[redacted]

Director Urban Renewal
Department of Planning & Environment
GPO Box 39
Sydney NSW 2001

Introduction

This submission is our response to the NSW Department of Planning and Environment (DPE) draft Showground Station Precinct Proposal. We are part of a pod who have formed an aggregation of six lots at the following addresses, no. 38, 40 and 42 Kathleen Ave and no. 128, 130 and 132 Showground Road. The six lots form a land parcel of 6,224 square metres which has frontages to both Kathleen Ave and Showground Road. The land is directly north and within 450 metres walking distance of the future Showground railway station.

We are also members of a larger pod of 103 properties forming the Kathleen Avenue Precinct bounded by Gilbert Road, Britannia Road, and the natural watercourse north of Kathleen Ave and incorporating Belvedere Ave.

An aerial view of the six aggregated blocks is drawn below with a red outline. (Figure1)

Figure 1 Aggregated Land (Google Maps)

Summary:

The proposed zoning of Nos 38, 40 and 42 Kathleen Avenue Castle Hill and nos. 128, 130 and 132 Showground Road as R3 Medium Density is inappropriate due to:

- Proximity of the site to Showground Station,
- Poor urban design outcome,
- Likelihood of locking in low density strata development over the long term,
- Inconsistency with the NWRL Corridor Strategy.

Rezoning the subject land and wider Kathleen Avenue precinct as R4 High Density Residential could deliver the following benefits:

- Better contributing to Goal 2 of *A Plan for Growing Sydney; A city of housing choice, with homes that meet our needs and lifestyles*,
- Improved Gateway to Showground precinct by transition of building heights from 54m at the station to existing two storey residential on the north of Kathleen Avenue Precinct,
- Realise the immediate development potential of subject site,
- Improved development feasibility,
- Improved urban design outcome.

We are requesting that the proposed R3 zoning for the above site and the wider Kathleen Avenue precinct be rezoned to R4 High Density for the following reasons:

1. Proximity to Showground Station – As demonstrated below the subject site is wholly within 400 metres radius, 10 minutes walking distance of the station. Current best practice as identified in A Plan for Growing Sydney calls for higher densities around high frequency public transport. Allowing higher density on the site would assist the State Government meet their housing targets.
   See Figure 2 below which shows the location of the properties (shown in red) and the closeness to the new Showground Station entrance (shown in blue)

and the 450 metres (western path) and 470 metres (eastern path) walking paths, both via existing pedestrian crossings across Showground Road (shown in green).

Figure 2 Location of Pod (red) in relation to Showground Station Entrance (blue) and 2 possible 450 to 470 metre walkways (green). (DPE)

2. Urban Design – We note that the proposed zoning immediately south of our properties on Showground Rd has the following characteristics (a) Zone B2 “Local Centre”, (b) building height zone Y2 54 metres and (c) Floor Scape Ratio of 3:1. There is a huge downward step of building height from the southern to the northern side of Showground Road, i.e. from 54 metres (18 stories) to 9/10 metres. The Showground Station Precinct Proposal proposes building heights to be 10 metres north of Showground Rd on page 31, but limits height to 9 metres in Appendix A “Explanation of Intended Effect Showground Station Precinct”.

See Figures 3 & 4 below which illustrate this difference. The location of the pod is shown in red.

Figure 3 Illustration of the contrast of building height between South and Northern sides of Showground Road. (DPE)

Figure 4 The stark contrast of height differences between the Southern and Northern Sides of Showground Rd. (DPE)

Townhouses on the northern side of Showground Rd will impact negatively on the Showground Station precinct. The planning proposals identify the corner of Carrington and Showground Roads as the gateway to the precinct, a location befitting of high quality design. As mentioned above the height limit on the north of Showground Rd of 10 metres will be out of balance with the 54 metre height on the southern side of Showground Rd. An R4 zoning with decreasing height plane to the north of Showground Rd would allow for reinforcement of the significance of the gateway with no negative overshadowing impacts.

The proposed difference in scales on opposite sides of Showground Rd. is inconsistent with the approach taken in the Carrington Rd. apartment area where building heights are proposed to transition from 22 to 18 to 13 to 8 to 3 storeys.

The southern side of Kathleen Ave has advantages in that taller buildings will not overshadow Kathleen Ave. Also, the ground slopes from Showground Road down to Kathleen Ave. In places the ground levels are in excess of 7 metres difference hence the establishment of underground off street parking is easily achievable. Underground car parking would allow the establishment of more soft surfaces i.e. gardens and lawns.

An integrated planning approach to the entire precinct would deliver better urban planning outcomes. The existing housing stock on the site is of an age where redevelopment is likely and there is considerable co operation between the residents regarding amalgamation.

3. Character of the Hills Shire – Town/Terrace houses are not part of the Hills Shire character. Town/Terrace houses are placed side by side often with extensive concrete and limited capacity to vary building profiles.

