


STRATEGY > DEFINITION > DELIVERY > TRANSITION

# SHOWGROUND CORPORATION KEY SITES PROPOSAL SHOWGROUND STATION PRECINCT, CASTLE HILL

**Planning Proposal Report**  
APP on behalf of Showground Corporation Pty Ltd

3<sup>RD</sup> REVISION: APRIL 2018





The Showground Corporation's Vision for the Showground Station precinct will create a vibrant living community with tree-lined boulevards, parks and reserves, and affordable housing within walking distance of the new Showground Metro station

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## 1. EXECUTIVE SUMMARY



This planning proposal relates to Key Sites controlled by Showground Corporation within the Showground Station precinct of the Sydney Metro North West in Castle Hill.

The proposal acknowledges the rezoning of the Showground Station precinct in December 2017 to permit higher density residential development south of Carrington Road. The proposal highlights further opportunities and benefits that can be captured and delivered for public benefit through the master planning and development of the Key Sites.

The proposal is for an amendment to the Hills Local Environmental Plan (LEP) 2012 as it relates to the Key Sites, to allow for these public benefits to deliver genuine improvements to the Showground Station precinct.

The Showground Station precinct is seen by the Department of Planning and Environment (the Department) as the centrepiece of The Hills Cultural and Innovation Precinct, and a model for transit-oriented development and urban transformation. Adjacent to the third station in the State Government's \$8.3 billion Sydney Metro North West, Showground has been identified as a key piece of the North West corridor to deliver higher density living. The precinct is near a major business and innovation centre which is predicted to accommodate 2,300 new jobs over the next 20 years.



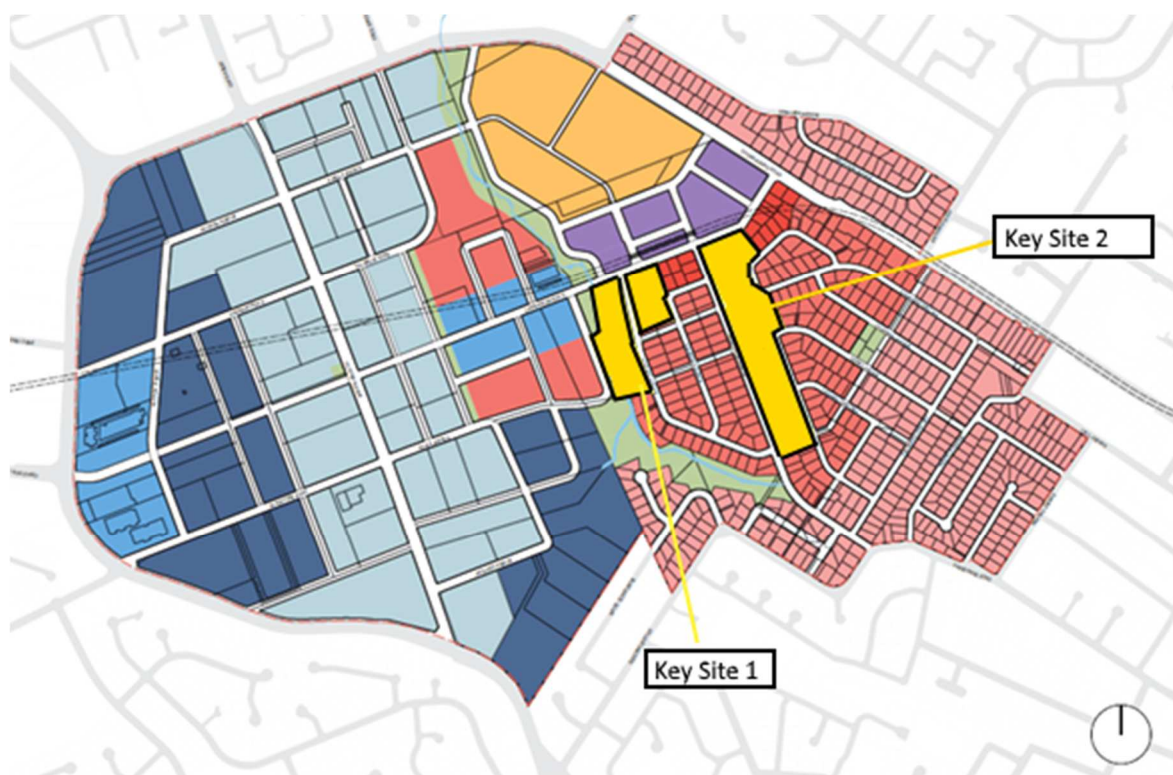
**Figure 1: Artist's Impression of Views to the south along Hughes Avenue**

# Introduction

## *A new Vision for an improved Showground Station Precinct*

Conveniently located apartments close to public transport, decentralised businesses, local shops and amenities, and other support services offer a highly attractive alternative to traditional detached dwellings. Completion of Sydney Metro North West in 2019 and successful development of the Showground Precinct will contribute to government housing supply targets for the increased population and affordability targets. Recent population projection data predicts metropolitan Sydney will require 726,000 new homes over the next 20 years to accommodate an additional 2.7 million residents by 2036.

Showground Corporation (Corp) is the largest majority land holder and developer in the precinct (see Figure 2) and now controls more than 90,000m<sup>2</sup> of high density residential land on the southern side of Carrington Road, within walking distance of the station. They will transform the precinct by delivering a quality and affordable higher density living environment close to the station, amenities and jobs.



**Figure 2: Showground Station Precinct and Key Sites**

Showground Corp engaged a design team of leading architects, urban designers and planners to review the Department's 2015 Showground Station Precinct Proposal, and in doing so, will mandate the delivery of high quality built forms and landscapes, legible street networks and optimal pedestrian and cycle connections.

The Showground Station precinct was rezoned to permit higher residential density and other urban uses in December 2017. However, Showground Corp had lodged its planning proposal in November 2016. This document is the third revision to Showground Corp's planning proposal which has been updated following extensive discussions and collaboration with The Hills Shire Council's Forward Planning Team and the proponent. The planning proposal's features reflect the shared ambitions of the Council's planners and the Showground Corp team to provide a statutory framework and supporting planning agreement that will produce the highest standards for residents in the growth precinct.

Showground Corp's proposition is that it can deliver a significantly improved public domain and affordable housing in exchange for increased floor space on its Key Sites.

The proposal incorporates a significant contribution to affordable housing and further improvements to community infrastructure valued at over **\$150 million**. This proposal responds to Government concerns regarding affordability and housing supply by dedicating 15% of all dwellings to affordable housing to enable local key workers and first home owners to purchase their home; and to provide affordable rental housing for low income households, NDIS housing and transitional housing for victims of domestic violence.



