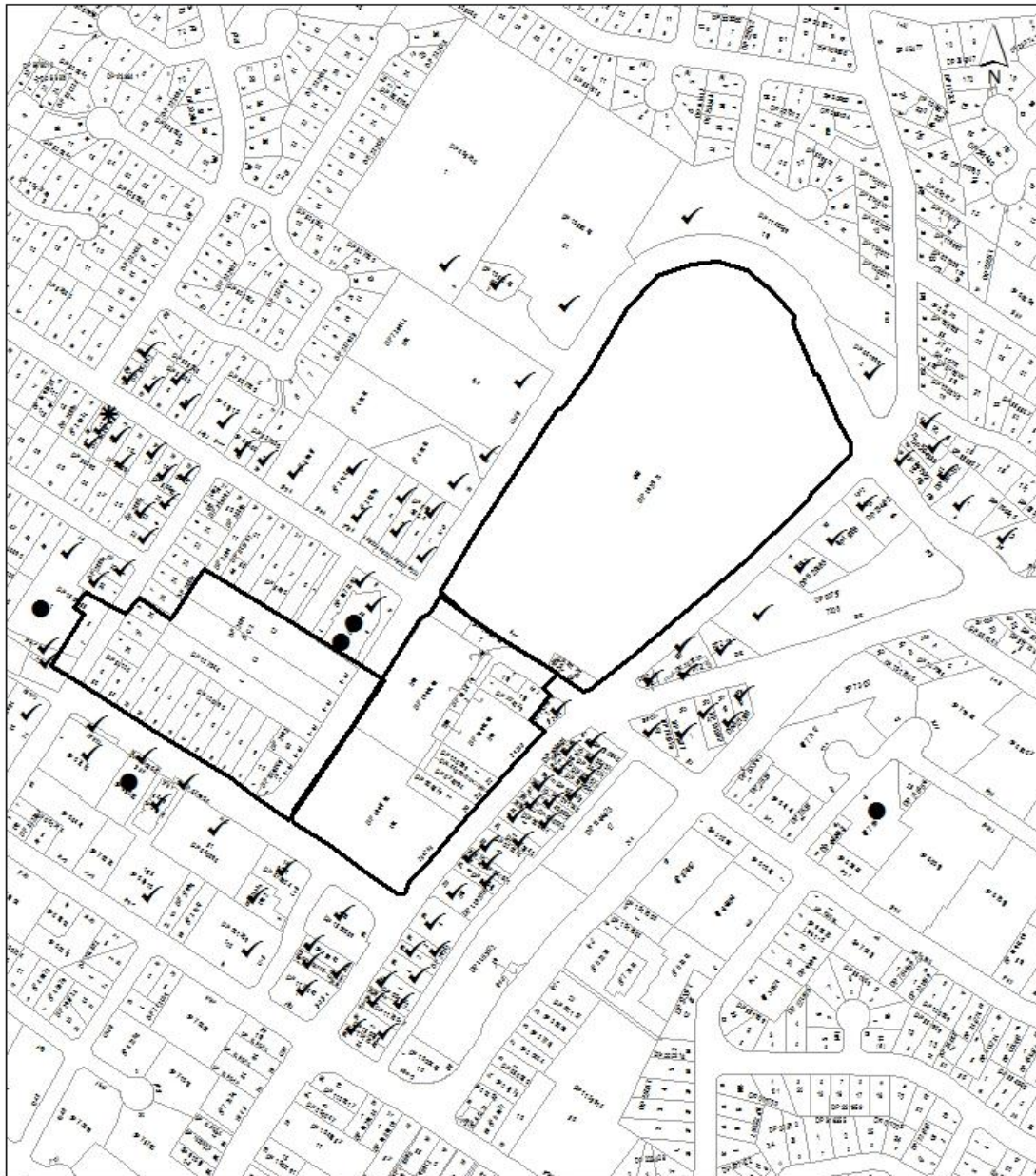
- Install a geospatial fenced trolley containment plan. All new trolleys are to be fitted with a wheel lock that is enabled before leaving a geospatial area (no access to public land).

- Provide to The Hills Shire Council a list of contacts for the store;
- Ensure that all trolleys are easily identifiable by Council staff;
- Ensure that trolley collection services are sufficiently resourced to enable collection within agreed timeframes and at all times, including after hours;
- Ensure that trolleys reported as posing risk or nuisance are collected immediately on notification;
- Ensure that all trolleys reported are collected within the time frame agreed by Council;
- Inform customers (through clearly visible signage and other means) that trolleys should not be removed from the premises or abandoned, and that penalties apply for the dumping of trolleys outside the retail outlet/complex;
- Provide suitable, well signed trolley bays at exit points; and
- Provide to Council, on request, an up to date map showing usual trolley collection routes and schedules.

ATTACHMENTS

1. Locality Plan
2. Aerial Photograph
3. Extent of Works
4. Site Plan
5. LEP 2012 Zoning Plan
6. LEP 2012 Height Plan
7. Elevation to Showground Road
8. Elevation to Pennant Street
9. Elevation to Old Northern Road
10. Site Development Zones
11. Level B3
12. Level B2
13. Level B1
14. Level 1
15. Level 1A
16. Level 2
17. Level 2A
18. Level 3
19. Level 3A
20. Level 4
21. Level 4A
22. Level 5
23. Level 6
24. Roof
25. Castle Street Closure Plan
26. Heritage Precinct Plan
27. LEP Height Limit and Pennant Street Elevation
28. LEP Height Limit and Showground Road Elevation
29. Pennant Street Height Comparison Plan
30. Showground Road Height Comparison Plan
31. Perspective - Corner of Showground Road and Pennant Street
32. Perspective - Pennant Street
33. Perspective - Heritage Precinct
34. Peer Review

ATTACHMENT 1 – LOCALITY PLAN



- ☐ SUBJECT SITE
- ✓ PROPERTIES NOTIFIED
- SUBMISSIONS RECEIVED

NOTE: FIVE SUBMISSIONS RECEIVED
OFF THE SCOPE OF THE MAP
THE HILLS DISTRICT HISTORICAL
SOCIETY ALSO NOTIFIED

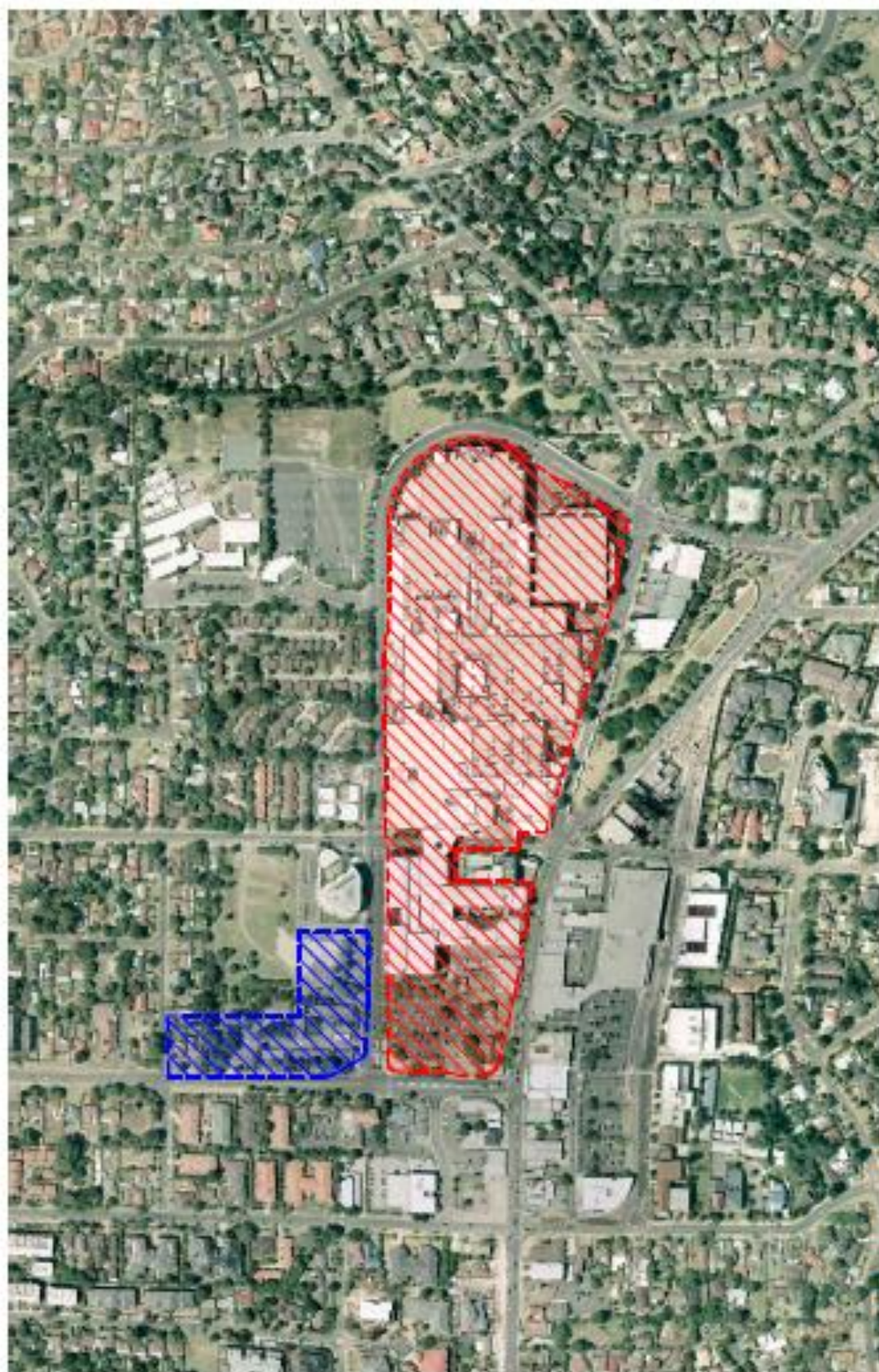
* SUBMISSION IN SUPPORT

THE HILLS
Sydney's Garden Shire

THE HILLS SHIRE COUNCIL

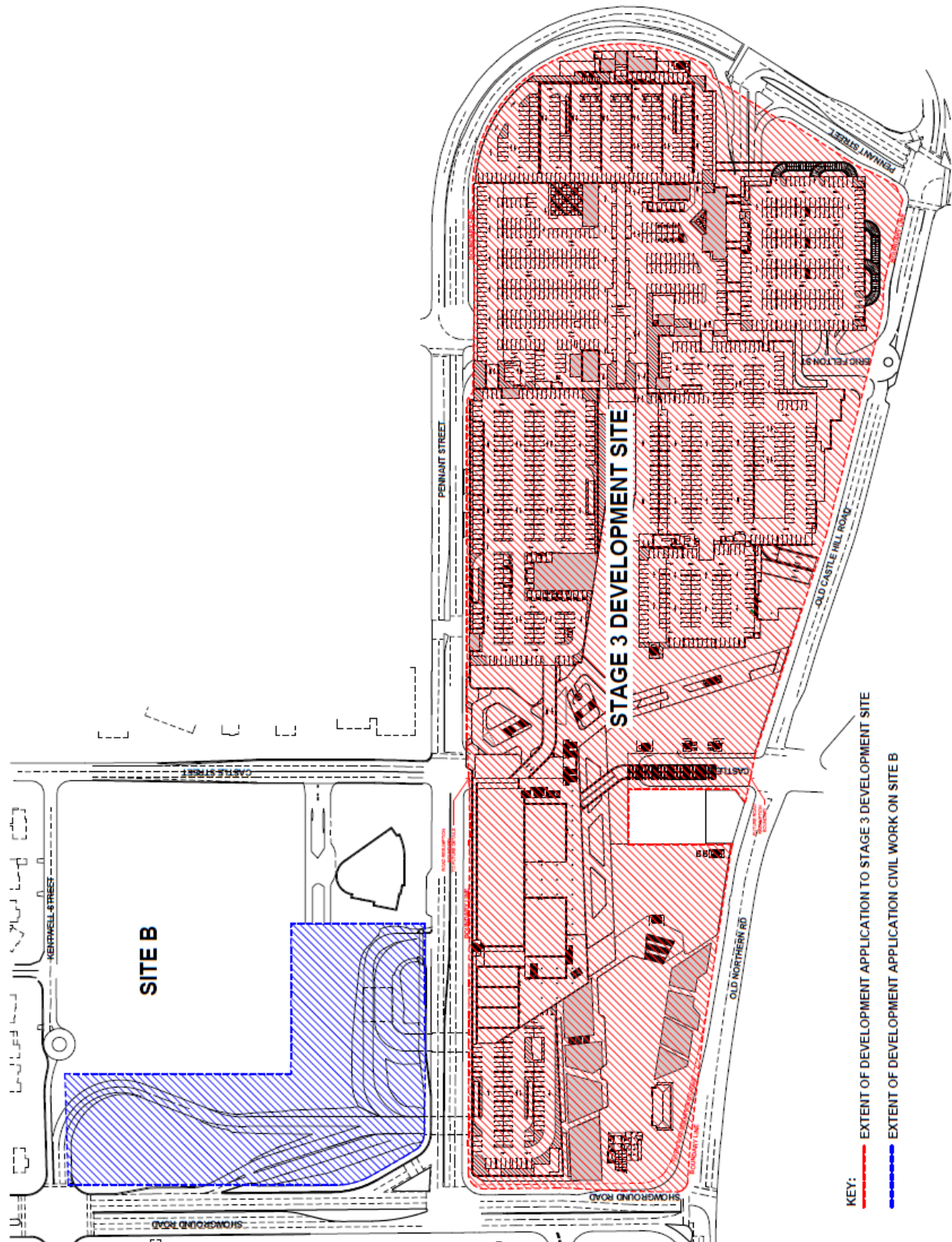
THE HILLS SHIRE COUNCIL DOES NOT GIVE ANY GUARANTEES CONCERNING THE ACCURACY, COMPLETENESS OR CURRENCY OF THE TEXTUAL INFORMATION HELD IN OR GENERATED FROM ITS DATABASE
BASE CADASTRE COPYRIGHT LAND & PROPERTY INFORMATION NSW (LP1). CADASTRE UPDATE INCLUDING COUNCIL GENERATED DATA IS SUBJECT TO THSC COPYRIGHT.