   See Figure 5 below, which is an aerial view of town houses at 2A Christopher St Baulkham Hills. Note: this development has a density of 8 dwellings on a lot less than 2,400 square metres i.e. average sized lot of 300 square metres. This density is less than the proposed density of 10 Town/Terrace houses per 2,400 square metres, i.e. minimal 240 square metres per Town/Terrace house for the northern side of Showground road (i.e. a density 25% greater than that of the development at 2A Christopher Ave).

Figure 5 Aerial view of town house development in Christopher St and Chelsea Ave Baulkham Hills (Google Maps)

In contrast, multistorey development allows for larger setbacks and the retention of deep soil supporting trees. With the construction of townhouse/terraces there would be a significant reduction in the trees and lawns which is not in keeping with the treed character of the Hills area. High

density development allows for a greater landscaping area.

4. Feasibility of uptake – The predicted residential uptake of 350 dwellings in the proposed R3 areas in the Showground Station Precinct (page 18 of NRWL Corridor Strategy) will not be achieved with town houses due to the poor returns for developers. The price that would be offered to existing land owners would not be an incentive to sell and move elsewhere. This scenario is evident for the take up rate for town/terrace house development for land already zoned R3 in Parsonage, Whitling and Purser Ave and Anthony Rd. Of the 123 properties in this area zoned for R3 in the Hills Shire LEP 2012, only 24 (20%) of the properties have progressed to townhouse development. The town house development is random and patchy. See 'Financial Implications' in 'Detailed Discussion' page 10.
   An R4 zoning would encourage greater amalgamation as larger sites are more desirable to developers and motivation for amalgamation (with appropriate zoning) is high among local residents of the Kathleen Avenue precinct. These residents have signed a petition requesting the rezoning of the Kathleen Ave area to R4. The petition includes residents living on the properties zoned E4 located on the northern side of Kathleen Ave. A copy of the petition is submitted separately. None of the residents are against amalgamation and 103 of the 110 property owners are in favour. The site has the capacity to provide a significant development site.
   Amalgamation would reduce the need to access Showground Rd improving the streetscape allowing for more planting. A change in zoning to R4 would increase foot traffic to the perimeter of the new Centre increasing vitality along its northern perimeter.
   Much of the infrastructure needs of the area will be financed through section 94 contributions. Improvements in development feasibility through appropriate zoning will increase the likelihood of development and thereby meeting needs for local amenities.

5. NWRL Corridor 2013 Strategy - The current proposal is not consistent with the 2013 NWRL Corridor Strategy and Showground Road Station Structure Plan.
   The R3 town/terrace house zoning would not make best use of the nearby expensive railway infrastructure and result in a poorer return to the railway owners. Higher densities near the railway support a larger number of people able to easily access this infrastructure. As the land is within 450 metres walking distance and wholly within a 400 metre radius to the station, the land zoning should be at least R4.

6. Lock out future density - Because of the low uptake, development would be patchy resulting in a cookie cutter approach, with poorly integrated design rather than a holistic plan. See Figure 6 below for a street view of town

houses in Chelsea Ave Baulkham Hills.

Figure 6. View of Town Houses from Chelsea Ave Baulkham Hills (Google Maps)

As Town/Terrace houses will be under Strata/Torrens Title schemes, there will be a substantial increase in property owner numbers and any future increases in density will be impeded as all residents will need to agree to amalgamation to facilitate rezoning. The intensity of development needs to address the strategic long term future of the precinct as a high frequency transit corridor.

7. Design Quality – The current proposal for town houses will result in developments similar to others in the neighbourhood which are often characterized by poor streetscape presentation, dominance of car parking facilities and poor landscaping. Rezoning to R4 will ensure that all development will be subject to SEPP65 which improves design outcomes such as building separation and landscape requirements including deep soil planting.
   The current 10 metre height restriction may have the consequence of leading to flat roof development as any 3 storey buildings are going to be bland boxes with very flat roofs which will detract from the quality urban design proposed for the area south of Showground Rd.

8. Environmental Effects - A higher density close to the railway station would allow more people to travel by public transport without car reliance. Transport is our major greenhouse producer and public transport is an opportunity to reduce carbon dioxide emissions. Consideration could be given to car sharing facilities such as offered by 3 companies in Sydney (Go Get, Hertz and Green Share Car). A single car share vehicle can replace up to 12 private vehicles that would otherwise compete for local parking. See link:
   http://www.cityofsydney.nsw.gov.au/live/residents/car-sharing

9. Heritage – The timber cottage on the site is of local significance and is a small 6 room cottage (10.6 metres wide x 12 metres deep). It was placed on the

Baulkham Hills Heritage Study list in 1993 as representative of its type and is not regarded as rare. Please see Inventory Sheet Appendix C. The Hills Shire LEP Schedule 5 lists the item of interest as ‘house’ page 76.

The proposed R3 zoning will see the single storey cottage surrounded by 2 – 3 storey townhouses. If the zoning were to revert to a higher density the amalgamated site planning would allow for sufficient curtilage and its adaptive reuse. The heritage cottage is not prohibitive to future redevelopment for high density housing. There are many examples of successful integration of high density developments with heritage items throughout Metropolitan Sydney.