**Figure 3: Artist's Impression of Future Built Form on Key Site 2**



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In response to Council's concerns around need for infrastructure to support the high density precinct, the proposal has focussed on:

- transforming the existing streets into great public places through the dedication of lands for road widening and cash contributions towards civil improvement works;
- providing publicly accessible through site links for pedestrians and cyclists over private properties;
- delivering excellence in architectural design through extensive testing of the built form plates against best practice and standards in the Apartment Design Guide and SEPP 65;
- offering families with a safe, sustainable and liveable community with accessible parks, walkable plazas, childcare facilities, a new digital library and public Wi-Fi services.

The proposal builds on the work of both State Government and The Hills Shire Council and their respective strategies for the North West corridor. The proposal is underpinned by the collective works of a leading design team of five architects and urban designers who have stringently tested building envelopes, street porosity and perspectives, legible and connected green links, new parks, tower forms and demonstrated a high degree of compliance with SEPP 65 and the Apartment Design Guide (ADG). It exhibits urban and architectural design excellence with economic and social benefits delivered to the future residents of the precinct. The proposal exemplifies how Showground Corp can provide the infrastructure improvements and community benefits to support the precinct's increased population.

Showground Corps' Key Sites (see Figure 4) can be master planned to achieve high quality outcomes and provide highly desirable public domain improvements. Moreover, the revised proposal is considered strategically justified on the basis that:

- It guarantees the provision of housing in the short to medium term ensuring a direct return on the State Government's investment in Sydney Metro North West.
- It delivers a significant contribution (15% of homes) to Affordable Housing for key workers, first home buyers and community housing providers.
- It creates a legible local road and movement network and a new Grand Boulevard across the high density core. This results in increased permeability and improved proportions of space between buildings. The proposal includes the dedication of over \$27 million worth of privately owned land for road widening across a number of local streets, including the creation of a Grand Boulevard along Middleton Avenue, and a cash contribution of \$5 million towards the associated civil works.
- A \$5 million cash contribution to be negotiated in a State VPA towards the provision of a new local school.
- Contribution of 6,555m<sup>2</sup> of RE1 zoned land dedicated to Council for no additional cost towards the creation of the Cattai Creek Park, a Section 94 saving to Council for acquisition of \$14.7 million.
- A new 5,000m<sup>2</sup> public central park will be dedicated to Council above and beyond open space dedicated in the existing LEP and Draft Section 94 Contributions Plan. A benefit worth \$36.7 million and of significant social value to future residents.

- A new 'Middleton Walk' comprising a publicly accessible retail plaza and park connecting the station at Carrington Road south to Dawes Avenue valued at over \$21 million.
- Publicly accessible through-site links and pocket parks are introduced for pedestrians and cyclists, providing clear and safe connections to the Showground station and surrounding parklands at a value of \$41.1 million;
- A range of apartment styles and types to suit the growing diversity of changing lifestyles.

The proposed Amendment to the Hills Local Environmental Plan 2012 (LEP) includes the introduction of a 'Key Sites clause' and associated LEP maps provided in **Appendix I**. The new clause requires Showground Corp to deliver the community infrastructure improvements and affordable housing in the manner detailed in the supporting VPA to be negotiated with Council. In exchange, the clause provides additional incentives building heights and floor space ratios to permit a 25% increase in the overall gross floor area across the sites. Additionally, the clause does not preclude Showground Corp from complying with all of the other development standards in Part 9 of the LEP relevant to the Showground Station precinct. The requirements to demonstrate architectural design excellence, site consolidation and housing diversity remain relevant.

The proposed LEP clause requested for inclusion is as follows:

## **9.9 Key Sites in the Showground Precinct**

### **1) Objectives**

- a) To support design-led, master planned outcomes on consolidated key sites in the Showground Precinct;
- b) To deliver improvements to community infrastructure, the public domain and ensure high quality residential amenity.
- c) To promote built forms, landscaped settings and high quality public domain that responds to, and is commensurate with the capacity of existing and planned infrastructure in the precinct and aligns with the intrinsic character of the garden shire.
- d) To permit incentive height and floor space ratio controls where buildings exhibit high standards of architectural design excellence and provide affordable housing.

### **2) Land to which this clause applies**

This clause applies to the key sites in the Showground Precinct identified on Key Sites Map 16.

### **3) Affordable housing and community infrastructure**

Consent to development may be granted under (4) and (5) where the development application provides community infrastructure and affordable housing.

**Note:** For the purposes of this clause 'community infrastructure' means development the likes of recreational areas, community / educational facilities, improvement works to the public domain and

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*road widening. Additionally, 'affordable housing' means housing leased or sold to first home buyers, people with a disability and local key workers.*

## 4) Gross Floor Area

- a) The consent authority may consent to development for a residential flat building or shop top housing on Key Site 1 with a total gross floor area of not more than 114,000m<sup>2</sup> where considered as part of a single concept development application.
- b) The consent authority may consent to development for a residential flat building or shop top housing on Key Site 2 with a total gross floor area of not more than 190,000m<sup>2</sup> where considered as part of a single concept development application.

## 5) Incentives Heights and Floor Space Ratios

The consent authority may granted consent to development carried out in accordance with (3) and (4) above where the development complies with the incentives building height and floor space ratios shown on the Key Sites Incentives FSR Map 16 and Key Sites Incentives Building Height Map 16.



**Figure 4: Showground Corp Key Sites**



The revised community benefits and infrastructure contributions relevant to the Showground Corp Key Sites VPA are summarised as follows:

- **\$27 million +** worth of privately held lands dedicated to road widening along Middleton Avenue to create the 'Grand Boulevard' and a number of other local streets in accordance with The Hills Draft DCP;
- A **\$5 million** cash contribution payable to Council for civil works associated with the upgrading of the local road network;
- A **\$5 million** cash contribution to be negotiated with the Minister for Planning and the Department of Education towards the creation of a new local school;
- Dedication of **\$14.2 million** worth of privately held RE1 zoned lands towards the creation of the Cattai Creek Park;
- Dedication of **\$36.7 million** worth of privately held lands on the corner of Middleton Avenue and Dawes Avenue for the creation of a new 5,000m<sup>2</sup> central park;
- Dedication of **\$21.8 million** worth of privately held lands and acquired sections of public road to deliver a new, walkable central plaza and parkland connecting Carrington Road south to Dawes Avenue "the Middleton Walk".
- Over 7,000m<sup>2</sup> of land to be utilised for publicly accessible through-site links to the value of over **\$41 million**.
- **\$20 million** worth of community infrastructure including three childcare centres, digital library, Wi-Fi infrastructure and public domain improvements.
- **15%** of all dwellings to be provided as affordable housing for sale or lease to first home buyers, local key workers and community housing providers.