ATTACHMENT 2 – AERIAL PHOTOGRAPH

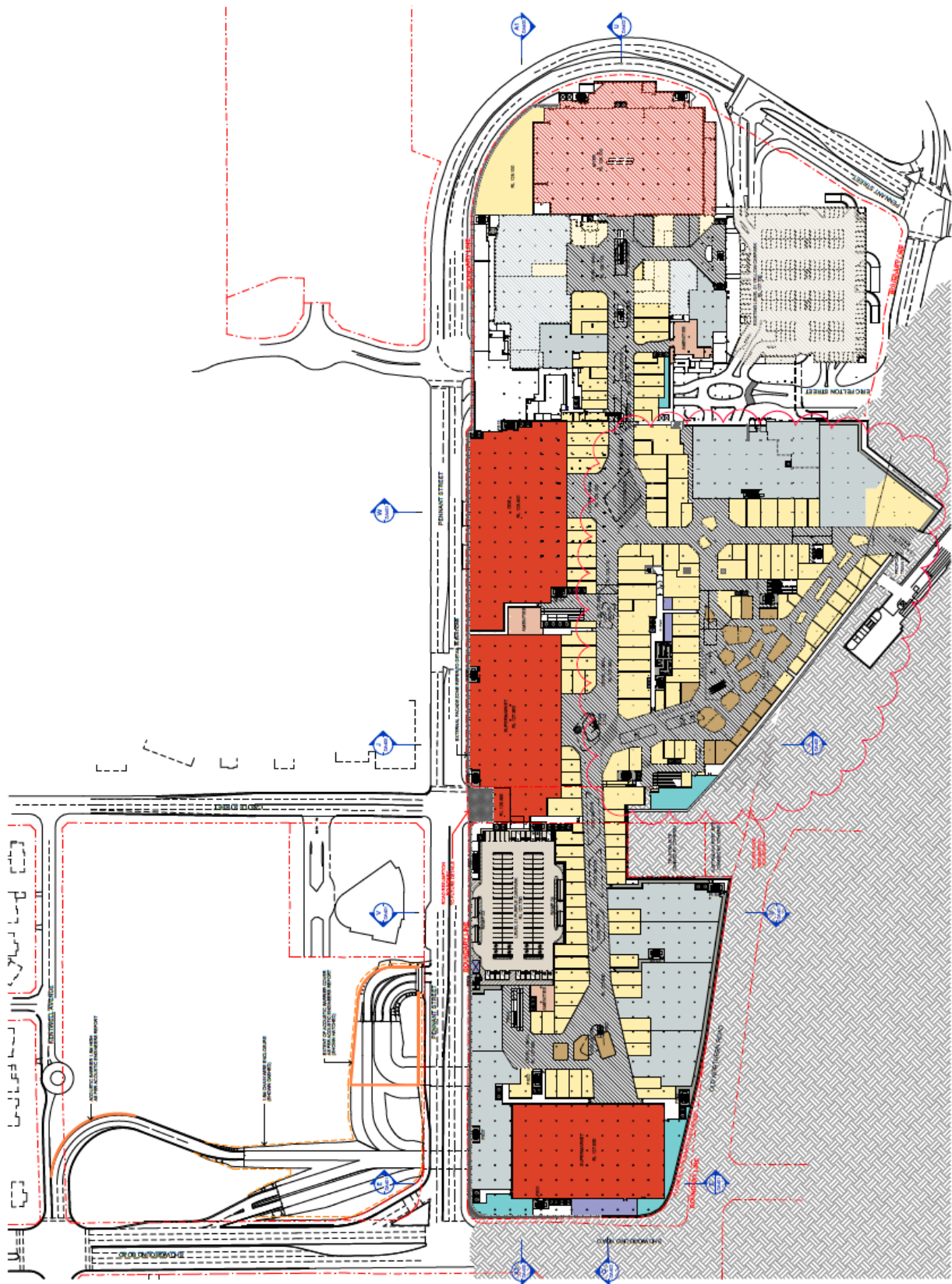


LOCATION PLAN

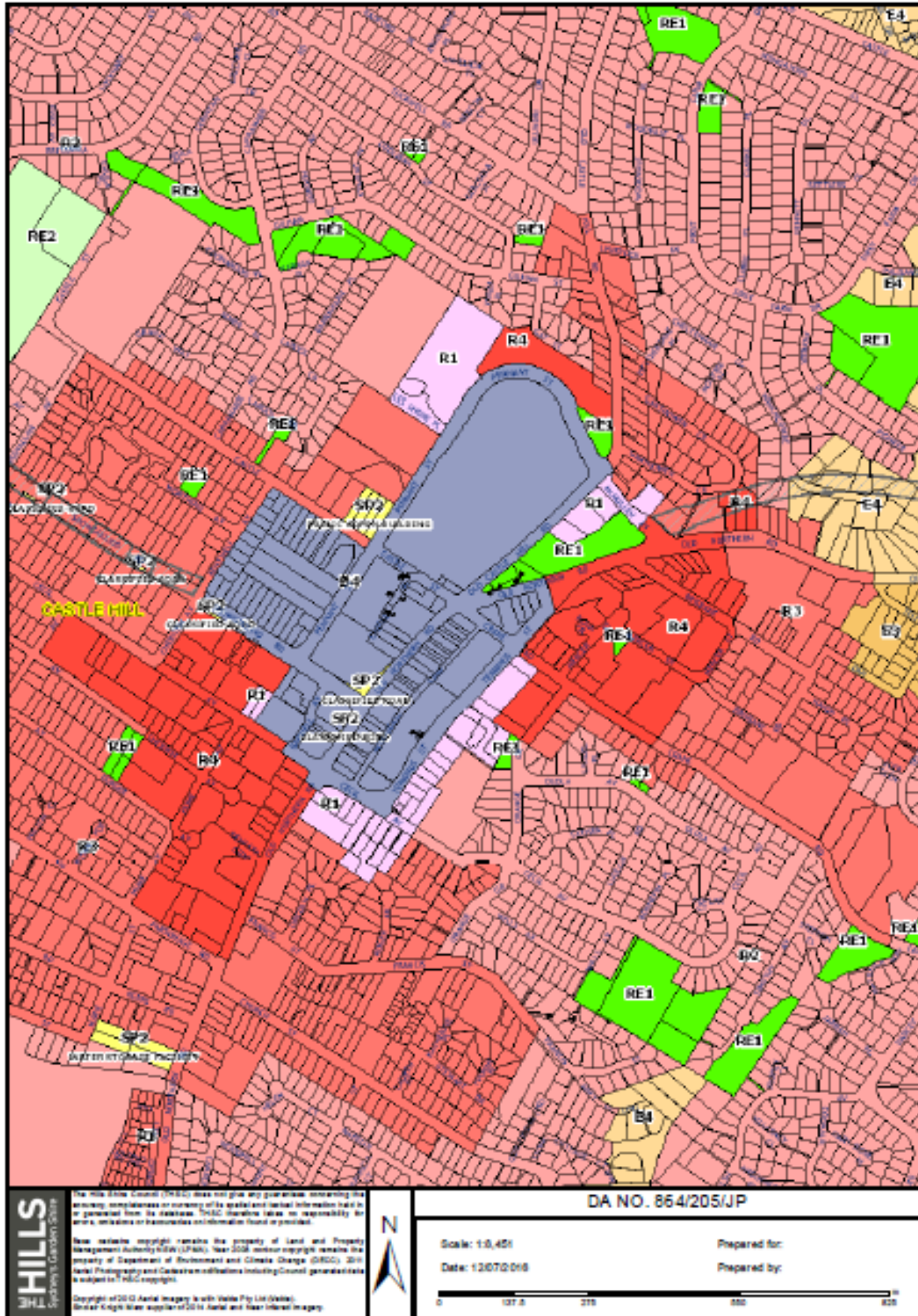
ATTACHMENT 3 – EXTENT OF WORKS



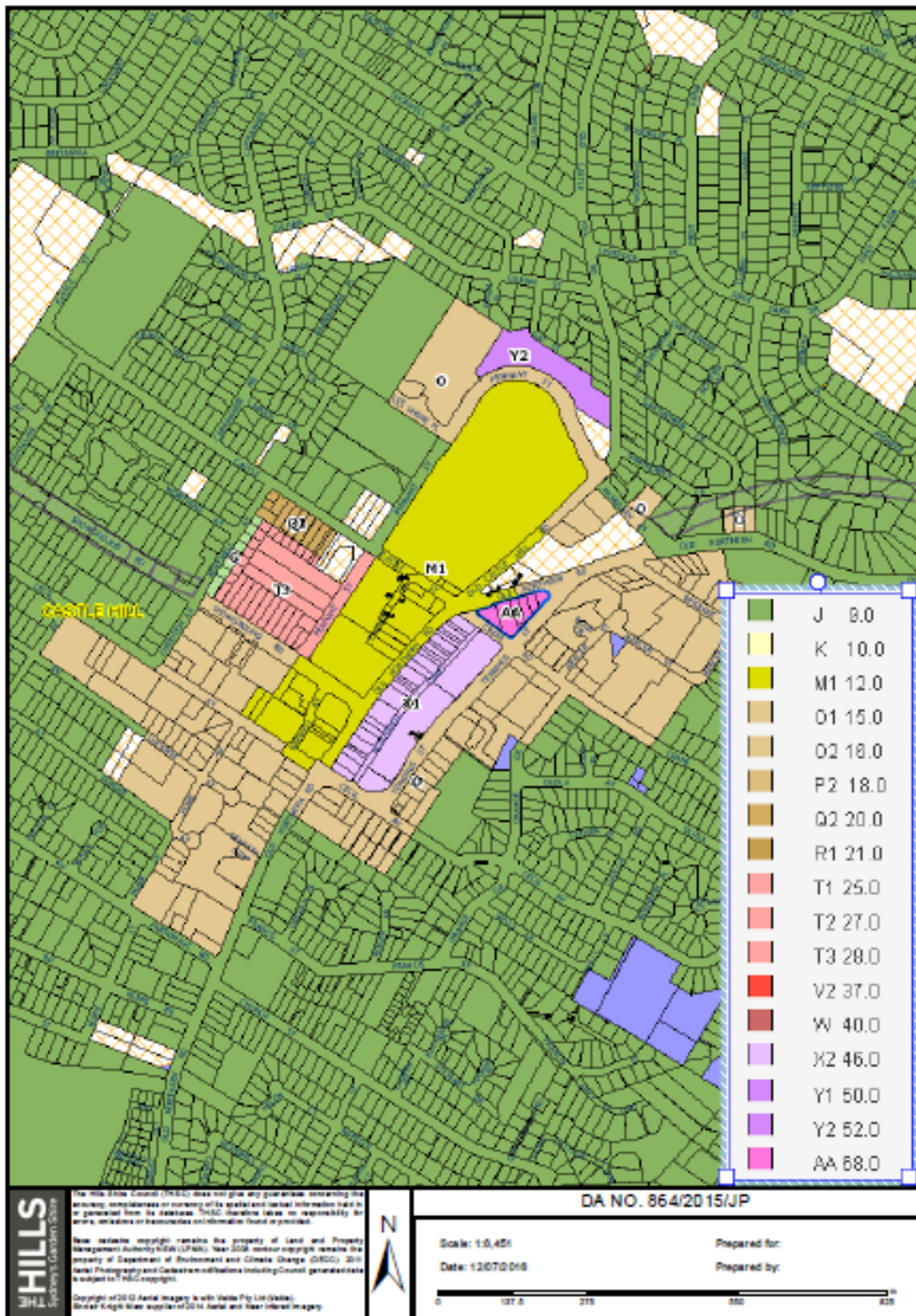
ATTACHMENT 4 – SITE PLAN



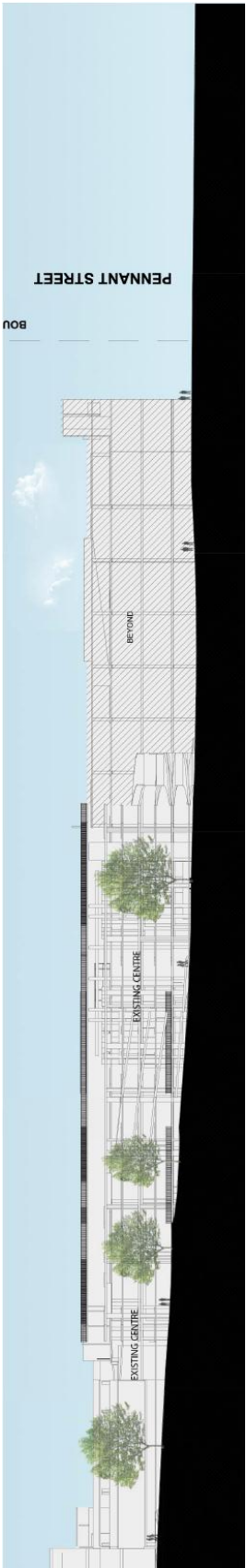