Note: There are 2 other heritage properties on Showground Rd (number 30, and 107) zoned for R4 up to 8 storey apartments.

10. Access - The whole length of Kathleen Ave is within 800 metres of the Showground Station entrance, and Showground Road has an existing 24/7 bus service. Thus it would be very attractive for residents to commute via the train or bus. Showground Road is not a barrier to pedestrian traffic as there are three sets of pedestrian crossings in parallel at traffic lights in close proximity to Showground station. The pedestrian crossings are located at the intersections of Showground Rd and the following three locations, Carrington Rd, “New Street A” and Gilbert Rd. See Detailed Discussion ‘Walkability and Access Permeability’ p.12.

    The current level of support for amalgamation (if appropriately zoned) would allow vehicular access from Kathleen Avenue and reduce conflict between driveways and traffic on Showground Rd.

11. Traffic congestion - The Carrington/ Showground intersection is predicted to be operating above capacity by the RMS Figure 8, page 11. If some housing density is moved from the south side of Showground Road to the Kathleen Ave precinct, traffic flow through Middleton and Carrington would be reduced. By having higher density on the north of Showground Road residents living in the Kathleen Ave Precinct could exit northward along Britannia Rd. See Detailed Discussion ‘Transport’ p.10.

    Showground Road is a Roads and Maritime Services classified road. With town/terrace house development there will be many properties which will require driveway access to Showground road, whereas with higher density development the developer can acquire land which also has access to Kathleen Ave thus avoiding the extra congestion due to vehicles entering and exiting driveways onto Showground Road.

12. Resident Amenity – An increase in residential density in close proximity to the Showground and Station will bolster the viability of its redevelopment. Economic, social and environmental sustainability of community venues is

enhanced through greater patronage. The subject site is well connected to the Castle Hill Showground and wider community facilities.

High density buildings can have an attractive streetscape. See Figure 7 below. Note the wide tree lined footpaths which allow for easy pedestrian access including disabled persons and cyclists. The proposed minimum size lot that is required for town house development is 240 square metres then development will look pokey, with little deep soil.

Figure 7 Street view in Finland (Zyteq)

Conclusion:

The current Showground Station Precinct Proposal for an R3 Medium Density zoning is inappropriate for the subject site.
The site's proximity to Showground Station makes it a prime candidate for Transit Orientated Development and the proposed height limit of 10 metres will result in poor transition from a high density, high quality local centre to two storey townhouses. This will detract from the quality of the gateway entry to the new precinct.
The townhouse developments will lock in strata titled two to three storey development for decades to come and limit future growth.

The current proposal is not consistent with the 2013 NWRL Corridor Strategy & Showground Road Station Structure Plan and prevents the site contributing to the growth in dwelling provision.
We suggest that, developments of at least 4 - 8 storey apartments with an increasing height limit away from Kathleen Avenue be permitted on the subject site and the wider Kathleen Avenue precinct.
An R4 zoning will assist the government in meeting their housing targets, have no overshadowing impacts and improve the urban environment.

Yours Sincerely

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Detailed Discussion

Financial Implications.

The proposed zoning of Town/Terrace houses does not provide an incentive for the present home owner to sell or developers to purchase.

The estimated ratio of return after tax to outlays is a loss, or at best a low 2.2% and hence would not be attractive to developers nor their bankers who are generally looking at a return of between 15 to 25%. For a developer to achieve a 20% return they would have to sell the town houses at $1.12 million each which would be above the present market value (24% above market prices). See Appendix A for details of these costings.

Transport

Transport forms an important part of the planning process and Transport for NSW has produced a transport plan “Showground Station Precinct Transport Plan Dec 2015”. It would have been beneficial to have the transport assessment that forms the basis of the strategy especially Figure 18 “Road Network Performance (2036)”. We have made several requests for background information to the Department of Transport for NSW without any information being provided.

Referring to Figure 18 in “Road Network Performance (2036)” it is difficult to understand the level of service (LoS) at the corner of Carrington Rd and Showground Rd. The figure quotes an am/pm peak, however it is not known which direction the LoS is referring to. It is extremely doubtful that the intersection will be at a B/B LoS (B/B = Good with acceptable delays and spare capacity), considering figures from the Roads and Maritime Service predict the intersection to be F during both peaks and Saturdays (F = Extra Capacity Required). See Figure 8 page 11.

The RMS Environmental Impact Statement (Figure 8 page 11) shows that the RMS is predicting that the Carrington Road and Showground Road intersection will not cope with the forecast traffic flows. The intersection will be operating at traffic volumes of 102% (am weekday peak), 114% (pm weekday peak) and 112% (midday weekend peak) of capacity.