The community infrastructure improvements proposed have been informed by an updated Traffic Impact Assessment prepared by TTPP at **Appendix D** and the collective work of the design project team. The improvements have been deemed necessary and sufficient in catering for the site-specific additional dwelling yields proposed in respect of good urban design and traffic outcomes for the precinct.

The evolution of the LEP Amendment and associated VPA offer is the result of collaboration between key government stakeholders and Showground Corp. It is a significant contribution towards the improvement of the Showground which is in the best interests of government and the community.

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## 2. INTRODUCTION

## 2.1 Overview

This report is the third edition of the Showground Corp planning proposal, originally lodged with The Hills Shire Council and the Department of Planning and Environment (the Department) in November 2016. The document was revised and resubmitted in November 2017 following extensive liaison with Council's planners and additional site acquisitions by Showground Corp to form Key Sites 1 and 2. The most recent updates to the proposal follow additional requests for clarification and collaboration with the Forward Planning Team at Council.

In accordance with the requests of Council's planners, the Showground Corp team has:

- Detailed with greater clarity the community infrastructure offering and public benefits to the Showground Station precinct to be delivered under the VPA;
- Reduced the overall proposed density (GFA) from 309,000m<sup>2</sup> to 304,000m<sup>2</sup> across Key Sites 1 and 2, with respective maximum incentive building height controls ranging from 8-18 storeys and FSRs ranging from 2.09:1 – 4.8:1;
- Retained the offer to dedicate 6,555m<sup>2</sup> of privately owned lands zoned RE1 towards the early creation of the Cattai Creek Park at a value of approximately \$14.2 million;
- Provided for a new 5,000m<sup>2</sup> central park in addition to the public plaza, through-site links and pocket parks incorporated in the November 2017 submission;
- Offered a \$5 million cash contribution towards the reconstruction of improved, wider local streets;
- Made a number of changes to the Key Sites incentives clause to form the Amendment to The Hills LEP 2012; and
- Provided updated overall plans for ease of assessment and consideration.

The following sections in this chapter discusses the history of the planning and conceptualisation of the Vision for the Showground Station precinct.

## 2.2 History of the Showground Station Precinct

In 2013 the North West Rail Link Corridor Strategy was prepared to guide development of land around the eight new stations on what is now the Sydney Metro North West connecting Rouse Hill at Cudgegong Station to Epping, Chatswood and the wider Sydney rail network. Consultation with local communities, Councils and State Government agencies was an integral part of the process. The Corridor Strategy's Structure Plans for large precincts around each station integrate land use and transport planning, to meet the challenges associated with expected growth in Sydney's North West.

The Corridor Strategy:

- Identified a vision for areas surrounding the new stations;
- Projected housing and job growth for each precinct, and the corridor as a whole; and
- Established a framework for managing future land use changes.



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The Showground Station precinct (see Figure 5) is part of the Corridor Strategy. Its boundary includes the area within a 5-10 minute walk of the new Metro station; and the Castle Hill Showground and adjacent cultural and recreational facilities. The Strategy also considers the surrounding road network, natural features, and the area's development pattern. Opportunities include a mix of housing, neighbourhood shops and services centred on the new station. The Structure Plan recognised further detailed investigations were required to determine appropriate planning controls and to guide the rezoning of the Showground Station precinct. The Plan recognised the importance of the Precinct's transformation into a transit-oriented development, to provide excellent access to employment centres, retail and educational facilities across Sydney. Over the coming decades the Precinct will provide more housing choices, jobs close to home, and great public places.



**Figure 5: Artist Impressions of the Future Showground Station Precinct**

The Priority Precincts (now Planned Precincts) Program resulting from the Corridor Strategy aimed to create new housing and jobs in centres with well-planned transport services. The program coordinated infrastructure delivery to ensure growth was supported by improved public open space and community facilities. A major consideration was walking distance to public transport, shops and services, which the Showground Station precinct comfortably achieves.

Following more detailed environmental, economic and social analyses, further community consultations, surveys and stakeholder briefings were held. The outcome was the 2015 Precinct Proposal. This envisaged a new local centre focused on the station which included a range of shops, cafes, restaurants, and local services. Residential apartments would be located above the centre

with shops and businesses on lower levels. The apartments would benefit from excellent access to transport, shops, services and open spaces. The Showground, immediately north of the new town centre, would continue to be an important regional open space and cultural facility with planned educational establishments and community uses.

The Precinct Proposal recognised that private ownership of land along Cattai Creek constrained the potential for ecological restoration, and for pedestrian and cycle paths along and across its length. It also acknowledged the residential area lots were generally less than 1,000m<sup>2</sup>, and would require consolidation to form lots large enough to accommodate higher density flat buildings.

The consolidated sites controlled by Showground Corp provide an opportunity to overcome these perceived challenges and commence the short to medium term development of well-located, well-designed apartments.

### **2.2.1 The Vision: An Improved Showground Station Precinct**

The Department's vision is for the Showground to become The Hills "Cultural and Innovation Precinct". This will be achieved by:

- Improved public open space and community facilities;
- Improved connections for pedestrians and cyclists;
- Achieving the precinct's forecast population growth; and
- Ensuring full utilisation of station infrastructure.

This broad description was elaborated over six categories: Residential; Employment; Open Space; Retail and Community; Built Form; and Connectivity and Sustainability. Each category's specific objectives are discussed below:

#### **Residential**

- Increase housing supply and housing choice, and
- Create a walkable neighbourhood with access to the station, jobs, shops, cafes and open space.

#### **Employment**

- Retain most existing employment areas with more flexibility in uses, and
- Create a business spine along Carrington Road.

#### **Open space**

- Retain and upgrade the regional and cultural open space of Castle Hill Showground,,
- Create a Village Square connecting the station with the Showground, and
- Improve access and crossings to the Cattai Creek corridor.

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## Retail and Community

- Provide shops and services in a local centre at the station, and
- Introduce active street level uses to provide attractive, vibrant and safe streets.

## Built form

- Provide 16 to 18 storeys development on the northern side of Carrington Road,
- Introduce 6 to 12 storeys apartment building developments on the southern side of Carrington Road,
- Encourage 2 to 3 storey medium density housing in the Precinct's outer areas, and
- Develop controls for setbacks, link separation and landscaping to achieve good urban design.