ATTACHMENT 5 – LEP 2012 ZONING PLAN



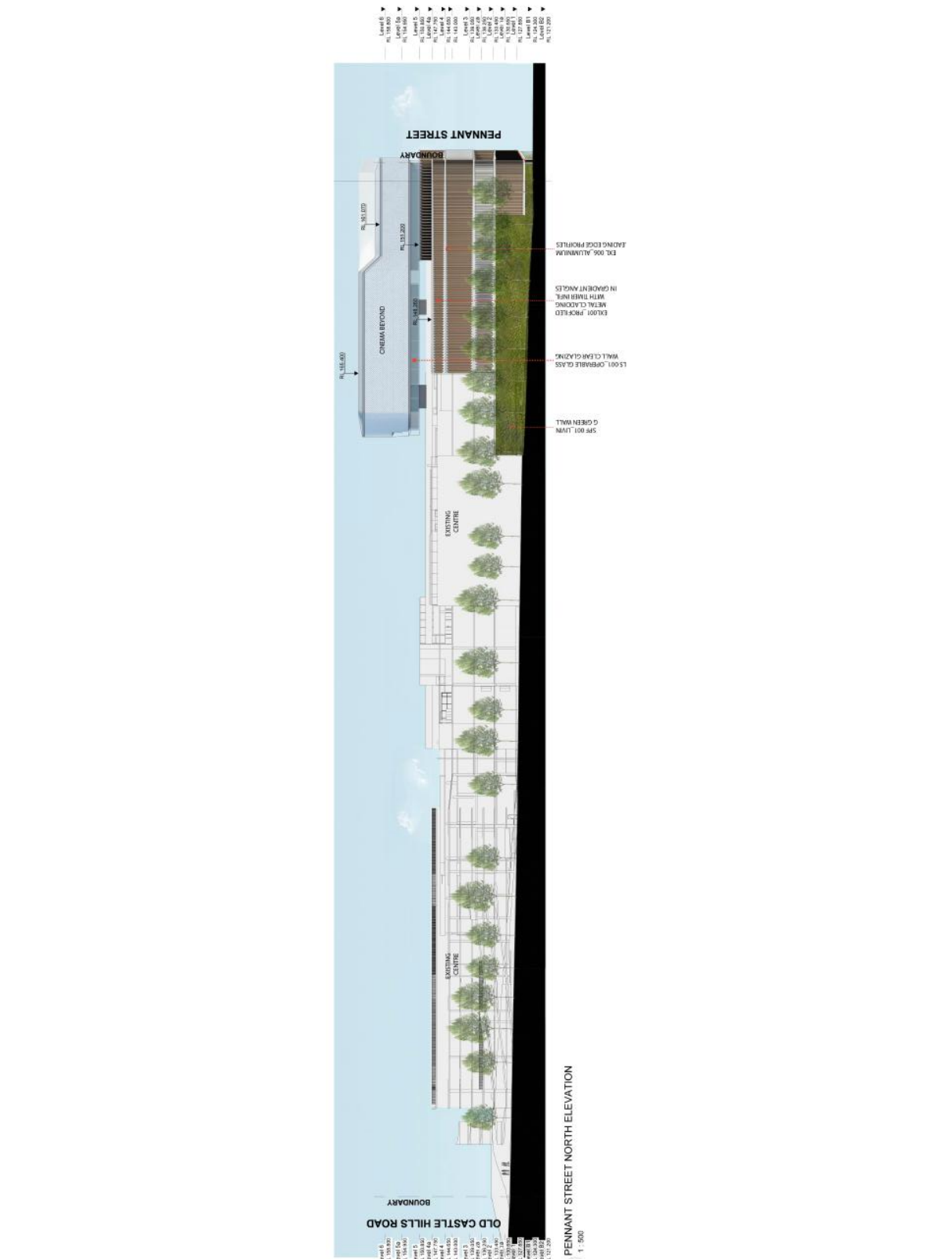
ATTACHMENT 6 – LEP 2012 HEIGHT PLAN



ATTACHMENT 7 - ELEVATION TO SHOWGROUND ROAD

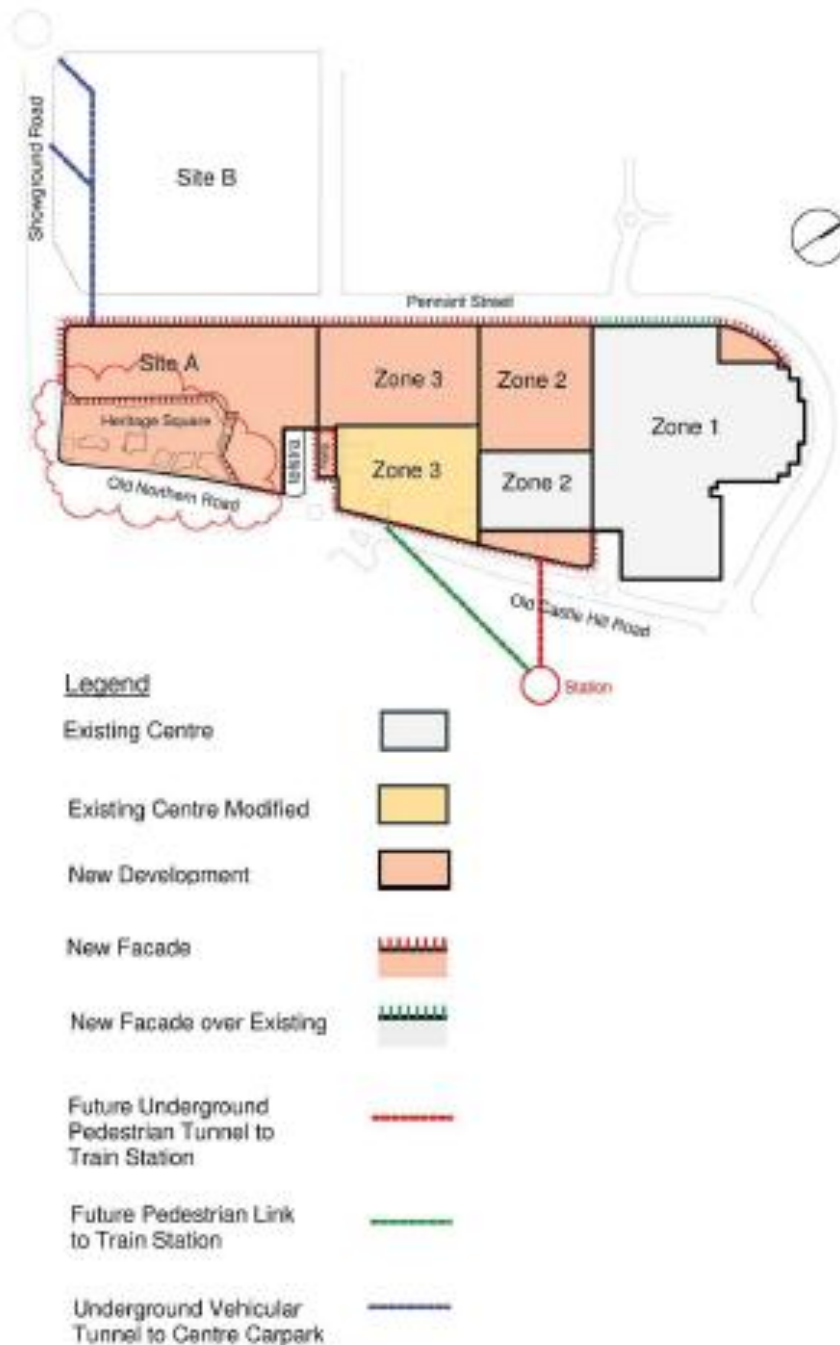


ATTACHMENT 9 – ELEVATION TO OLD NORTHERN ROAD

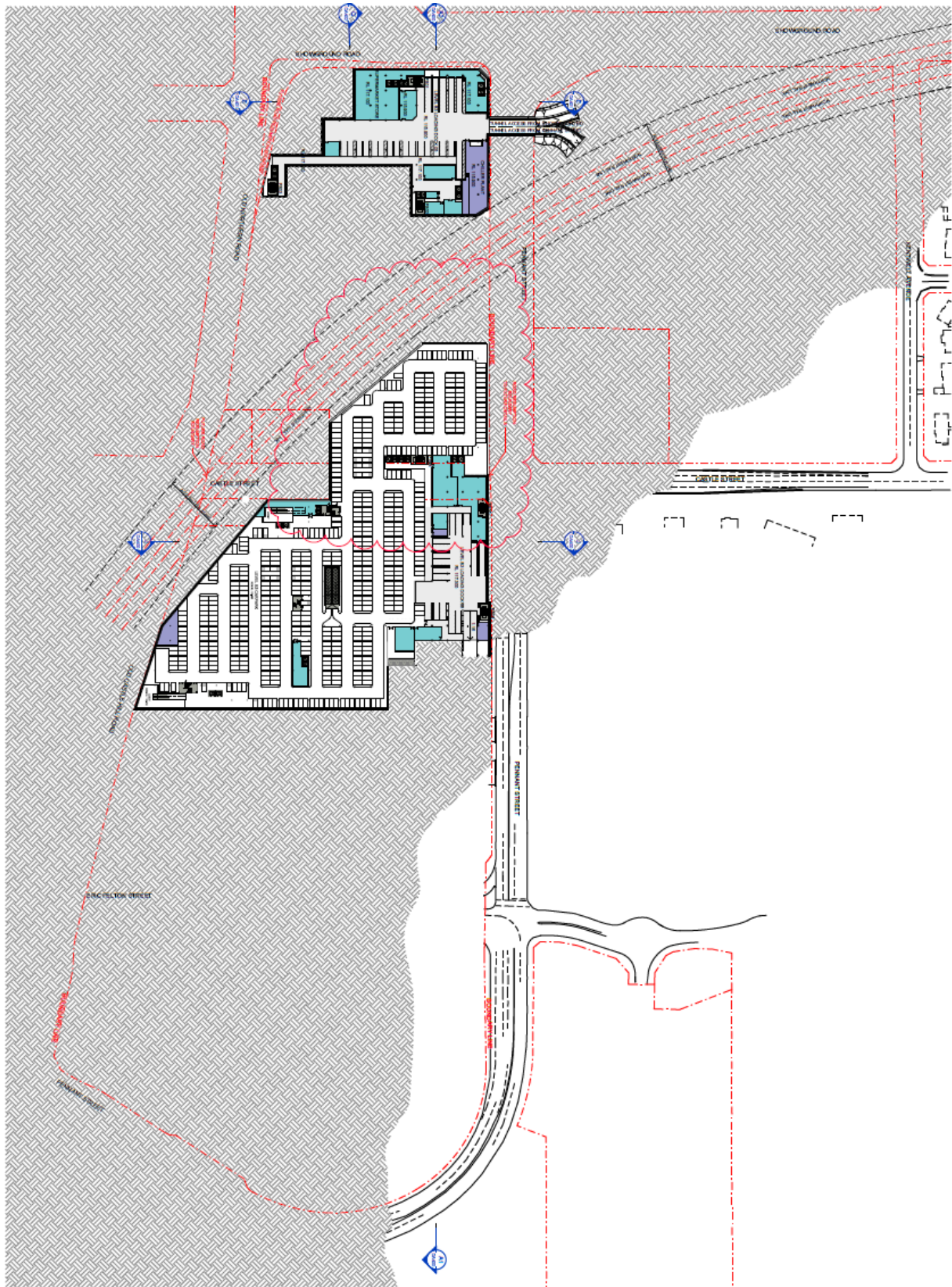