Table 4-10 SIDRA results – 2026 'Upgrade' traffic flows

ID	Intersection	AM peak			PM peak			Saturday peak		
		Ave delay	LoS	DoS	Ave Delay	LoS	DoS	Ave Delay	LoS	DoS
1	Carrington Road/ Showground Road	73	F	1.02	140	F	1.14	116	F	1.12
2	Britannia Road/ Showground Road	14	A	0.56	15	A	0.64	17	B	0.65
3	Rowallan Avenue/ Showground Road	19	B	0.76	31	C	0.89	42	C	0.95
4	Cecil Avenue/ Showground Road	15	A	0.53	27	B	0.58	46	D	0.78
5	Kentwell Avenue/ Showground Road	38	C	0.86	42	C	0.84	60	E	0.99
6	Pennant Street/ Showground Road	77	F	1.04	93	F	1.13	109	F	1.18
7	Barwell Avenue/ Showground Road	10	A	0.22	10	A	0.25	11	A	0.30
8	Old Northern Road/ Showground Road	19	B	0.70	18	B	0.70	22	B	0.85

Figure 8 RMS EIS summary of Traffic flows taking into account NWRL (RMS)

To alleviate the traffic volume at the Carrington Rd/Showground Rd intersection, some of the high density on the southern side of Showground road should be moved to the Kathleen Ave precinct. The predicted traffic flow from Britannia Ave. has spare capacity and the impact from higher density in Kathleen Avenue's precinct could be accommodated.

The comments that follow are based on information contained within the Environmental Impact Statement of the RMS produced for the upgrading of Show ground Road from Carrington St to Pennant St Castle Hill.

The DPE strategy of placing highest densities in close proximity to stations when taken to extremes has the advantage of providing residential accommodation close to transport and hence encouraging use of public transport but the strategy has the disadvantage of concentrating vehicular traffic in a central spot and increasing congestion. This is the case for the following intersections Middleton Ave/Carrington Road and Showground Road/Carrington Road.

We note that DPE is planning on adding additional roads and access to the southern side of Showground Rd for access to Showground Rd, however due to the higher density there will be congestion on Carrington and Showground Rds. Placing higher density on the northern side of Showground Rd will allow residents to exit the Showground Precinct Northward without crossing Showground Road.

Patronage - Following is information on public transport patronage from two sources; (a) the Hills Corridor Strategy and (b) the Compendium of Sydney Rail Statistics.

(a) The Hills Corridor Strategy: Travel Behaviour "Forecast Model Split for Public Transport Patronage to Work (2036)." Page 8.

0 to 400 metres 40% to 45%
400 to 800 metres 35% to 40%
800 metres plus 25% to 30%

(b) The "Compendium of Sydney Rail Statistics 8th Edition V1.1 November 2012" "Table 7 – Rail mode share of journey to work by distance from station" see Figure 9 below.

Table 7 – Rail mode share of journey to work by distance from station

Distance from station (km)	Train%
0 - 0.5	35%
0.5 - 1.0	24%
1.0 - 1.5	16%
1.5 - 2.0	13%
2.0 - 2.5	12%
2.5 - 3.0	10%
3.0 - 3.5	9%
3.5 - 4.0	8%
4.0 - 5.0	7%
5.0 - 6.0	6%
6.0 - 7.0	5%
7.0 - 8.0	4%
8.0 - 9.0	4%
9.0 - 10.0	2%
10.0 - 20.0	1%
Sydney total	**16%**

Excludes 'walk only'. Based on distance from the station at the home end.

Source: 2006 Census, Australia Bureau of Statistics.

Figure 9 "Table 7 Rail mode share of journey to work by distance from station" (City Rail)

The above sources indicate that placing higher density north of Showground Road will result in higher numbers of persons travelling by public transport. The increase would be 35% to 45% or 24% to 35% depending upon the study.

Walkability and Access Permeability:

Walkability is important for people's health and provides access to services for people who don't drive a car. Walkability and bike paths also reduce car reliance.

There is an existing pedestrian pathway entry located between 114 and 116 Showground Road which travels through to Belvedere Ave, see Figure 10 page 13, this has not been taken into account in the North West Railway diagram of walking times (See Figure 11 page 14). If you take into account the above pathway the whole of Kathleen Ave is within the 10 minute (800 metres) duration walking distance. The western end of Kathleen Ave is 790 walking metres and the eastern end of Kathleen

Ave is within 798 walking metres of the Showground Station entrance. The two measurements were taken using the NSW Land & Property Information Services Six Map internet software.

The Kathleen Ave precinct has the potential to enhance the Hills Shire amenity by increasing walkability and access due to its proximity to shopping, library, education (primary, high school and the TAFE college Victoria Rd.) and recreational areas (Fred Caterson Reserve, Castle Hill Showground, RSL and Bowling Clubs). See Figure 12 page 14.

Kathleen Ave could easily link in with existing bikeways and walk ways. Bicycle riders have access to a bicycle route which takes them from the Fred Caterson Reserve to the Bernie Mullane Sports Complex (see Figure 13 page 15 excerpt from council's pamphlet "Cycling in Castle Hill & Kellyville"). The western end of Kathleen Avenue is adjacent to the Fred Caterson Reserve and the eastern end meets a walk way through to the Castle Hill RSL, Castle Hill High School and Castle Hill Bowling Club.