## Connectivity and sustainability

- Improve connections for pedestrians and cyclists through the Precinct,
- Promote stormwater management, improve water quality and energy efficiency, and
- Enhance and protect the ecological values of the Cattai Creek corridor.

As noted in the Precinct Plan:

*"The Showground Station precinct is centred on the new Showground Station which will provide excellent transport access to employment centres, (and) retail and educational facilities across Sydney. It will provide for a greater supply of homes, more housing choice, more jobs closer to home, and great public places."*

### 2.2.2 Background: Showground Corp's Alternative Structure Plan and Planning Proposal

Showground Corp began acquiring sites in the Showground following the release of the Precinct Proposal in 2015. A leading team of urban designers, planners and architects were engaged to review the Precinct Proposal and Structure Plan in relation to the Showground Corp sites. The project design team was challenged to build on the Department's Objectives and Vision statements. The aim was to examine achievable outcomes for building footprints and layouts, achievable GFA and dwelling yields. A strategic positioning document focussed on the sites' opportunities to deliver improved urban design outcomes. The validity and reasonableness of the Department's proposal was assessed as one outcome. A Precinct Vision was developed to guide the Strategic Review, block yield analysis and preliminary site planning concepts. An architectural scheme was developed to determine possible dwelling yields and likely design outcomes were explored. The combined analyses formed the Strategic Review.

Allen Jack+Cottier (AJ+C) undertook a high-level analysis of the Showground Precinct Plan and identified opportunities to improve the public domain and create a more distinctive place. This was firmly based in the belief, clearly stated by world renowned Danish architect and urban designer Jan Gehl, that *"First life, then spaces, then buildings: the other way around never works."*

Three objectives emerged:

- Get the public domain right; then the built form. The resulting Vision will make the public domain distinctive. Focus on creating public spaces that promote health, happiness, and well-being, i.e. *place-making*;
- A well-designed public domain delivering walkable and liveable high density residential; and
- Ensure full utilisation of the State's public transport investment by maximising living opportunities which contribute to the '30 minute city' ideal.

Seven design principles were then developed. These built on the Showground Vision and informed the Alternative Structure Plan. These place-making principles were to:

- Improve connections to open spaces;
- Expand the dedicated 'green corridor' along the Cattai Creek corridor;
- Establish through-site links as an alternative to using new roads;
- Create a diversity of street types more suitable for a high density living environment;
- Develop incentives for built forms to ensure an improved public domain would be delivered;
- Reinforce the height transition from the station to the peripheral medium density residential;
- Establish distinctive Gateways to the residential core and station precinct; and
- Ensure the ground floor uses are activated at Gateway sites.

The proposed Alternative Structure Plan developed by AJ+C incorporated the following key components:

- **A superior public domain** –improvements to local movement networks, street treatments and connections to open space;
- **Housing close to jobs and the Showground Station** – new apartments within a short walking distance to the Castle Hill employment zone;
- **A return on the Government's \$8.3 billion rail investment** - high density living capable of being delivered in the short to medium term near the station;
- **Through-site links** – providing public access through private land to connect the station to homes and parks. Walkable high density neighbourhoods close to transport and services developed around improved pedestrian and cycle connections;
- **Road Widening** – to create a distinguished hierarchical movement corridor along the key site frontages to Ashford Avenue, Middleton Avenue and Dawes Crescent; and
- **Cattai Creek Park** – dedication of additional land for public open space at no cost to government.

The planning proposal and supporting Alternative Structure Plan were constructed to reinforce the Precinct Vision and goals.



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**Figure 6: Artists Impression: The Hills Cultural and Innovation Precinct (The Showground Station precinct)**

Showground Corp's planning proposal was lodged with The Hills Shire Council on 8<sup>th</sup> November 2016, more than 12 months prior to the gazettal of the precinct rezoning. The proposal sought to amend The Hills Local Environmental Plan 2012 (LEP 2012) in line with the Department's Precinct Plan by inserting an incentives clause to deliver community infrastructure and improvements to the public domain. The original clause permitted increased building heights and floor space ratios across the Showground Station precinct (see Figure 5), where community infrastructure benefits were provided in support of future residential developments.

The original proposal provided detail to the Precinct Proposal's statement of intent for an Incentives and Gateway Sites clause which included the following suggested elements:

- A 7,000m<sup>2</sup> minimum lot size for high density residential development to qualify developments for the incentives based height and floor space provisions;
- Uplift clauses for sites in the high density zone which permitted maximum building heights of 28 metres (i.e. 8 storeys) and floor space ratios (FSRs) of 2.7:1 where Applicants can demonstrate design excellence and improvements to the public domain;
- Gateway Sites provisions which permit maximum building heights of 68 metres (i.e. 20 storeys) and FSR of 3.5:1 on those properties identified on a Key Sites Map.

## 2.2.3 Consultation

Following the lodgement of the planning proposal, 12 months of extensive consultation was undertaken with Council, the Department, the Greater Sydney Commission (GSC) and Government



Agencies. All stakeholders had acknowledged that Showground Corp's Alternative Structure Plan and planning proposal incorporated additional levels of refinements which would ultimately deliver a desirable public domain and built form outcome that aligned with the Vision and Objectives of the Precinct Proposal.

Whilst Council have acknowledged the strategic benefits of the revised urban design approach and public domain offering from Showground Corp, they have expressed reservations around additional densities. Council's concern is that additional densities in the precinct would increase demands on infrastructure, particularly community and social infrastructure that was lacking in the Precinct Proposal.

Council responded on 23 December 2016 with a preliminary assessment of the planning proposal. The letter identified a series of comments and concerns which are summarised below:

- *The proposal seeks to apply an incentive provision which would result in significantly higher dwelling yields than that envisaged under the Showground Station Structure Plan, the Priority Precinct Plan and the Hills Corridor Strategy. Council is not in a position to consider increased density in the locality until the precinct planning is finalised.*
- *The proposed increase in density is not limited to the subject sites. The implications of applying increased floor space ratio and increased building height across the precinct have not been appropriately considered, particularly in relation to built form, character and infrastructure, traffic impacts and open space.*
- *The proposal does not address how the increased demand for public infrastructure such as traffic works, active open space and community facilities (as a result of the proposal) will be met. Council does not support any increase in density without an appropriate mechanism in place to cater for increased infrastructure demand.*
- *Council welcomes further discussion regarding the mechanisms for delivering public benefits via the Section 94 framework or a VPA.*

In considering Council's comments, the planning proposal was substantially revised. Significantly, Showground Corp went about acquiring additional lands in the precinct to deliver infrastructure improvements commensurate of the increased densities proposed. These significant infrastructure improvements included land dedications for road widening, contributions towards open space, improved through-site connections and meaningful pocket parks. **Appendix J** considers each of Council's points in their letter of 23 December 2016 and identifies how the revised planning proposal suitably addressed each matter.