ATTACHMENT 10 - SITE DEVELOPMENT ZONES

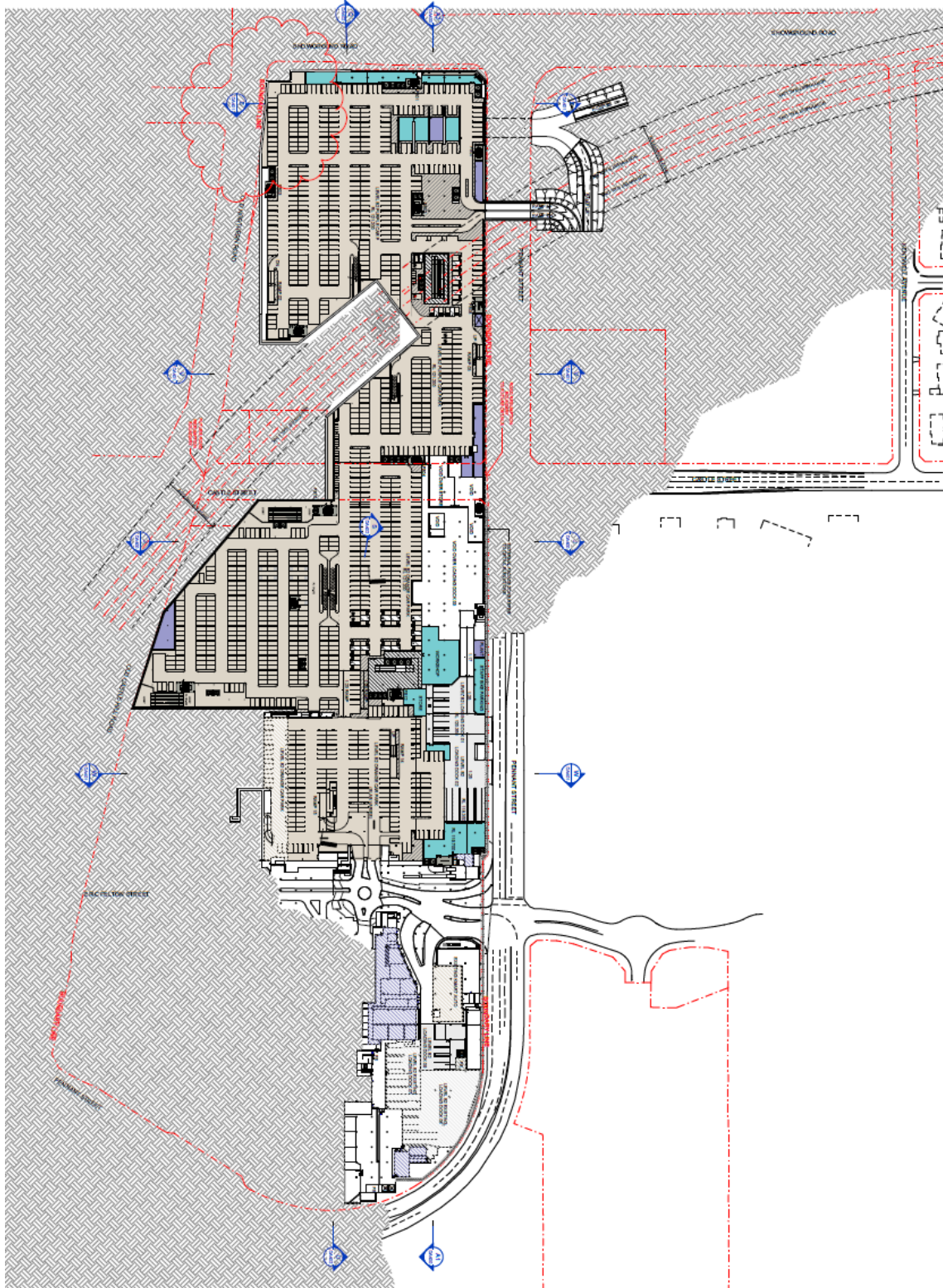
Sites Development Zones



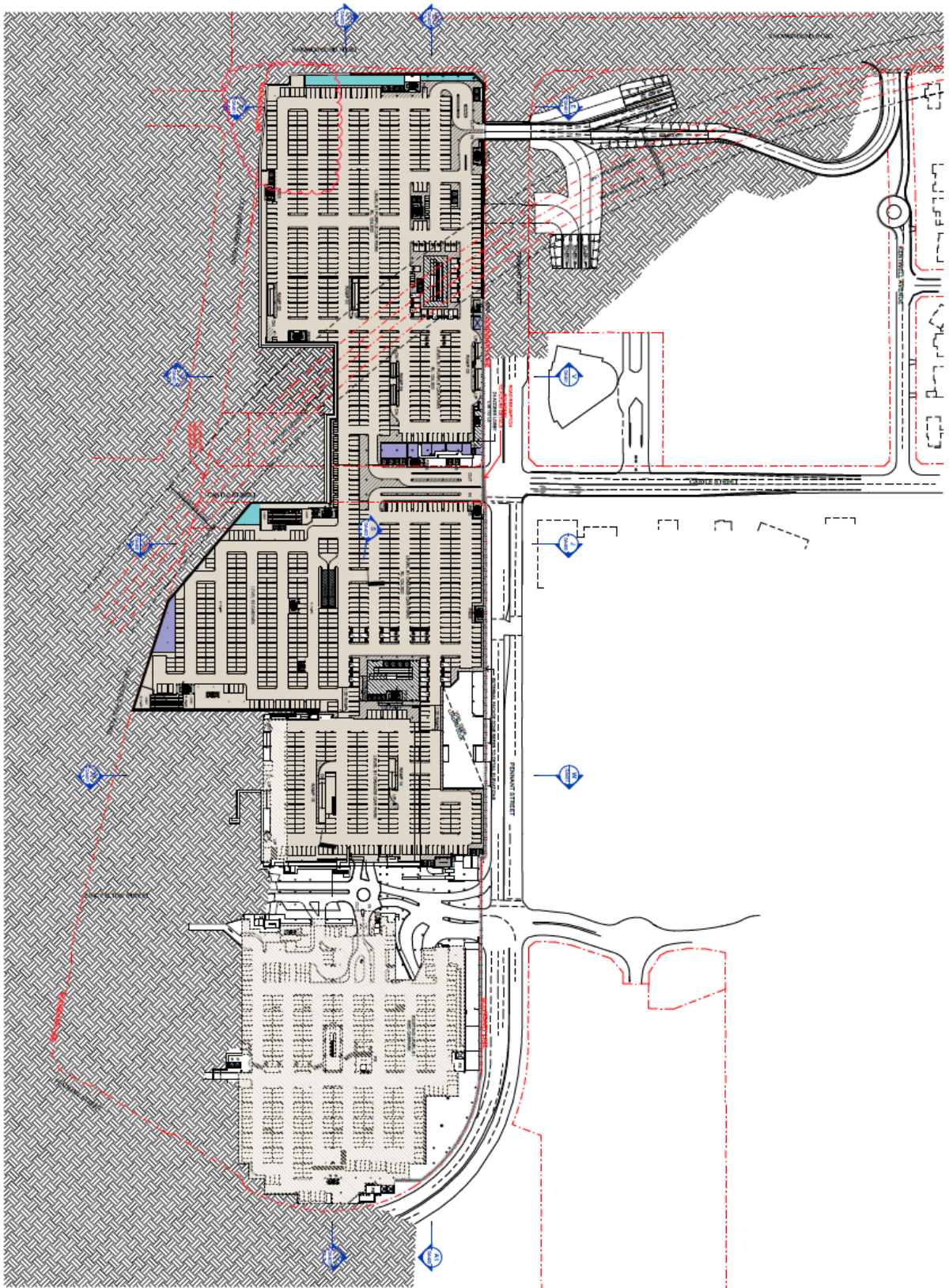
ATTACHMENT 11 - LEVEL B3



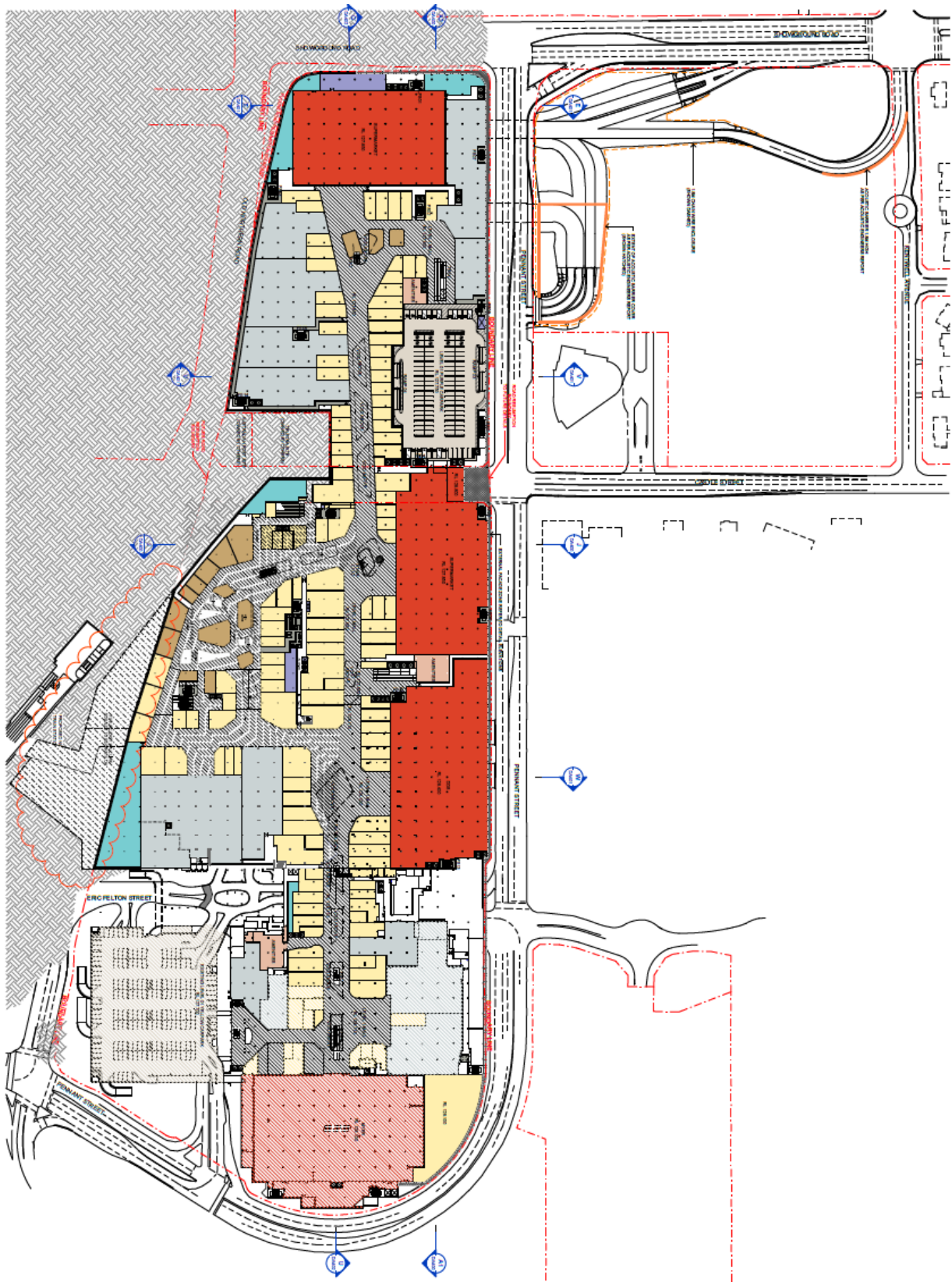
ATTACHMENT 12 - LEVEL B2



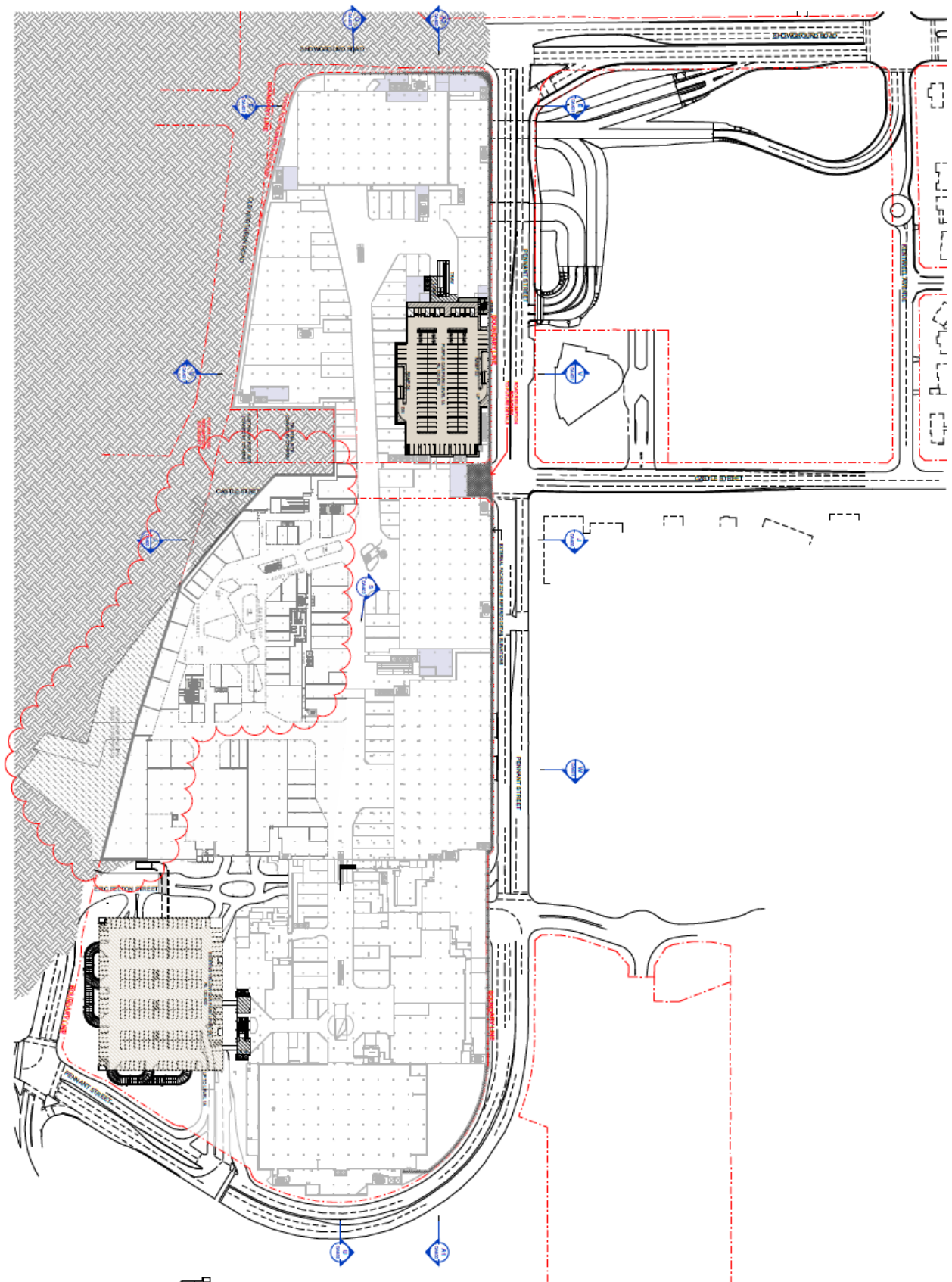