Figure 10 Location of walkway (next to bus stop) from Showground Road to Belvedere Ave (Google maps)

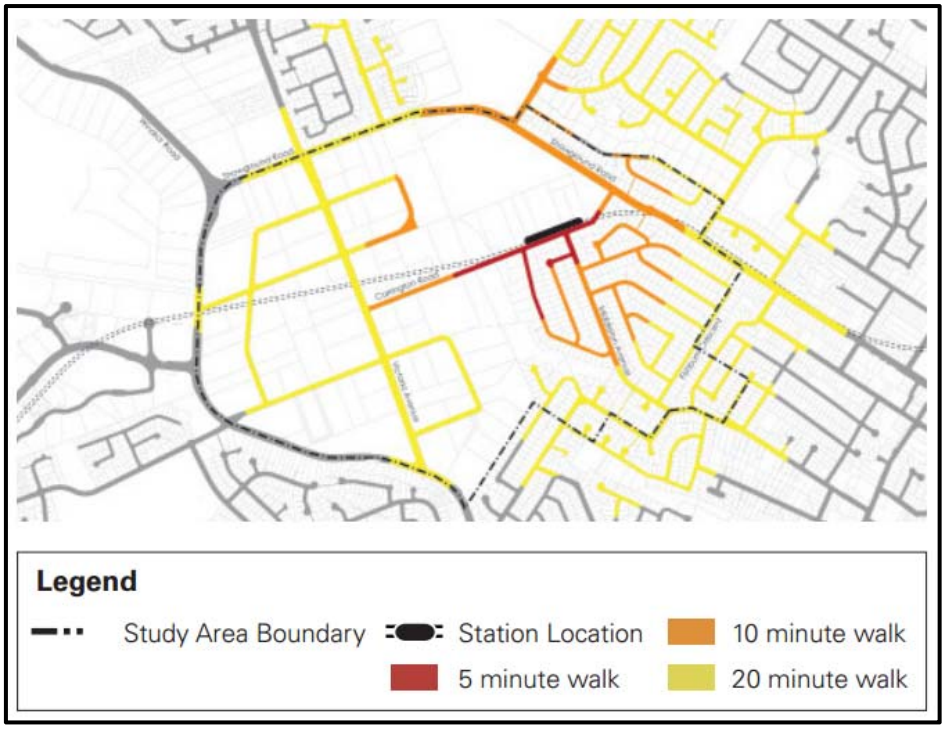


Figure 11. Walking Catchment of Showground Station showing incorrect walking times. (North West Rail Link Showground Road Station Structure Plan)

Figure 12. Aerial view of Kathleen and Belvedere Aves. Note the proximity of Castle Hill High School, RSL, Bowling Club, Showground, Showground Station and Fred Caterson Reserve. (Google Maps)