# Introduction

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The revised planning proposal was lodged with Council in November 2017, a month prior to the release of the rezoning of the Showground Station precinct. The revisions limited the proposed density uplifts to the Showground Corp Key Sites 1 and 2 in response to Council's concerns around whole-of-precinct uplifts under the original incentives clause. The revised proposal also included affordable housing in response to the GSC's affordable housing targets of 5-10%. The Showground Corporation proposal can provide 15% of all of its future dwellings as affordable housing for key workers, first home buyers and community housing providers.

Between December 2017 and April 2018 Council's planners have been working collaboratively with the Showground Corp team to achieve alignment on the contents of the Key Sites incentives clause, the infrastructure and benefits to be delivered under the VPA and dwelling densities on the Key Sites. In response to directions from Council's strategic planners the proposal has been updated to include the dedication of 5,000m<sup>2</sup> of lands in Key Site 2 towards the creation of a new central public park and provision of a \$5 million cash contribution towards road infrastructure works. An additional \$5 million cash contribution towards the creation of a new school has been also been discussed recently with the Department of Planning and will be negotiated as part of the VPA. The Key Sites incentives clause has been revised to incorporate maximum building height and FSR standards to provide greater certainty around the distribution of densities across the Key Sites.

Whilst the finite details of these components need to be informed by further technical investigations and future negotiations with Council, it is considered that the revised planning proposal reflects the general directions of Council's strategic planners and can be recommended to be forwarded to the Gateway for a determination.

## **2.2.4 Other Proposals in the Showground Station Precinct**

A planning proposal for the site at Chapman and Dawes Avenue was reported to the Ordinary Council Meeting on 28 November 2017. The application (9/2017/PLP) was lodged after this planning proposal in early 2017 and affected neighbouring lands to the east of Key Site 2. Council's strategic planner recommended in their report to Council to proceed with the planning proposal to a Gateway determination on the basis of the proposed improvements to the public domain and the proximity to the Showground Metro station.

The Chapman proposal sought to rezone the land to R4 High Density Residential, apply a maximum building height standard of 47 metres (15 storeys) and a maximum FSR of 2.76:1 under a master planned incentives provision to be inserted into LEP 2012. The proposal was supported by a VPA offer to dedicate an additional 2,879m<sup>2</sup> to the creation of an expanded Chapman Avenue Reserve.

A motion was moved by the Councillors to not proceed with the Chapman proposal to Gateway on a number of grounds.

The Showground Corp proposal presents outcomes and many points of difference to the Chapman planning proposal as detailed in the commentary provided below in relation to each of the reasons for no-support and concerns raised by the Councillors:

1. *The proposal is inconsistent with the objectives of the State Government Corridor Strategy and the exhibited Showground Priority Precinct, specifically growth projections and desired future character.*

**Comment:** The Showground Corps' proposal largely aligns with the objectives of the Corridor Strategy and Showground Priority Precinct as detailed in Chapter 8 of this report. The proposal does seek marginal uplift to densities on the Key Sites above those targeted in the State Government strategies, however, these are suitably offset by significant contributions to infrastructure that will benefit the entire precinct. This includes essential infrastructure such as the delivery of a new Grand Boulevard along Middleton Avenue, additional road widening along other local streets, dedications of land to create new parks, a cash contribution towards the provision of a new local school, childcare centres, important publicly-accessible through-site links and more that is detailed throughout this report. Only Showground Corp can deliver the extent of benefits proposed being by far the largest developer in the precinct.

2. *The proposal is inconsistent with The Hills Corridor Strategy in that it would allow for a dwelling yield and built form well in excess of the envisaged outcome for the Precinct.*

**Comment:** The proposal seeks marginal uplift in lieu of significant precinct-wide contributions to infrastructure. The desired character of built forms, diversity of dwelling types and the high standard of construction and finishes for apartment buildings called for in the Corridor Strategy can be feasibly delivered by Showground Corp. This planning proposal has been consistently updated over 2 years following collaboration with Council's planners to get the built form and public domain right. The work produced by the design team in support of this proposal (see **Appendices A-D**) demonstrates the highest standards in architectural excellence that are committed to be delivered by Showground Corp.

3. *The proposal is likely to result in unacceptable impacts in terms of streetscape and residential amenity by way of a dominating built form, loss of privacy/overlooking and overshadowing.*

**Comment:** The extent of detailed massing, architectural design and public domain concepts and site testing undertaken in support of the Key Sites proposal is a typical of a development application, far in excess of the requirements for a planning proposal. This work has demonstrated how the built form can be suitably designed to ensure high quality streetscapes and residential amenity is achieved, notwithstanding the marginal increases to densities sought. Impacts arising from bulk and scale are mitigated through the implementation of wider streets and greater setbacks to floors above podium levels. This impact has been confirmed in

# Introduction

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the overshadowing testing undertaken by the design team which has confirmed solar access compliance with the ADG. Approaches to mitigating impacts to the public domain, privacy, overshadowing and residential amenity are discussed further in Chapter 4 of this report as well as the Strategic Positioning Document prepared by AJ+C at **Appendix A** and the Urban Design Reports prepared by each of the appointed designers in **Appendices B - D**.

4. *The proposal fails to adequately address the demand for additional local infrastructure or provide a significant community benefit to justify the increased yield on the site.*

**Comment:** Unlike the Chapman Avenue proposal, this planning proposal provides expansive contributions to additional local infrastructure that will adequately address and support the demands generated by the projected population growth. These improvements are proposed to be offered under a VPA to be negotiated with Council and are detailed further in Chapter 7 of this report.

5. *The impacts on the local road network have not been adequately addressed.*

**Comment:** The impacts to the local road network have been adequately assessed in the Traffic Impact Assessment prepared by TTPP at **Appendix F**. The proposal includes significant improvements to the local road network across the high density precinct including widening to create the Grand Boulevard along Middleton Avenue and widening of other local streets. These contributions to the road network will go towards improving the proportions of the public domain, providing safe streets for pedestrians, cyclists and traffic, ensure traffic calming measures can be successfully implemented and provide additional opportunities for on-street car parking.