ATTACHMENT 13 – LEVEL B1



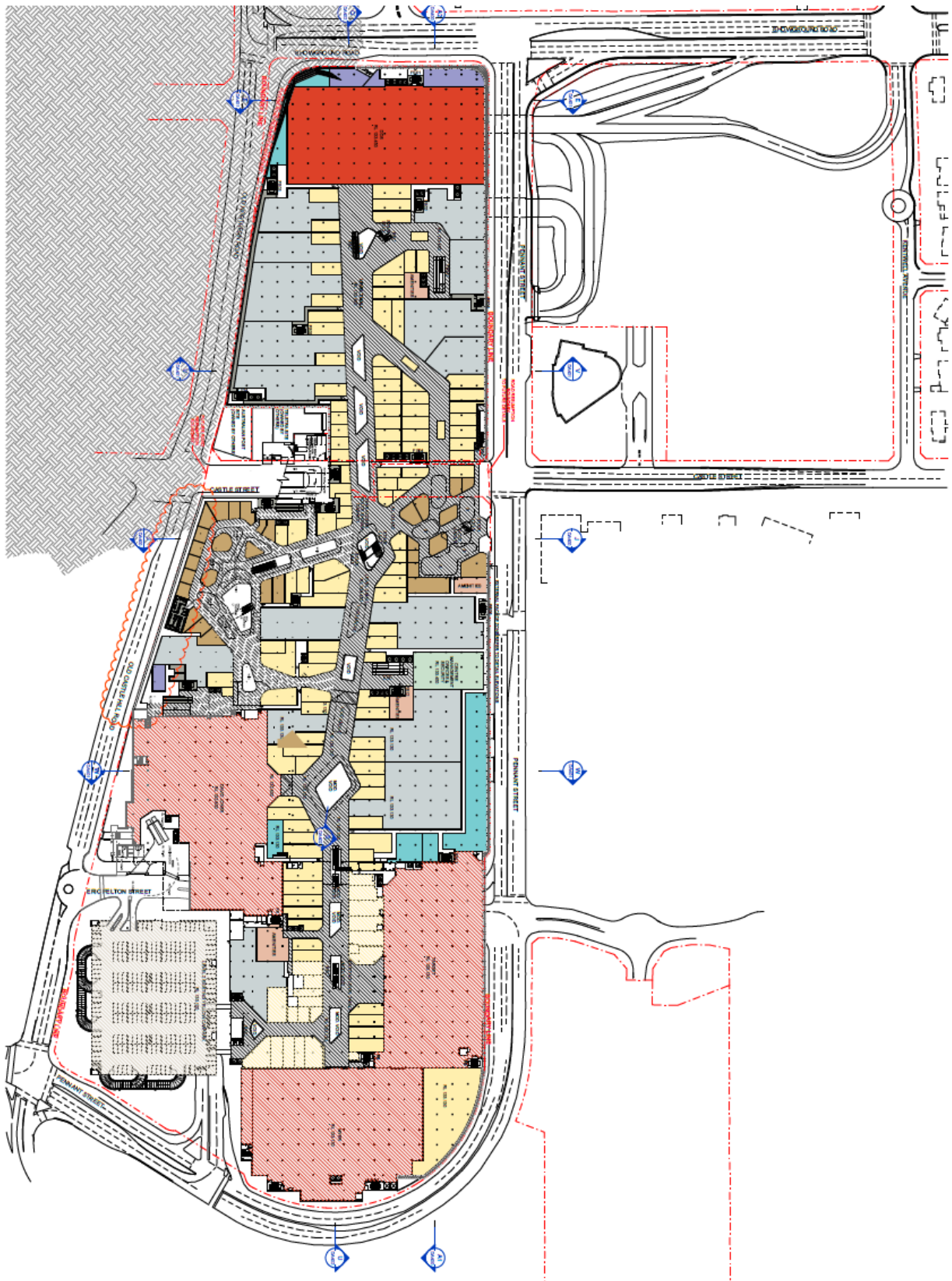
ATTACHMENT 14 – LEVEL 1



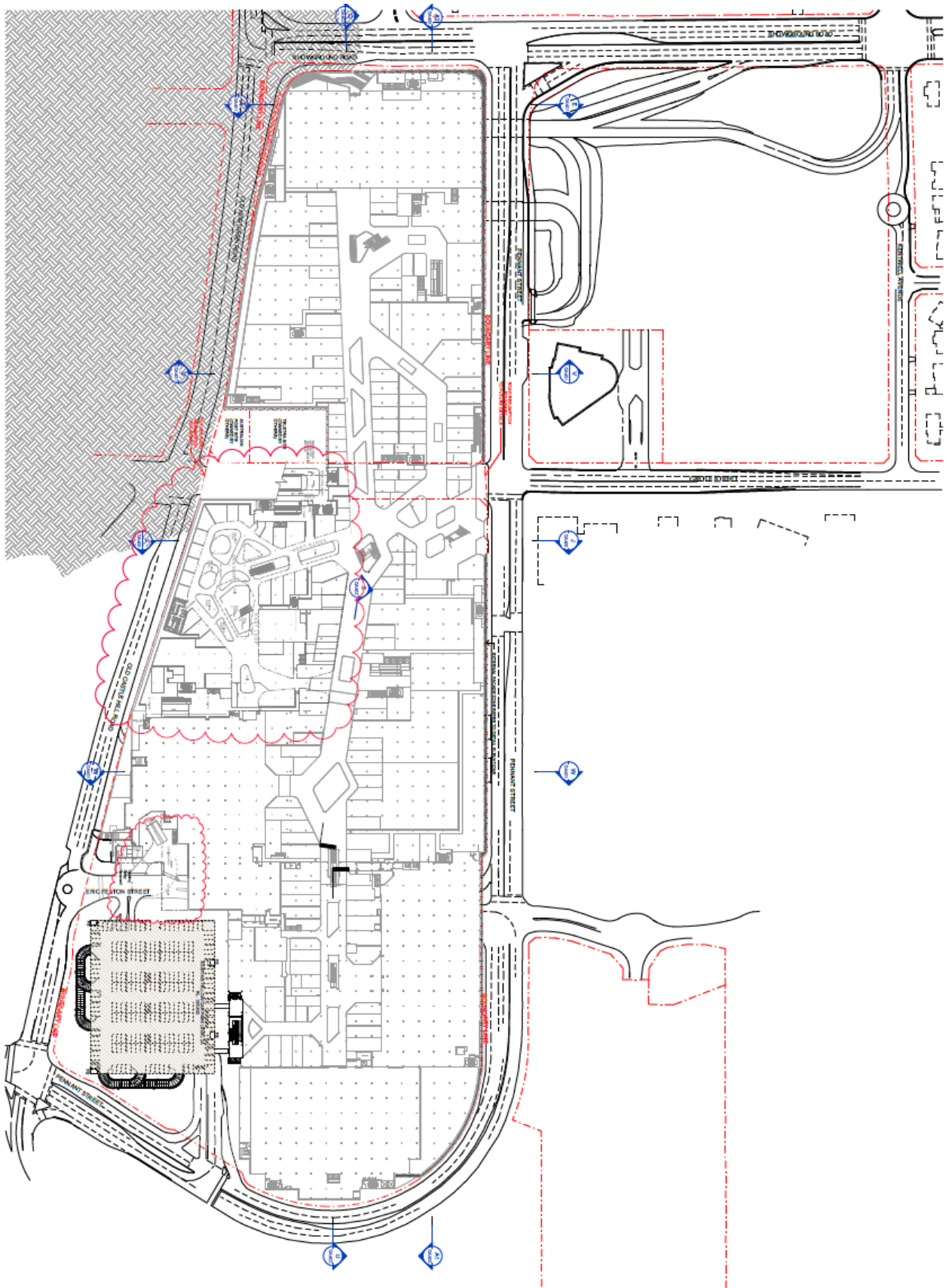
ATTACHMENT 15 – LEVEL 1A



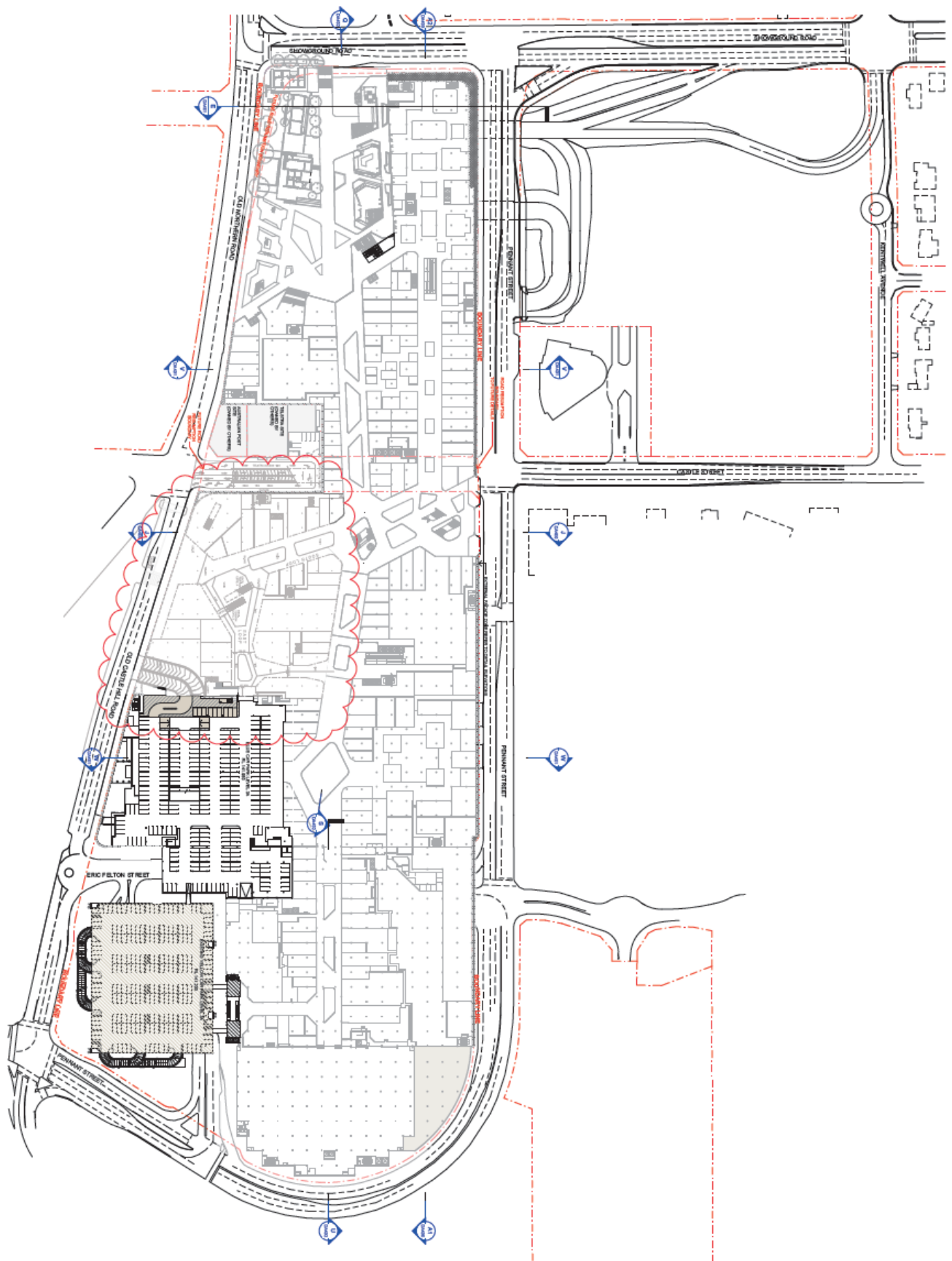
ATTACHMENT 16 – LEVEL 2



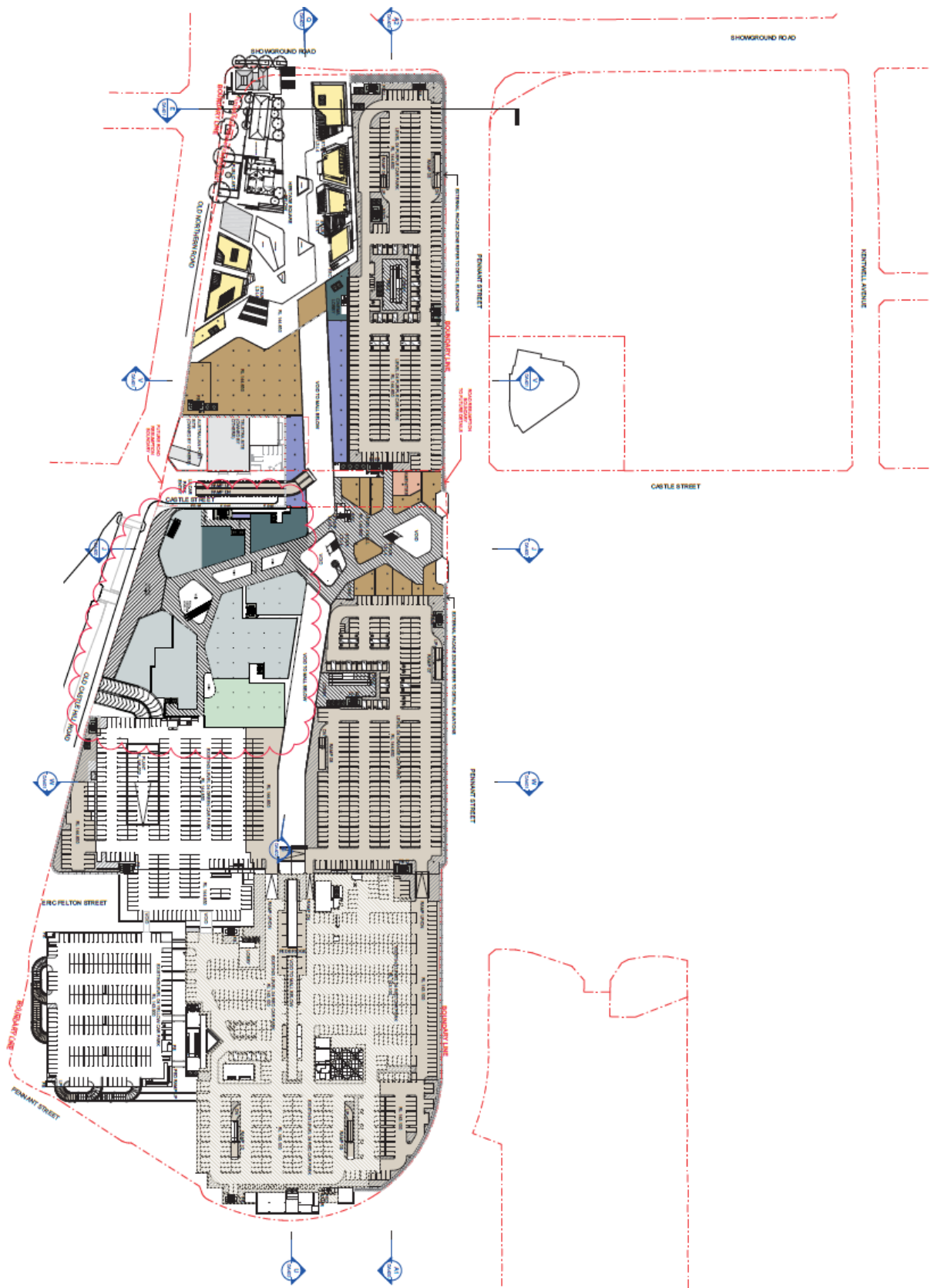