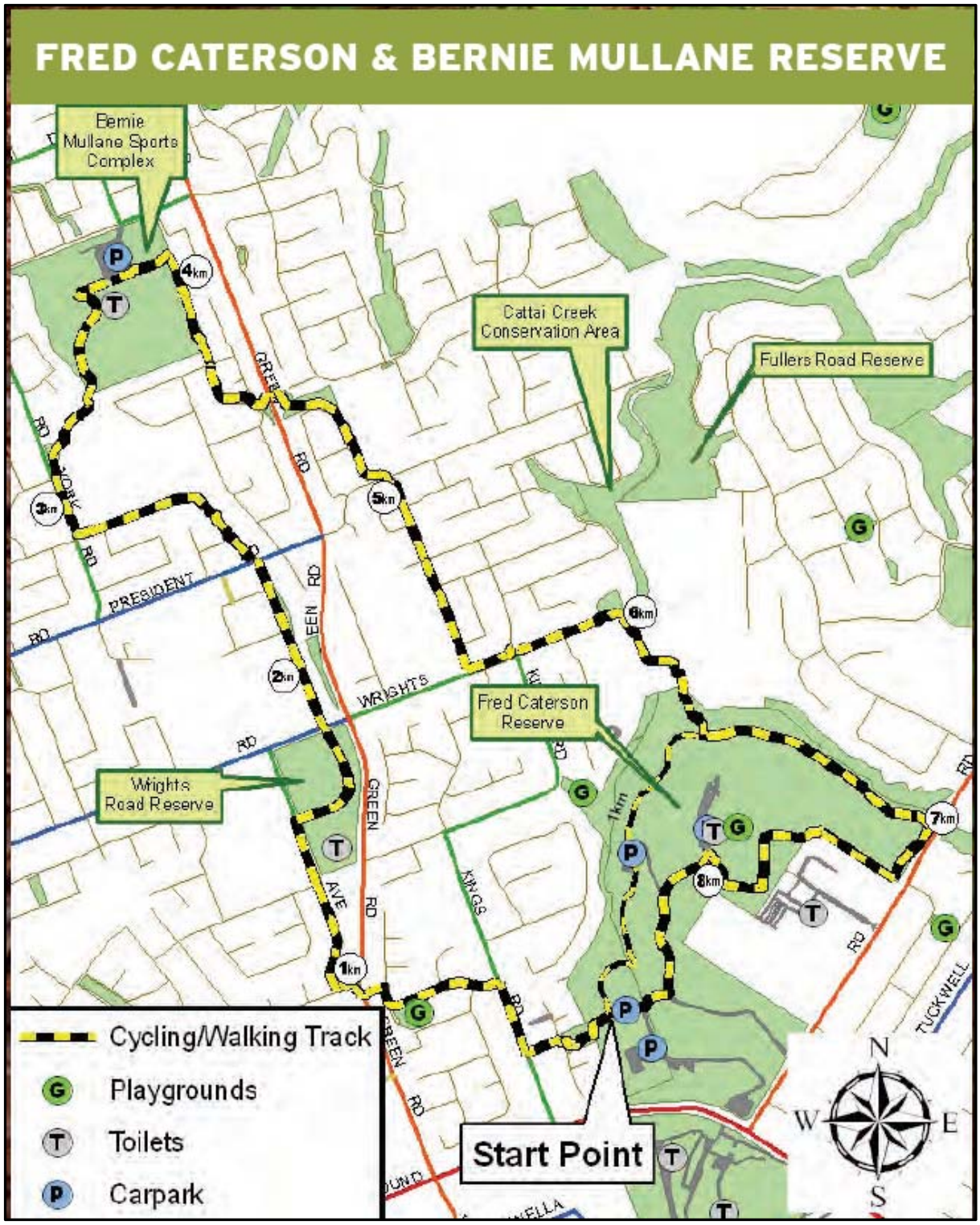


Figure 13 Extract from Councils pamphlet “Cycling in Castle Hill & Kellyville” showing pathways immediately west of the Kathleen Ave Precent. (The Hills Shire Council)

Appendix A Financial Costings

Following is a calculation of costings and returns. Assuming that;

1. The land is 1,026 square metres and hence 4 dwellings can be constructed on the land.
2. A developer and their credit provider will expect a 15% to 25% return on the outlays. This allows a healthy margin so as to provide a financial buffer for unknowns over the period of the development.
3. The selling price for the town house dwellings is $900,000 each.
4. The present landowner wishes to stay in the area and hence the cost of purchasing a property i.e. house on a large block is $1.2 million
5. Cost to the landowner is $34,000 for real estate agent fees (for selling the property to developer at a sale price of $1.7 million, $51,490 for stamp duty fees for the purchase of the new property and say $20,000 for incidentals such as moving and legal expenses for both selling and purchasing property. Hence a total of $106,490. The total cost of a replacement dwelling for the seller is in the order of $1.305 million. Say $1.3million.
6. The developer would have to pay a higher price as an incentive for the land owner to sell (say 30% higher) resulting in a minimum price of $1.7 million for the purchase of the land. This figure is a realist figure when sale prices for other R3 properties located in Castle Hill are compared see appendix B for details of how house value were obtained. The average price for R3 properties in Castle hill for 2015 was $1.69 million per 1,000 square metres.

Following is table outlining how the sale price of $1.7 million is reached.

Cost for landowner to purchase a new house	$1,200,000.00
Agents fees 2% for selling existing house at $1.7 million	$34,000.00
Stamp duty for the purchasing a new house	$51,490.00
Incidentals, legal fees and moving costs	$20,000.00
Total transfer costs	$1,305,490.00
Total cost of purchasing new house	$1,300,000.00
incentive cost 30% to move	$390,000.00
Total cost of purchasing the land to the developer	$1,690,000.00

Table 1 Costs to developer to purchase land

Once the developer has purchased the property for $1.7 million, the developer's costs and returns for the town houses are as below;

The estimated cost to construct a town house is based on a quantity surveyor's submission for a development at 18 – 22 Purser Ave Castle Hill, for 10 town houses (3 of 2 bedrooms and 7 of 3 bedrooms). The quantity surveyor determined the cost of construction of 10 town houses at $3.5 million. This document is available online at the Hills Shire Council DA website DA 1031/2016/HB. Please note the quantity surveyor suggests a 5% contingency allowance, so the cost of constructing a townhouse is $350,000 each. Also note the developer has withdrawn the DA.

Scenario 1: Townhouse price of $900,000 each returning a 2.2% return for developer.

The $900,000 is based on the current asking prices for townhouses and duplex house in the Castle Hill at the present time.

Interest cost is based on a 5% interest rate for a 2 year period. The interest rate for the purchase of the land cost is at 5% for 2 years and the interest rate for construction is assumed to be a linear cost rising from zero to 100% over the 2 years. This approach is to take into account the developer's progressive payment to builders.

Total land	$1,690,000.00
Cost of constructing 4 terraces	$1,400,000.00
Landscaping, drive ways costs	$70,000.00
Interest 5% 2 years	$242,500.00
Total costs	$3,402,500.00
Sale price each	$900,000.00
Gross return on sales	$3,600,000.00
Agent & legal fees 2.5%	$90,000.00
Total return for 4 town houses	$3,510,000.00
Profit	$107,500.00
Returns after 30% Tax	$75,250.00
Ratio of return to outlays	2.21%

Table 2 Developer costs and returns for developing 4 Townhouses selling at $900,000 each.