6. *The proposal cannot provide sufficient amenity for future residents of the development by way of common open space at ground level.*

**Comment:** The architectural testing undertaken by the appointed designers presented in the UDRs at **Appendices B-D** has demonstrated how the future developments can provide compliant landscaped communal open space areas at the ground level around the buildings. Additionally, the Showground Corp proposal is supported by over 7,000m<sup>2</sup> of lands to be dedicated to 8m wide green through-site links that will provide further opportunities for passive open space and enjoyment by future residents. These lands are provided in addition to the compliant ground level communal open space areas on the Key Sites.

7. *Permitting higher density residential development on the site prior to the completion of the Hills Showground Station Precinct would be premature and could undermine the outcome of the State Government's Priority Precincts process.*

**Comment:** The lands in the Showground Station precinct were rezoned in December 2017. This proposal seeks to further amend The Hills LEP 2012 to include the Key Sites provisions to ensure:

- the recently rezoned high density residential precinct is supported by an improved local road network that is widened and suitably embellished to provide landscaped interfaces between the private and public domains;
- the recently rezoned high density residential precinct is supported by a sufficient quantum of public and private open space for residents and the community's enjoyment;
- new through-site connections are provided to better link pedestrians and cyclists across the precinct to open space, homes, jobs, services and the new Metro station;
- the highest standards of architectural excellence and residential amenity are achieved on the Key Sites to establish a new benchmark for quality in Greater Sydney; and
- A significant component (15%) of the dwelling stock proposed is made affordable for first home buyers, local key workers and community housing providers.

## 2.3 The Revised Proposal

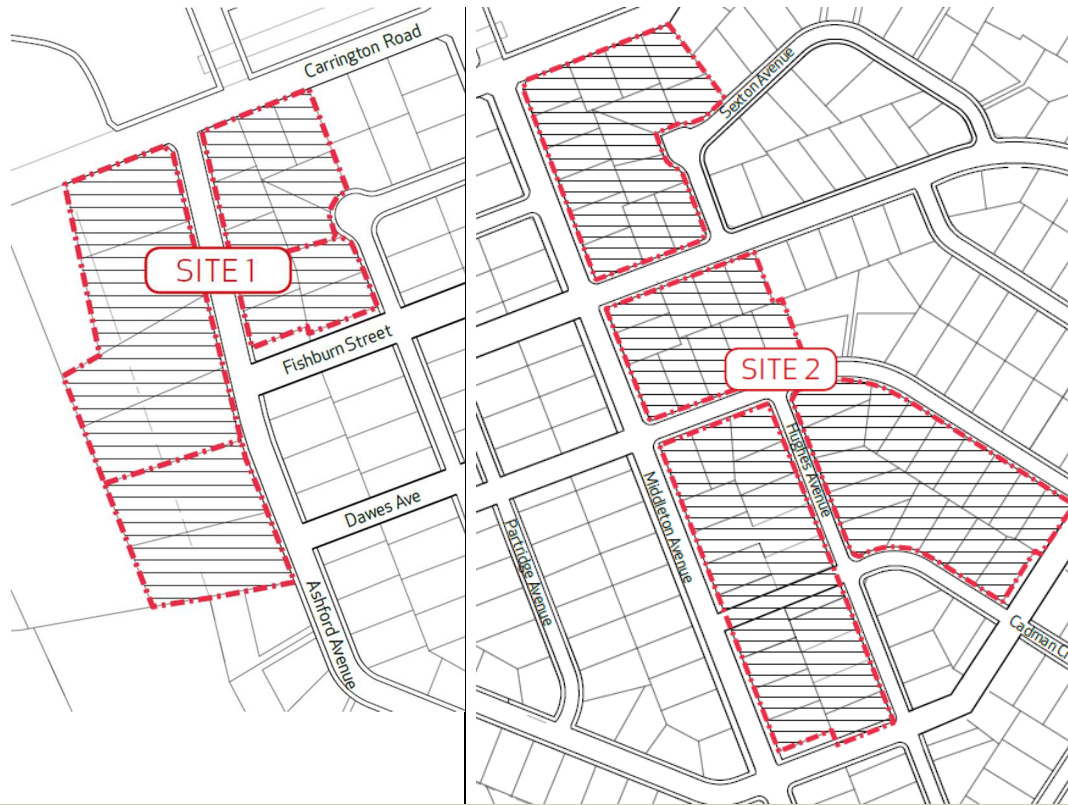
Showground Corp has made significant revisions to its original planning proposal since Council's December 2016 correspondence. The proposal now only seeks increased residential densities on the Showground Corp Key Sites which have been enlarged to deliver the widened Middleton Avenue and northerly connection to the station and town centre. This is in contrast to the original proposal and incentives clause which proposed substantial increases to densities across the entire high density precinct. The planning proposal and its public benefits can be viewed in isolation as no other sites in the precinct can deliver the full extent of the Grand Boulevard along Middleton Avenue, meaningful through-site links connecting the station, town centre and parks to residences. The proposal also delivers the key piece of the Cattai Creek Park and a new 5,000m<sup>2</sup> central park which could not be matched by any other developer on any other site in the precinct.

The Key Sites are now identified as:

Key Site 1	Key Site 2
The consolidated holding on either side of Ashford Avenue which was previously identified as 'Site 1'. An additional site (34 Carrington Road) has been acquired and included as part of Key Site 1 to provide a pedestrian and cycle way through-site link from Partridge Avenue northward to the station and town centre.	A series of consolidated holdings located to the east of Middleton Avenue with frontages to Cadman Crescent, Dawes Avenue, Fishburn Crescent and Chapman Avenue. This site incorporates 59 residential properties acquired strategically to deliver a grand boulevard along Middleton Avenue and a new central pedestrian spine extending from Dawes Avenue through to Carrington Road.