ATTACHMENT 17 – LEVEL 2A



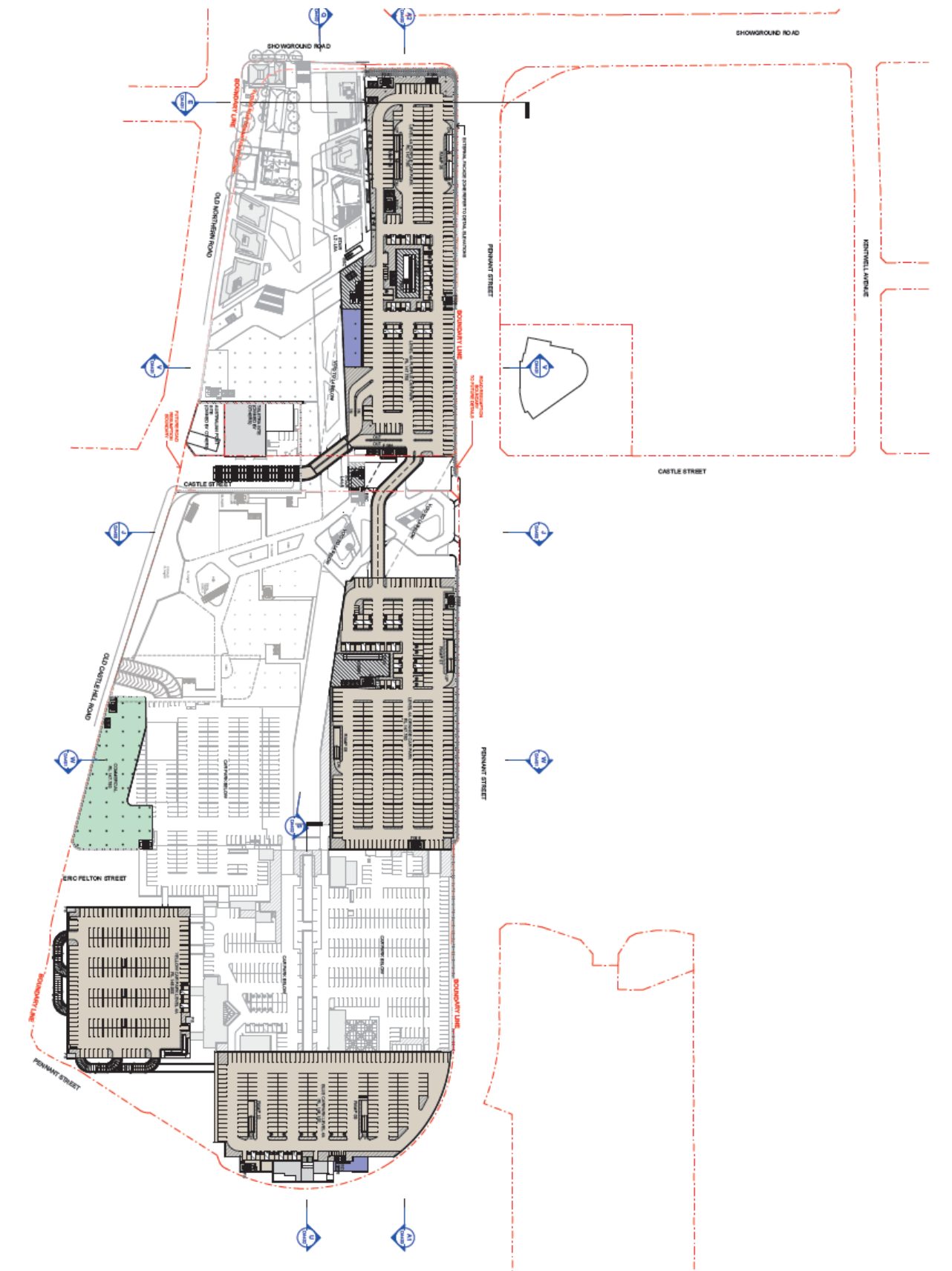
ATTACHMENT 19 – LEVEL 3A



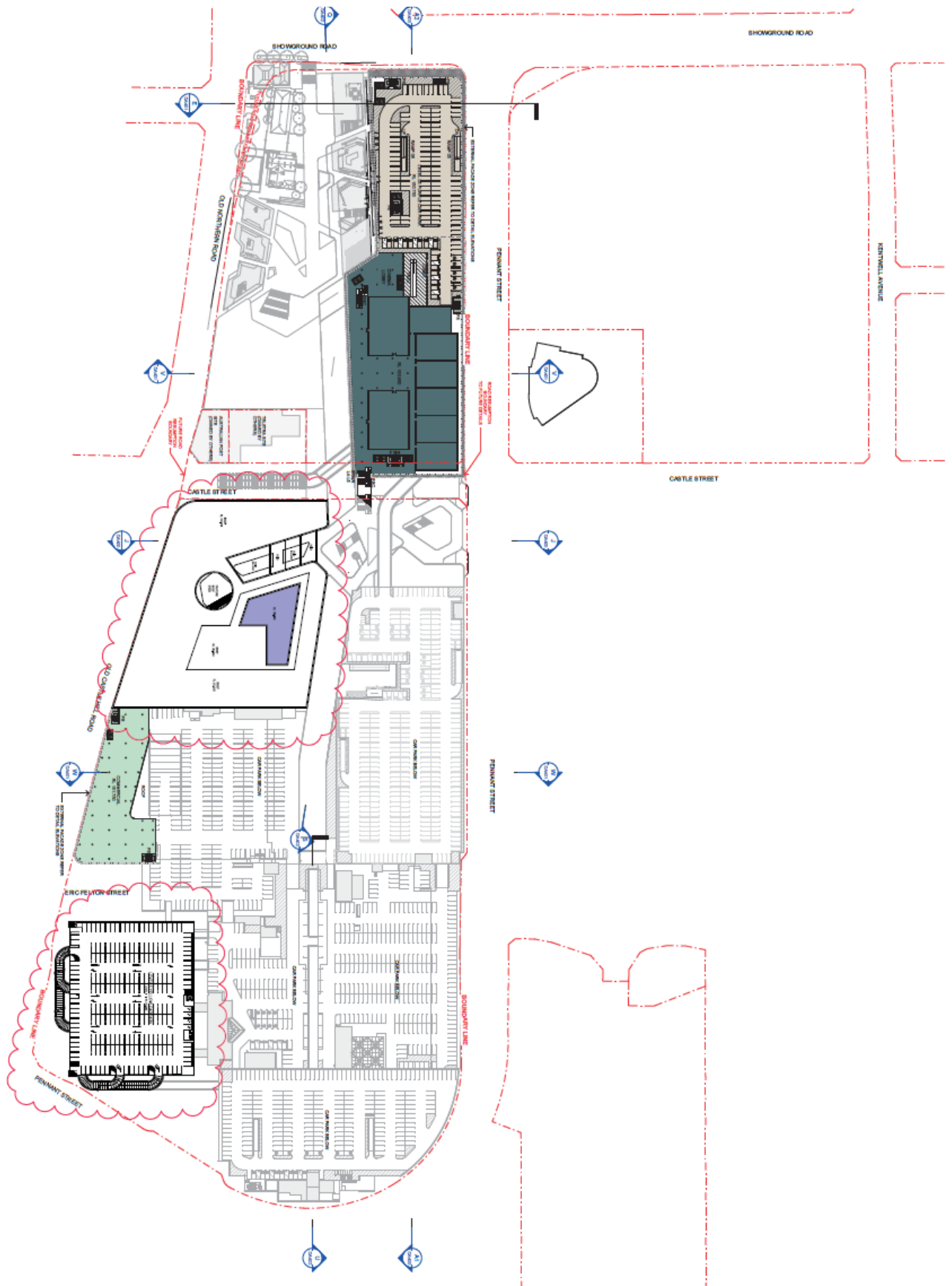
ATTACHMENT 20 – LEVEL 4



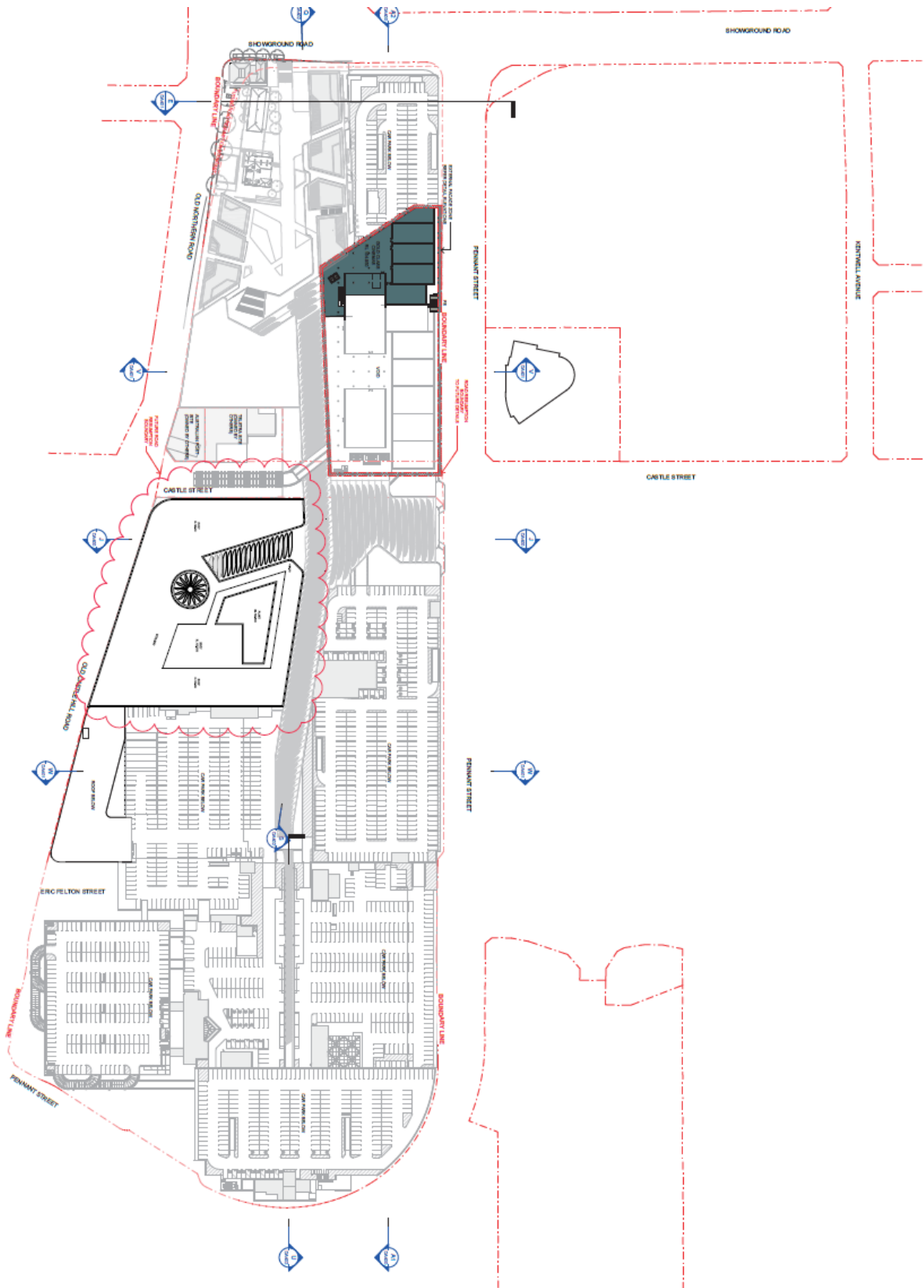
ATTACHMENT 21 – LEVEL 4A



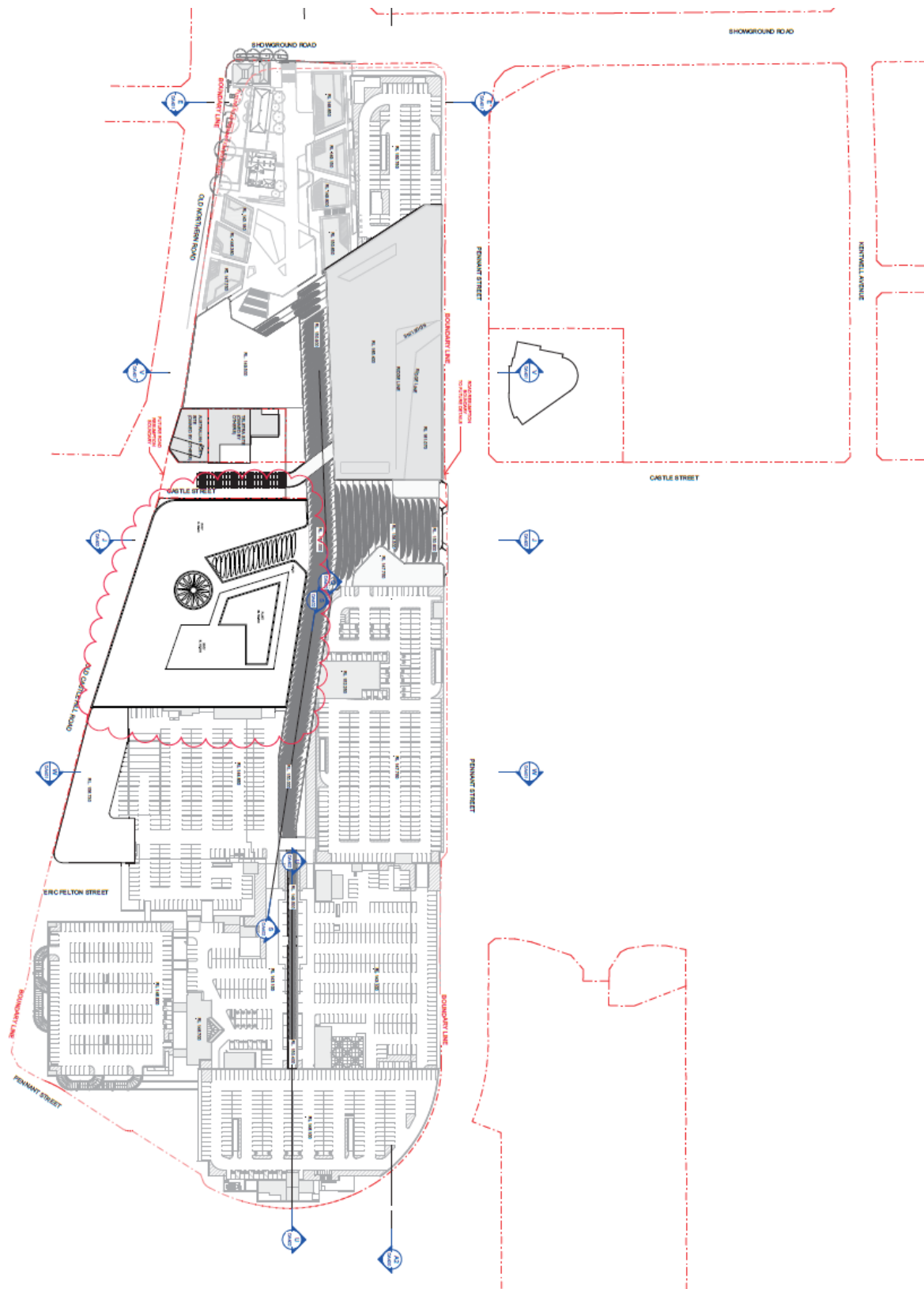