Scenario 2: Townhouse price of $1.12 million each returning a 20% return for developer.

For the developer to receive a return of 20%, the townhouse sale price would need to be at least $1.12 million i.e. 24% above market prices.

Total land	$ 1,690,000.00
Cost of constructing 4 terraces	$ 1,400,000.00
Landscaping, drive ways costs	$ 70,000.00
Interest 5% 2 years	$ 242,500.00
Total costs	$ 3,402,500.00
Sale price each	$ 1,122,000.00
Gross return on sales	$ 4,488,000.00
Agent & legal fees 2.5%	$ 112,200.00
Total return for 4 houses	$ 4,375,800.00
Profit	$ 973,300.00
After 30% Tax	$ 681,310.00
Ratio of return to outlays	20.02%

Table 3. Developer costs and returns for developing 4 Townhouses selling for $1.12 million each.

Appendix B

Sale prices for R3 properties located in Castle Hill.

Properties which are zoned R3 and are close to Castle Hill sold for the following prices in 2015;

Address, suburb Castle Hill	Date of Sale	Sale Price	lot size squ. metres	Price per 1,000 squ. metres
24 Purser	23/11/2015	$1,120,000	891.6	$1,410,774
34 Sherwin	14/11/2015	$1,350,000	853.6	$1,581,537
7A Rowallan	01/10/2015	$1,060,000	580.7	$1,825,383
47 Sherwin	12/09/2015	$1,430,000	801.9	$1,783,265
31 Cecil Ave	23/05/2015	$1,511,000	811	$1,863,132

Table 4; House and Land Sales in Castle Hill R3 zone

The average of the above 5 sales is $1,692,818 per 1,000 square metres.

Appendix C

The Hills Shire Council Heritage inventory Sheet for the property located at 40 Kathleen Ave.

Heritage Inventory Sheet

SHEET

I69

PROPERTY DESCRIPTION

STREET NO & NAME: 128-132 Showground Road

TOWN/SUBURB: Castle Hill

REAL PROPERTY DESCRIPTION: Lot 406 DP 860609

COMMON NAME: House

SITE AREA: 4255 m²

***CATEGORY:** Building

SUB-CATEGORY: Farm Cottage

SUPERSEDED REFERENCE NO. B014

***YEAR OF CONSTRUCTION:** 1870s -1880s

ARCHITECT/DESIGNER:

BUILDER:

HERITAGE RELATED REPORTS UNDERTAKEN:

(Note: Reference should be made to all Development Applications lodged in relation to the property for details of all (if any) heritage related reports that have been undertaken)

DEVELOPMENT APPLICATION HISTORY

HERITAGE LISTING:

- ○ REGISTER OF THE NATIONAL ESTATE (AHC) – REGISTERED
- ○ REGISTER OF THE NATIONAL ESTATE (HC) – INTERIM
- ○ REGISTER OF THE NATIONAL TRUST (NSW)
- ○ REGISTER OF SIGNIFICANT TWENTIETH CENTURY ARCHITECTURE (RAIA)
- ○ DEPARTMENT OF PUBLIC WORKS HERITAGE AND CONSERVATION REGISTER
- ○ STATE HERITAGE INVENTORY
- ○ STATE HERITAGE REGISTER (NSW HERITAGE ACT, 1977)
- ○ CONSERVATION ORDER ( )
- ○ NSW GOVT DEPT HERITAGE REGISTER (S170 HERITAGE ACT)
- ○ NP & WS HISTORIC SITES REGISTER
- ○ NP & WS ABORIGINAL SITES REGISTER (CONTACT SITES)
- ○ INSTITUTION OF ENGINEERS (NSW) HERITAGE REGISTER
- ○ NORTH WEST SECTOR STUDY
- ○ REGIONAL ENVIRONMENTAL PLAN 20 HAWKESBURY/NEPEAN RIVER 1990
- ● BAULKHAM HILLS SHIRE-WIDE HERITAGE STUDY
- ● LOCAL ENVIRONMENTAL PLAN 2012 – SCHEDULE 5 – ENVIRONMENTAL HERITAGE

***HISTORICAL PERIOD:**

PERIOD	BUILT	USE
PRE 1800	○	○
1800-1825	○	○
1826-1850	○	○
1851-1875	○	○
1876-1900	●	●
1901-1925	○	●
1926-1950	○	●
1951-1975	○	●
POST 1975	○	●

***EVALUATION CRITERIA**

HISTORIC	RARE	○	REP	●	L
AESTHETIC	RARE	○	REP	○	
SOCIAL	RARE	○	REP	○	
SCIENTIFIC	RARE	○	REP	○	
OTHER	RARE	○	REP	○	

***COMMENTS:**

LOT 404 DP 860609 SOLD 12.08.96 SV 97/98 ML 30.10.96
Lot 406 DP 860609 was formerly Lot 303 DP 825025

***HISTORY:**

This orchard property was created by subdivision of Samuel Gilbert's early grant of 140 acres (Castle Hill parish, portion 144). Gilbert's daughter Susan married a son of another early settler in the areas, George Best.