# Introduction

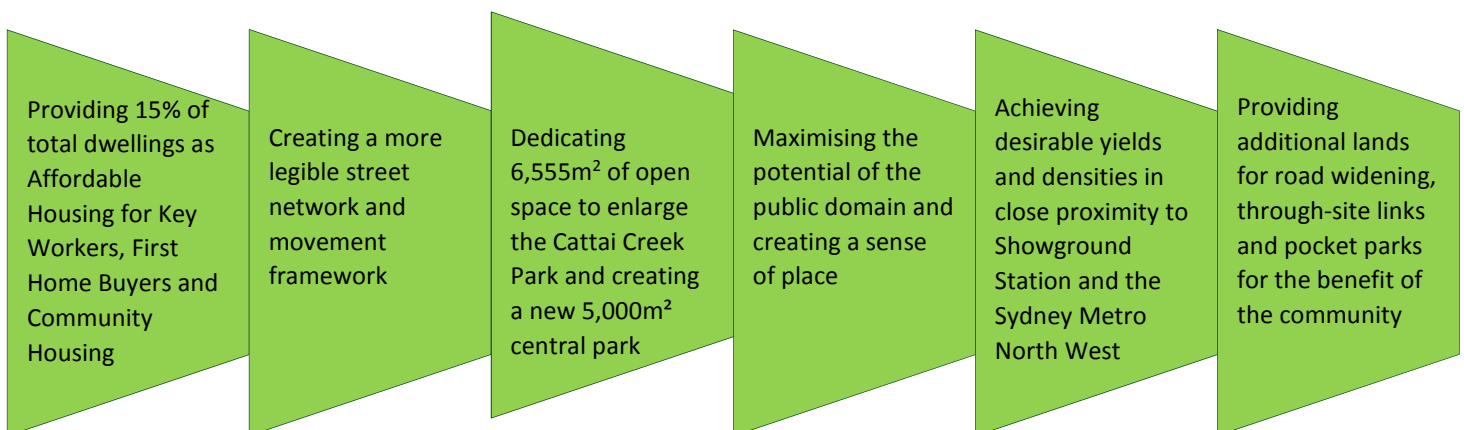


Showground Corp's revised proposal is an opportunity to deliver approximately 3,000 new dwellings across Key Sites under an incentives clause where significant community benefits are provided, including:

- 15% of the total number of apartments (i.e. 450 dwellings) provided as affordable housing for first home buyers, key workers and community housing;
- 6,555m<sup>2</sup> of land to be dedicated towards the creation of the Cattai Creek Park;
- A new 5,000m<sup>2</sup> central park to be dedicated to Council as public open space, an item that has been negotiated with the Council's strategic planning team in the first quarter of 2018;
- Road widening along Middleton Avenue, and a number of other local streets;
- A \$5 million cash contribution towards road improvement works, another component delivered in response to requests from Council's planners in 2018;
- A \$5 million cash contribution in a State VPA towards the provision of a new local school;
- New pedestrian and cycle-ways through the sites connecting the public street network to open space as well as the future town centre and Metro station;
- Provision of a new through-plaza and publicly accessible pocket park connecting Carrington Road south to Dawes Avenue; and
- \$20 million worth of other community benefits including three childcare centres, a digital library, free public Wi-Fi and contributions to improving the public domain.

The revised proposal better aligns with the positions of all tiers of government by providing a significant contribution to affordable housing, infrastructure and urban design improvements across master planned sites. A key difference to the Key Sites clause now sought is the requirement for concept development applications to be lodged for both Sites 1 and 2 which detail the incentive total gross floor areas together with maximum floor space ratios (FSRs) and building heights. This requirement gives Council certainty around built forms and design parameters for each Key Site, including most importantly the distribution of densities.

The updated Key Sites incentives clause also requires compliance with the maximum building height incentives map and maximum FSR incentives map developed specifically for the Showground Corp Key Sites (see Incentive Maps at **Appendix I**). This detail has been provided in response to concerns from Council's planners around the distribution of densities and building heights in the high density precinct whereby the tallest buildings should be focussed at the interface to Carrington Road and the station.



**Figure 7: Potential Opportunities**

## 2.4 Proposed Voluntary Planning Agreement

The revised planning proposal is supported by an updated Voluntary Planning Agreement (VPA) that has been further negotiated with Council's strategic planning officers. The updated VPA includes:

- Over \$27 million of privately owned land dedicated for future road widening;
- A \$5 million cash contribution towards the reconstruction and improvement works associated with the newly widened local roads;
- A \$5 million cash contribution to be negotiated as part of a State VPA towards the provision of a new local school;
- Over \$41 million of privately owned land designated for publicly accessible through-site links;
- \$14.2 million / 6,555m<sup>2</sup> of privately owned RE1 zoned lands in Key Site 1 to be dedicated to create the Cattai Creek Park ahead of the opening of the station;
- Over \$36 million of privately owned land to be dedicated to Council as public open space for the creation of a new 5,000m<sup>2</sup> central park;

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- Over \$21 million of privately owned land to be designated for the creation of the Middleton Walk (see Figure 8);
- Commitment to the delivery of a negotiated affordable housing model;
- Commitments to community facilities including three childcare centres, a digital library and community shared spaces;
- Street furniture including play equipment and health and fitness equipment; and
- Precinct-wide free WI-FI, with investigations for street-smart technologies.



**Figure 8: Artist Impression of Views to the north along Sexton Avenue (the Middleton Walk)**

## 2.5 Structure of this Report

The planning proposal is structured as follows:

- Section 3 The Site and its Surrounds
- Section 4 The Strategic Review
- Section 5 The Planning Proposal
- Section 6 Proposed LEP Amendment
- Section 7 Proposed Voluntary Planning Agreement
- Section 8 Strategic Justification

- Section 9 Environmental, Social and Economic Impact
- Section 10 Conclusion

## 2.6 Project Team

The expert project team that has contributed to the Showground Key Sites proposal is set out in Table 1 below.

**Table 1 Project Team**

Discipline	Consultant
Project Management and Town Planning	<b>APP Corporation Pty Ltd</b>
Architectural Lead	<b>Platform Architects</b>
Project Advisory	<b>Sam Haddad</b>
Urban Design	<b>Allen Jack+Cottier (AJ+C)</b>
Architectural	<b>Tony Owen Partners</b>
Architectural	<b>Stanisic Architects</b>
Architectural	<b>Aleksandar Design Group</b>
Landscape	<b>Place Design Group</b>
Traffic and Transport	<b>The Transport Planning Partnership (TTPP)</b>
Riparian Assessment	<b>Cardno</b>

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## 3. THE SITES AND SURROUNDS



### **3.1 Site Locations and Surrounding Uses**

The Key Sites are located in the heart of the Showground Station precinct within the suburb of Castle Hill in Sydney's North West. They are located approximately 1.7 kilometres west of the Castle Hill Town Centre, 9 kilometres north of the Parramatta City Centre and 37 kilometres North West of the Sydney CBD.

Following the December 2017 rezoning of the Showground Station precinct the sites are within the new high density residential area south of Carrington Road. Surrounding areas to the south and east have also recently been rezoned for medium density housing but still comprise established low density residential neighbourhoods with local parks and reserves. The Castle Hill Showground occupies the area north of Carrington Road, with the Hills Sports Stadium and Fred Caterson Reserve on the northern side of Showground Road.