ATTACHMENT 22 – LEVEL 5



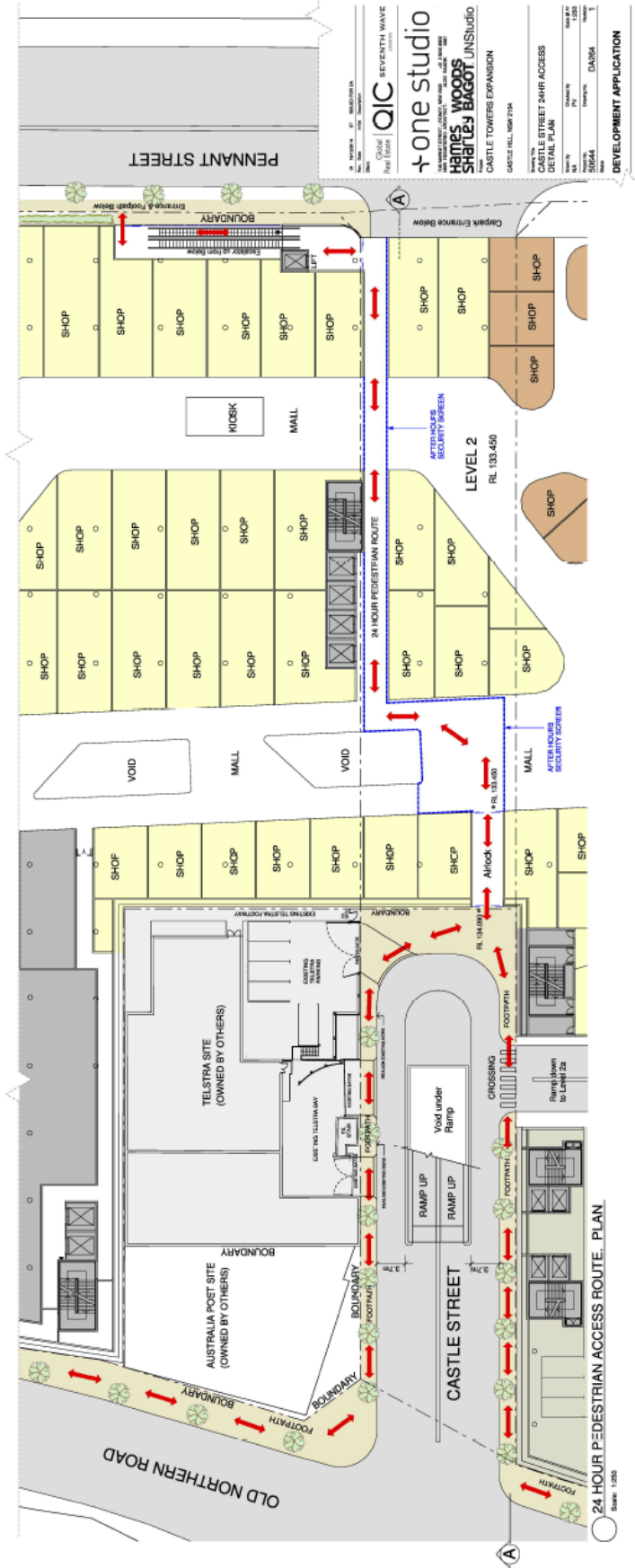
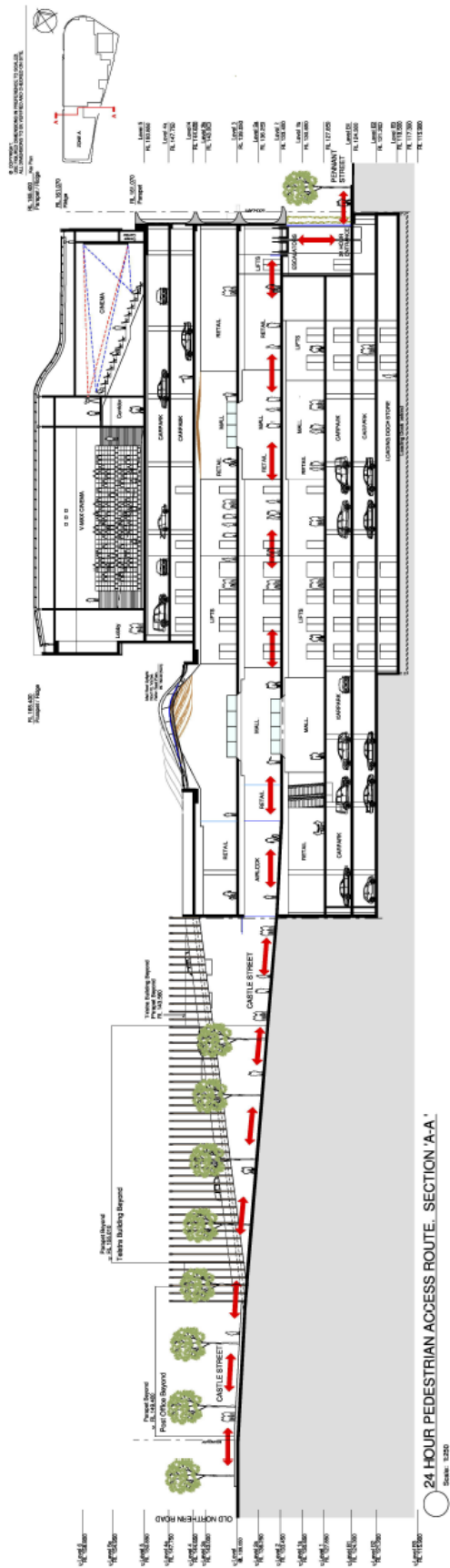
ATTACHMENT 23 – LEVEL 6



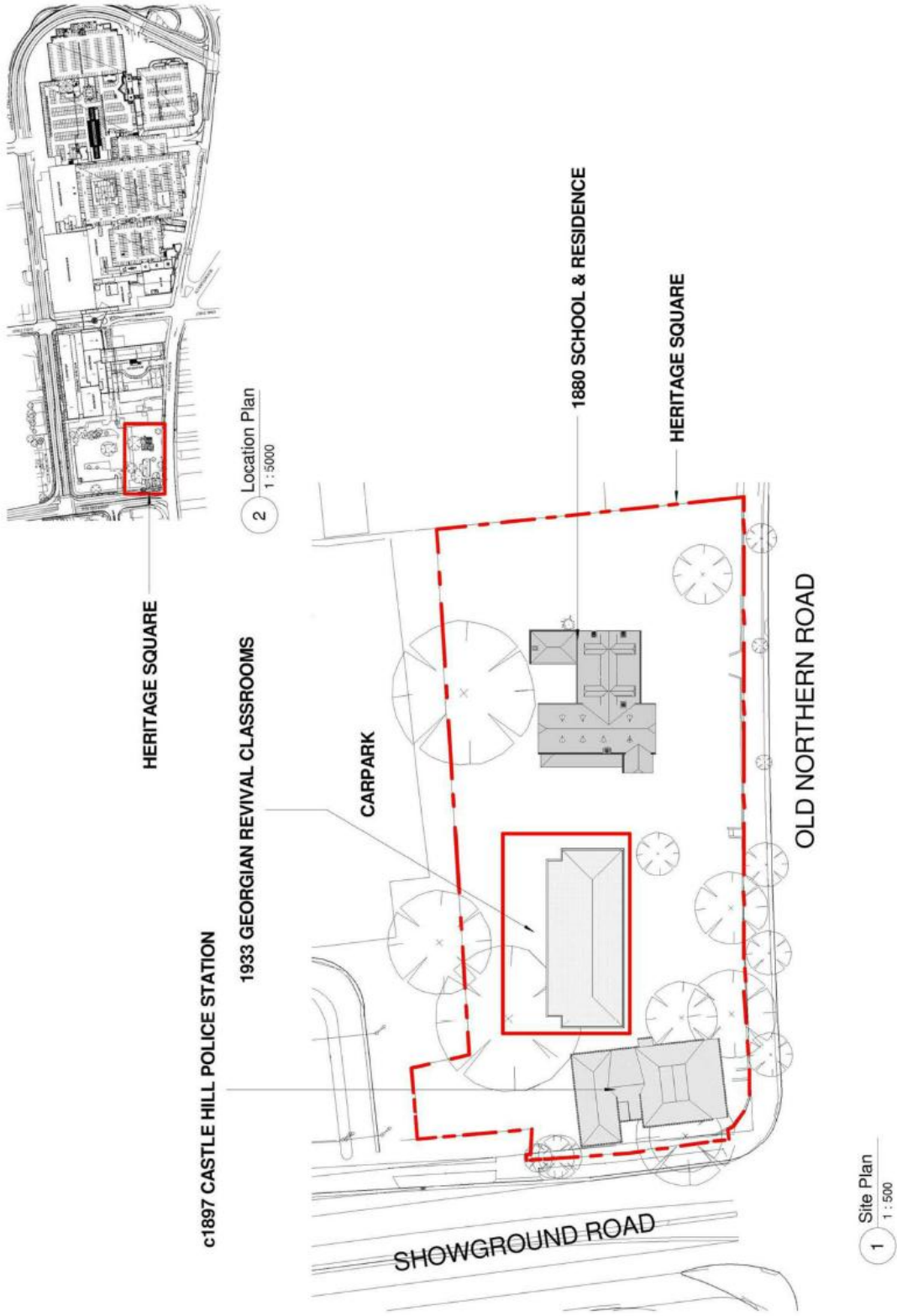
ATTACHMENT 24 – ROOF LEVEL



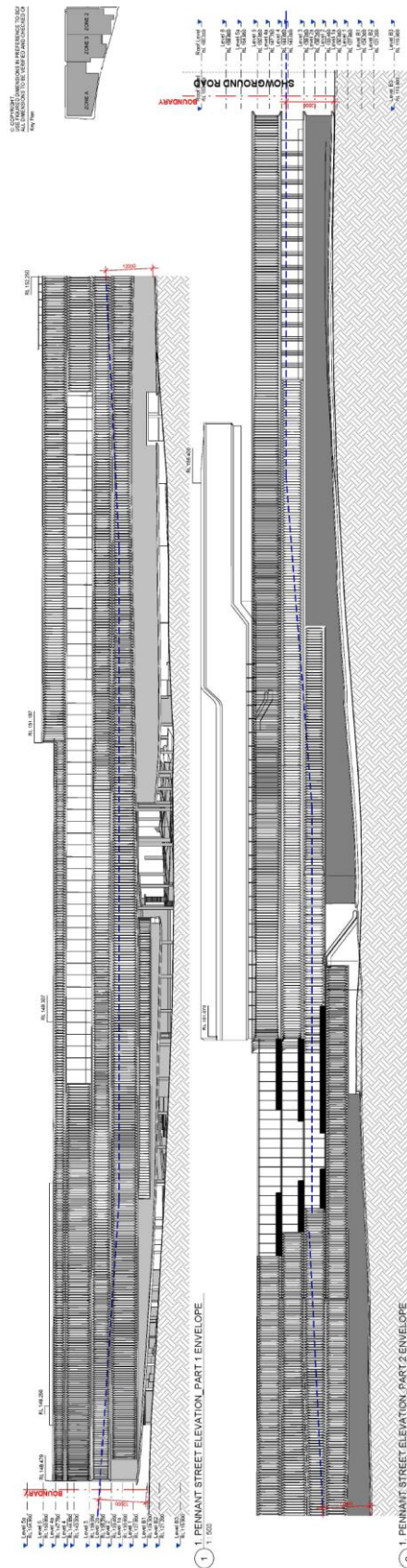
ATTACHMENT 25 – CASTLE STREET CLOSURE PLAN