***HISTORICAL THEMES**

SHIP: Agriculture

LOCAL THEMES: Orcharding

***PHYSICAL CHARACTERISTICS**

ARCHITECTURAL STYLE: Vernacular
MATERIALS – EXTERIOR: Weatherboard / iron **INTERIOR:**

OTHER DETAILS OF PHYSICAL APPEARANCE

Two room form cottage with skillion room to rear, new bullnose verandah to front, old posts and brackets. Beaded weatherboards to front elevation. Two French doors to front elevation, no front door. Part of orchard remains.

MODIFICATIONS:

***INFORMATION SOURCES**

WRITTEN:

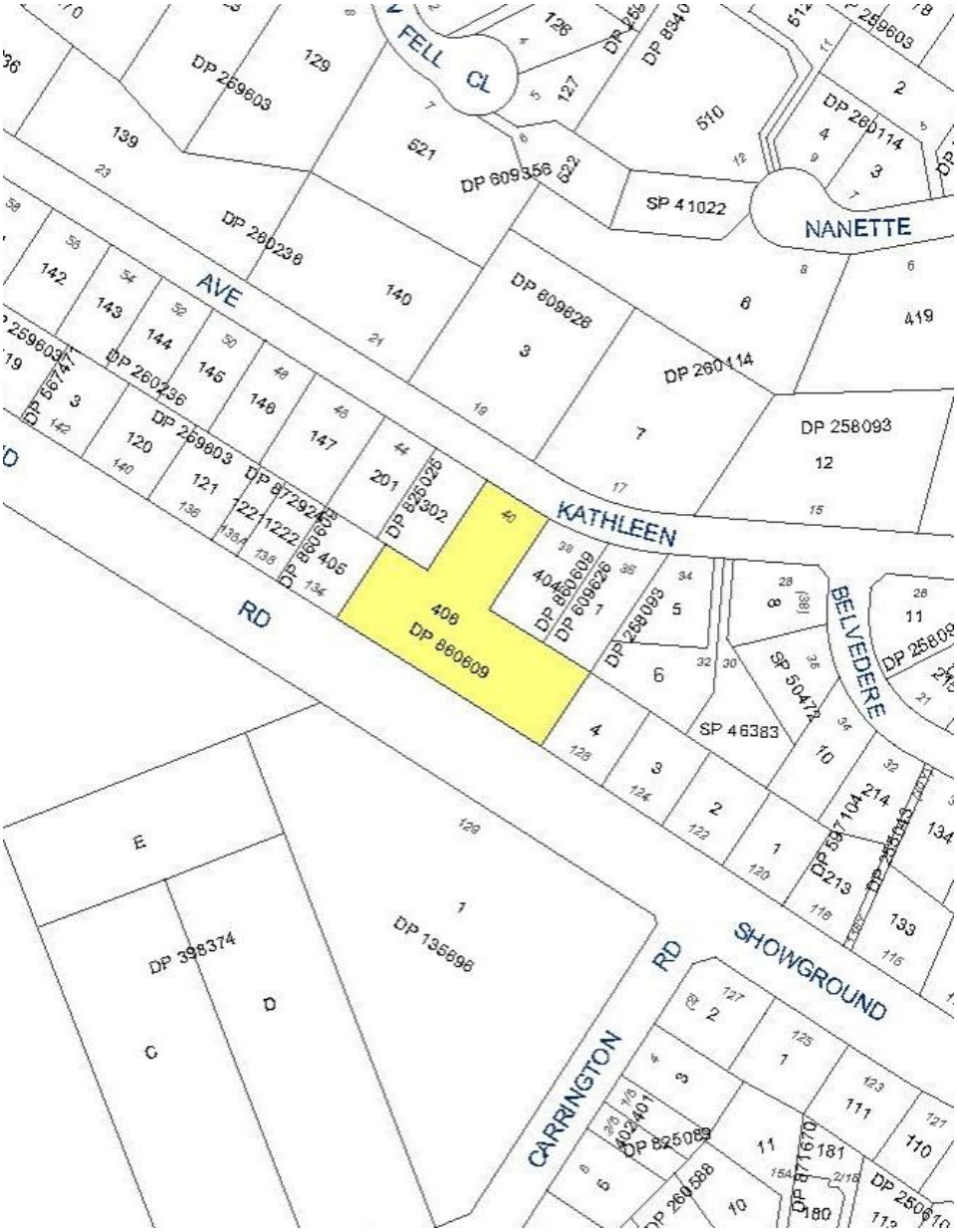
ORAL:
GRAPHIC:

HISTORY OF HERITAGE ASSISTANCE FUND

***BRIEF STATEMENT OF SIGNIFICANCE**

Rare surviving orchard on a subdivision.

RELATIONSHIP TO NEAREST ARTERIAL ROAD. LOT SIZE, SHAPE AND RELATIONSHIP TO NEIGHBOURS



PHOTOGRAPHS:
DATE TAKEN: 30 November 1994

*** Extract from Baulkham Hills Heritage Study 1993-1994**