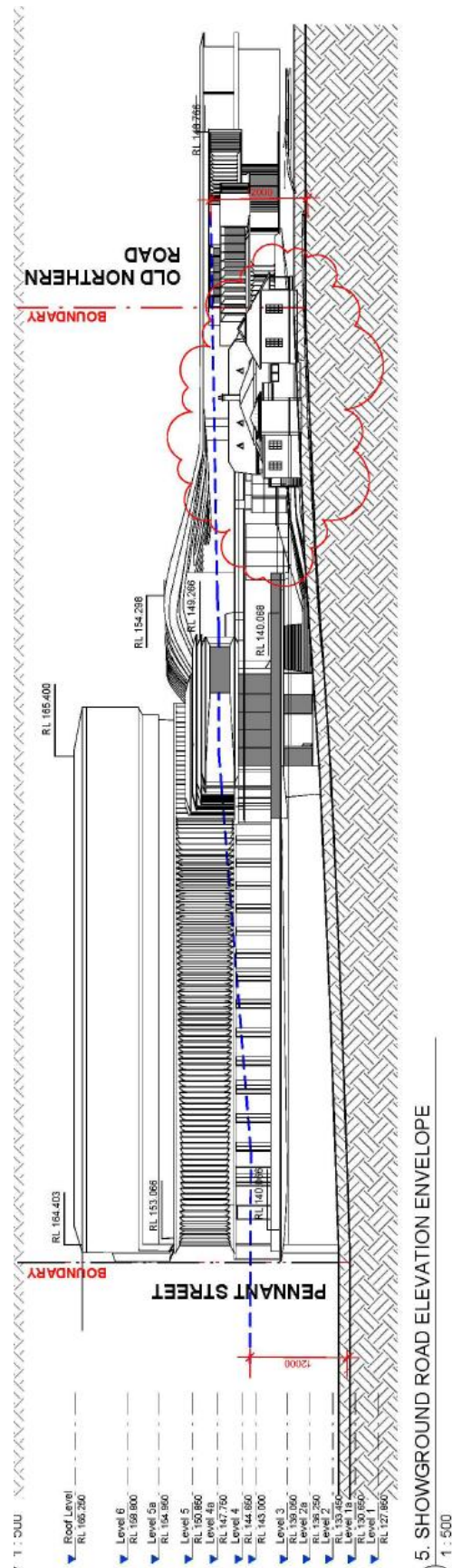
ATTACHMENT 26 – HERITAGE PRECINCT PLAN



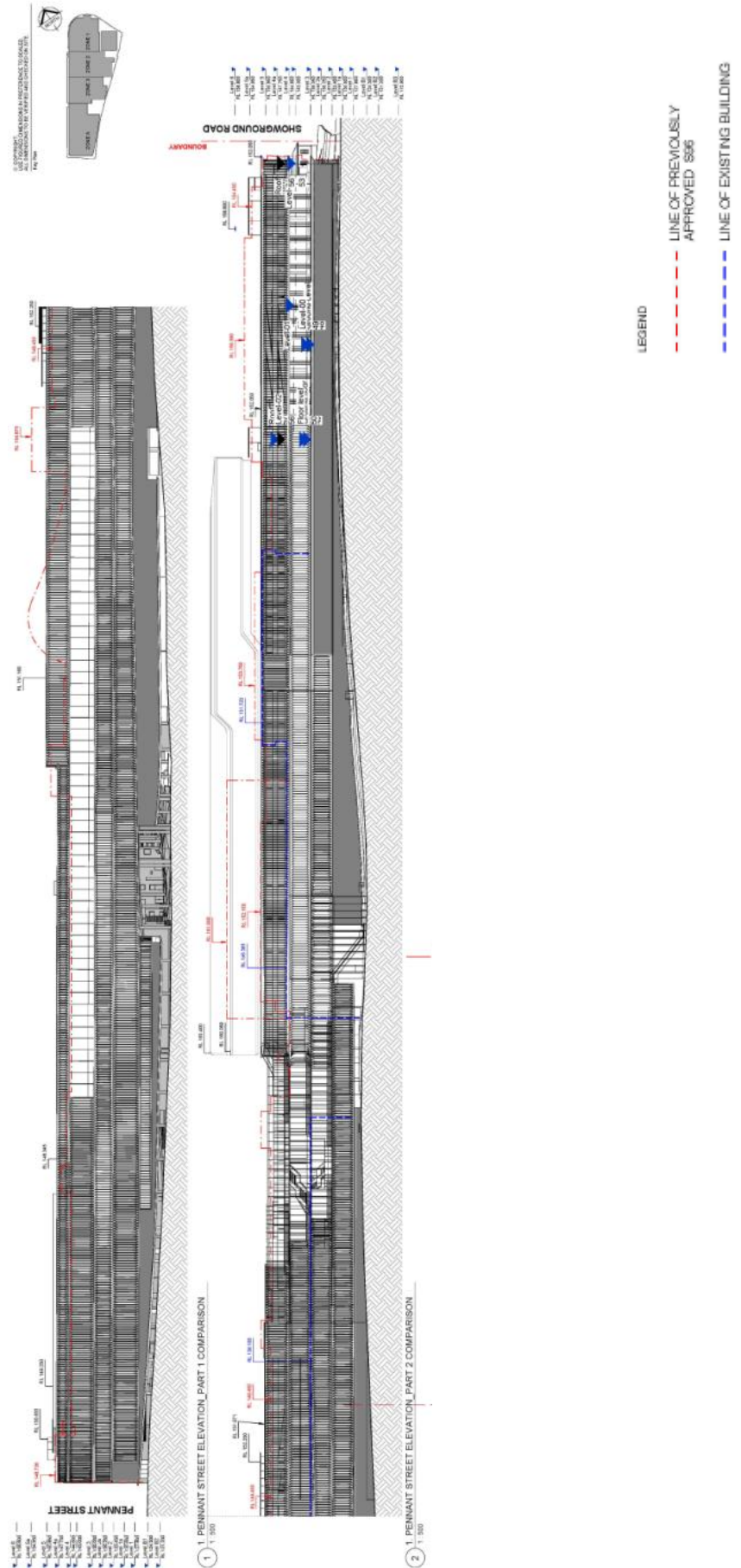
ATTACHMENT 27 – LEP HEIGHT LIMIT AND PENNANT STREET ELEVATION



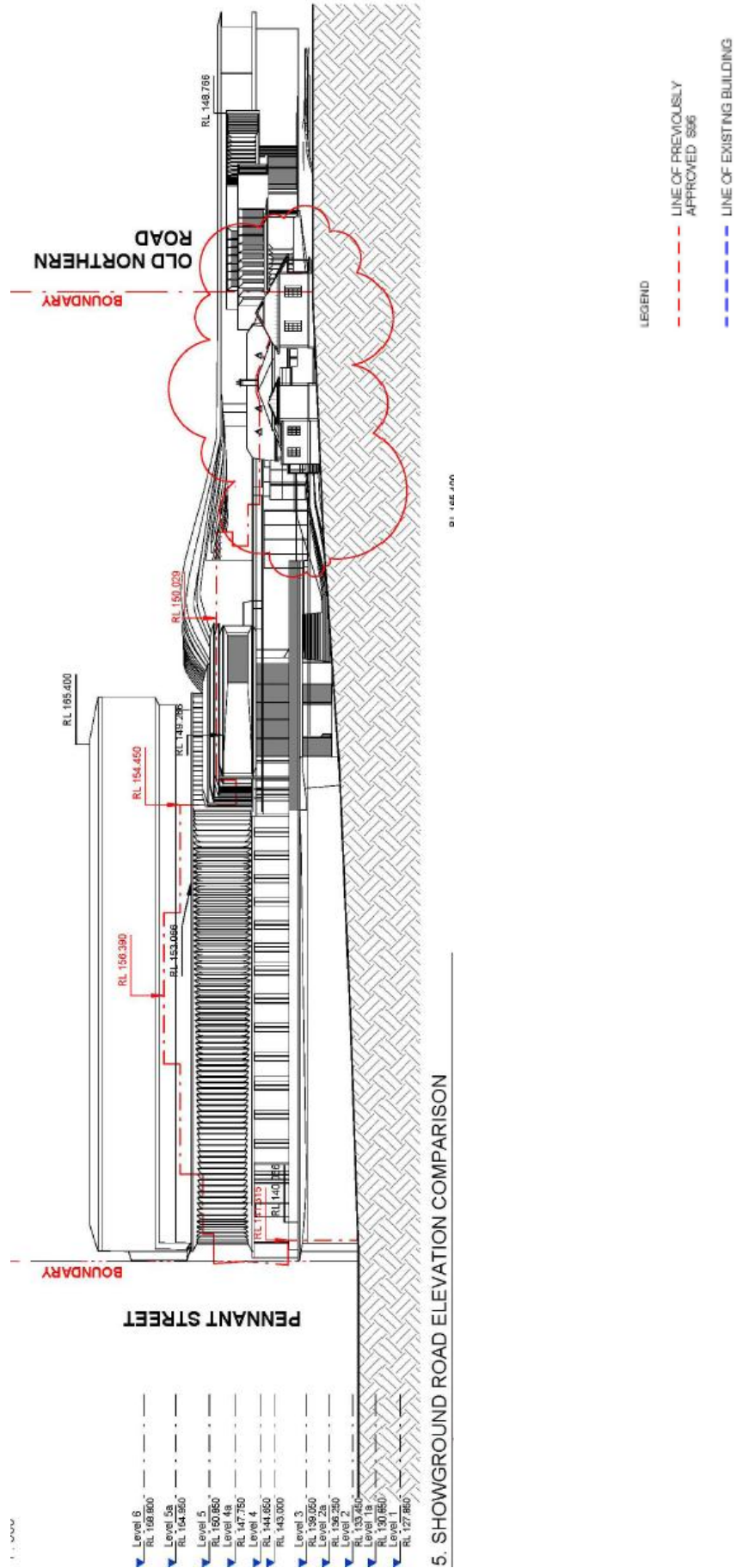
ATTACHMENT 28 – LEP HEIGHT LIMIT AND SHOWGROUND ROAD ELEVATION



ATTACHMENT 29 – PENNANT STREET HEIGHT COMPARISON PLAN



ATTACHMENT 30 – SHOWGROUND ROAD HEIGHT COMPARISON PLAN



**ATTACHMENT 31 - PERSPECTIVE - CORNER OF SHOWGROUND ROAD AND
PENNANT STREET**



ATTACHMENT 32 - PERSPECTIVE - PENNANT STREET



ATTACHMENT 33 - PERSPECTIVE - HERITAGE PRECINCT



SJB Planning



The Hills Shire Council
PO Box 7064
Baulkham Hills BC NSW 2153

Attn: Kristine McKenzie

1 August 2016

Re: Peer Review of DA 864/2015/JP for the Castle Towers Shopping Centre – 273-275 Old Northern Road, Castle Hill

Dear Kristine,

I refer to the Council's request for an independent peer review of the development application and staff assessment report of Development Application 864/2015/JP 297/2008/HB for the proposed Stage 3 expansion of Castle Towers Shopping Centre. The application supersedes previous consents granted for the expansion of the centre and Council proposes to impose a condition requiring the surrender of the previous consents granted.

The Peer review was requested to ensure that there has been a rigorous and robust consideration of the merits of the proposal due to the reliance upon clause 4.6 variations to the Height of Buildings and Floor Space ratio development standards contained within The Hills LEP 2012 and that Council owned land is involved in regards to the proposed closure of roads (Castle Street) and the construction of access tunnels under roads (Pennant Street) over roads.

Please find attached my review of the matter. If there is any further assistance we can provide Council in this matter please do not hesitate to contact me on PH 9380 991 or by email sbarwick@sjb.com.au.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Scott Barwick'.

Scott Barwick
Associate Director

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L2/490 Crown St, Surry Hills planning@sjb.com.au T 61 2 9380 9911
Sydney NSW 2010 sjb.com.au F 61 2 9380 9922

SJB Planning (NSW) Pty Ltd ACN 112 509 501

Background

This peer review has been requested to ensure that there has been a rigorous and robust consideration of the merits of the proposal undertaken by Council. The need for the review was identified by Council on the basis that that Council owned land is involved in regards to the proposed closure of roads and the construction of tunnels under roads and the requested variations under clause 4.6 of The Hills LEP 2012 (the LEP).

In undertaking the review we have been provided with the following documentation provided by Council:

- Architectural design package prepared by One Studio
- Statement of Environmental Effects prepared JBA Planning
- Clause 4.6 Variation requests to Height of Buildings and FSR development standards
- The Hills LEP 2012
- The Hills DCP Part B Section 6 – Business, Part C Section 1 Parking and Part C Section 4 - Heritage 2005; and
- Draft Assessment report and proposed conditions of Consent prepared by the Hills Shire Council.

The review was undertaken with the benefit of a briefing from Council staff on the history and background to the development application and a site inspection of the site and surrounding areas.

The purpose of the review has not been to guide or influence the assessment rather to ensure the conclusions drawn are reasonable and that the assessment rationale is consistent, logical and relevant considerations have been addressed.

The review undertaken concludes that the assessment has been thorough and the recommendations and proposed conditions of consent are appropriate.

Report review and feedback

An initial review of the assessment report was undertaken and preliminary feedback provided to inform the finalisation of the assessment report by Council staff

The initial review and feedback suggested:

- Consideration be given to the sequencing of the development or acknowledge the SEE submission where it is likely that staged construction and occupation certificates may be sought via future S96 modification requests
- Clarification that subdivision works are included relating to road closure and widening
- Providing clarification diagrams in the discussion on the height of building and FSR development standard variations
- Broadening the discussion around the consideration of the clause 4.6 variation
- Strengthening the discussion on the existing and past approvals for the site that are also well beyond the development standards
- Strengthening the discussion on the proposed variation to the building height plane
- Broadening the consideration of bicycle parking non-compliance
- To specifically assume the concurrence of the Secretary to apply the provisions of clause 4.6 of the LEP
- Clarification on condition wording and including where relevant references to interim occupation certificates

The Clause 4.6 variations

Two significant elements of the application are the proposed variations to the Height of Building and FSR development standards. While in a statutory sense there is no limit on the extent of a variation to a development standard, clause 4.6 sets out the requirements which must be addressed to satisfy the

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SJB Planning

SJB Planning (NSW) Pty Ltd ACN 112 509 501

consent authority that the proposed variations are acceptable. The requirements can be summarised as a requirement to:

- Identify why compliance with the development standard is unreasonable or unnecessary;
- Identify the sufficient environmental planning grounds to justify contravening the development standard;
- The applicants written request is to address the matters required by clause 4.6(3); and
- The written request must demonstrate that the proposed development will be in the public interest because it is consistent with the objectives of the zone and the objectives of the development standard.

The applicants Clause 4.6 submissions have addressed these key issues.

The assessment report has considered the requirements of clause 4.6 and has concluded that the variation in the circumstance is appropriate and the environmental planning outcome is appropriate given the planning framework of surrounding lands, the identification of Castle Hill as a Strategic centre in *A Plan for Growing Sydney* and the role of Castle Hill in Council's Centre's Direction strategy as a Major Centre.

The conclusions reached to support the variation are reasonable given the circumstances of the existing centre and current valid approvals.

Conditions of consent

The draft assessment report is supported by a recommended set of draft conditions of consent.

The draft conditions include the conditions required by the agencies that were consulted and from which responses were received. The draft conditions also address the internal comments received from Council officers and address the matters raised in the assessment report.

The conditions proposed include a number of matters that require ongoing actions from the proponent in relation to on-going management of impacts for matters such as the dynamic parking assist system, shopping trolley management, noise management and limitations on the use of loading docks which are appropriate and responsive to the assessment issues raised.

Conclusion

This peer review has not sought to undertake a full merit assessment of the development application. It has sought to review the assessment report, the conclusions made and the veracity of the conclusions drawn to support the variations and proposed conditions of development consent.

The application is a significant expansion of the existing centre and a recognition of the importance of the centre to The Hills in the role it plays in the retail hierarchy and as a major employment generator. It is clear that the assessment has been thorough and the assessment issues have been worked through with the applicant.

The assessment report provides a thorough assessment of the planning framework, has addressed the submissions received and has considered the matters required to be considered under Section 79C of the *Environmental Planning and Assessment Act 1979*.

The application is supported by clause 4.6 Variation requests to the applicable Height of Building and FSR development standards. The applicant's variation request and the merit of the requests have been addressed in the assessment report and the recommendation to support the application with the variation to the development standards is reasonable in the circumstances of the case as presented in the assessment report.

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