The area west of the Showground is commonly known as the Victoria Avenue (Castle Hill) Business Centre. It is home to warehousing and large semi-industrial establishments including smash repairers; auto mechanics; manufacturers; scrap metal dealers; a mixture of smaller commercial operators; bulky goods stores; and retail premises. Two large home-maker centres are on land bounded by Showground Road, Victoria Avenue, Salisbury Road, and Hudson Avenue. These centres contain retail stores, bulky goods operations, and a Services NSW office. Tourist and short-stay residential accommodation is located along the western part of the Business Centre on the eastern side of Windsor Road. Further west is the Norwest Business Park and residential suburb of Bella Vista.

Cattai Creek separates residential areas from the Business Centre to the west. The riparian corridor varies from 20 to 60 metres in width as it extends northwards to the Showground from Cockayne Reserve. The precinct is contained to the east and south by Showground Road.

### **3.2 The Original Sites**

The original planning proposal related to three Key Sites identified as Site 1 (Ashford Avenue), Site 2 (Cadman Crescent / Hughes Avenue) and Site 3 (Middleton Avenue). The original sites are described in the following sections.

#### **3.2.1 Site 1 (Ashford Avenue Site)**

The Ashford Avenue site comprised of sixteen (16) separate parcels situated along either side of Ashford Avenue with frontages to Carrington Road and Partridge Avenue (see Figure 9). The site had a combined total area of 31,256m<sup>2</sup>.

The western block on Ashford Avenue had a frontage of 275 metres to Ashford Avenue and 55 metres to Carrington Road. The southern boundary adjoined three properties and was 88 metres deep while the staggered western boundary aligned the Cattai Creek. The Carrington Pre-School on the corner of Ashford Avenue and Carrington Road was located within the western block.

## The Sites and Surrounds

The consolidated block on the eastern side of Ashford Avenue comprised ten properties and had a frontage to Ashford Avenue of 135 metres. The block had staggered southern and eastern boundaries adjoining residential properties.



**Figure 9: Original Ashford Avenue (Site 1)**

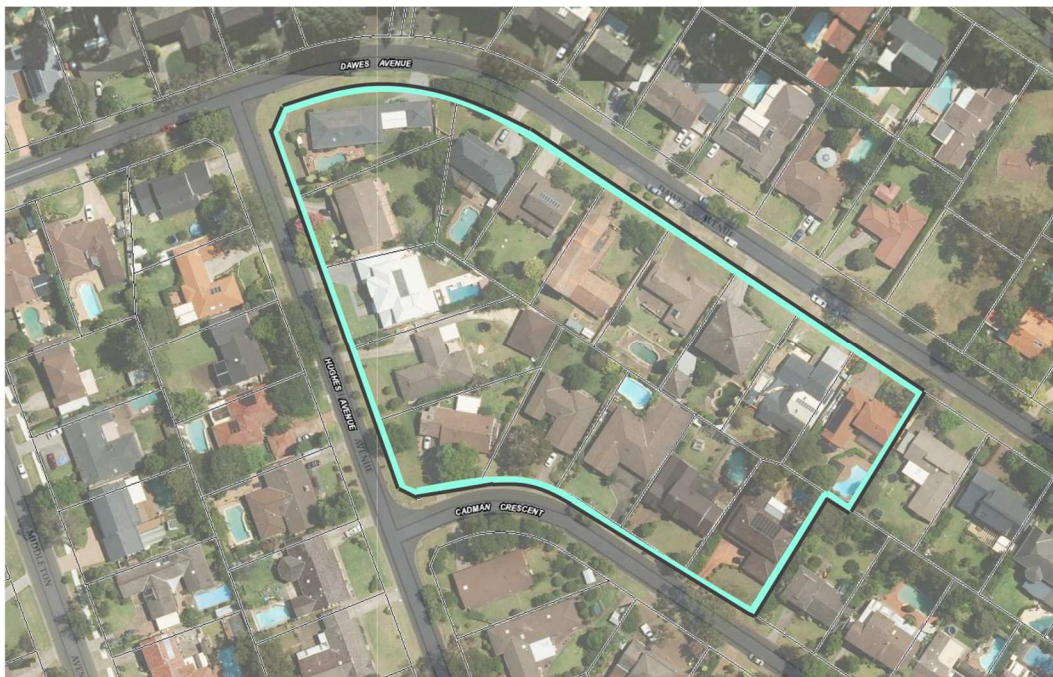
The original Ashford Avenue site (Site 1) is legally described in Table 2.

**Table 2 Original Site 1 Properties**

Western Block	Eastern Block
36 Carrington Road (Lot 2 DP 608175)	32 Carrington Road (Lot 249 DP 249973)
44 Ashford Avenue (Lot 2 DP 259490)	34 Carrington Road (Lot 250 DP 249973)
42 Ashford Avenue (Lot 3 DP 259490)	7 Partridge Avenue (Lot 501 DP 249899)
40 Ashford Avenue (Lot 4 DP 259490)	9 Partridge Avenue (Lot 502 DP 249899)
38 Ashford Avenue (Lot 5 DP 259490)	11 Partridge Avenue (Lot 503 DP 249899)
36 Ashford Avenue (Lot 6 DP 259490)	13 Partridge Avenue (Lot 504 DP 249899)
	39 Ashford Avenue (Lot 601 DP 250636)
	37 Ashford Avenue (Lot 602 DP 250636)
	35 Ashford Avenue (Lot 603 DP 250636)
	33 Ashford Avenue (Lot 604 DP 250636)

### 3.2.2 Site 2 (Cadman Crescent and Dawes Avenue)

Site 2 included sixteen properties and had frontages measuring 227m to Dawes Avenue along its northern boundary, 130m to Hughes Avenue along its western boundary and 110m to Cadman Crescent along its southern boundary (see Figure 10). Site 2 had a combined total area of 15,694m<sup>2</sup> and was 350 metres from the Showground Station.



**Figure 10: Original Cadman Crescent / Dawes Avenue (Site 2)**

The original Cadman and Dawes site (Site 2) is legally described in Table 3.

**Table 3 Original Site 2 Properties**

#### Site 2 – Cadman Crescent and Dawes Avenue

30 Dawes Avenue (Lot 11 DP 255722)
4 Hughes Avenue (Lot 4 DP 529886)
6 Hughes Avenue (Lot 316 DP 252593)
8 Hughes Avenue (Lot 317 DP 252593)
2 Cadman Crescent (Lot 318 DP252593)
4 Cadman Crescent (Lot 319 DP252593)
6 Cadman Crescent (Lot 320 DP 252593)
8 Cadman Crescent (Lot 1 DP 600593)
10 Cadman Crescent (Lot 2 DP 600593)
28 Dawes Avenue (Lot 12 DP 255722)
26 Dawes Avenue (Lot 13 DP 255722)



## The Sites and Surrounds

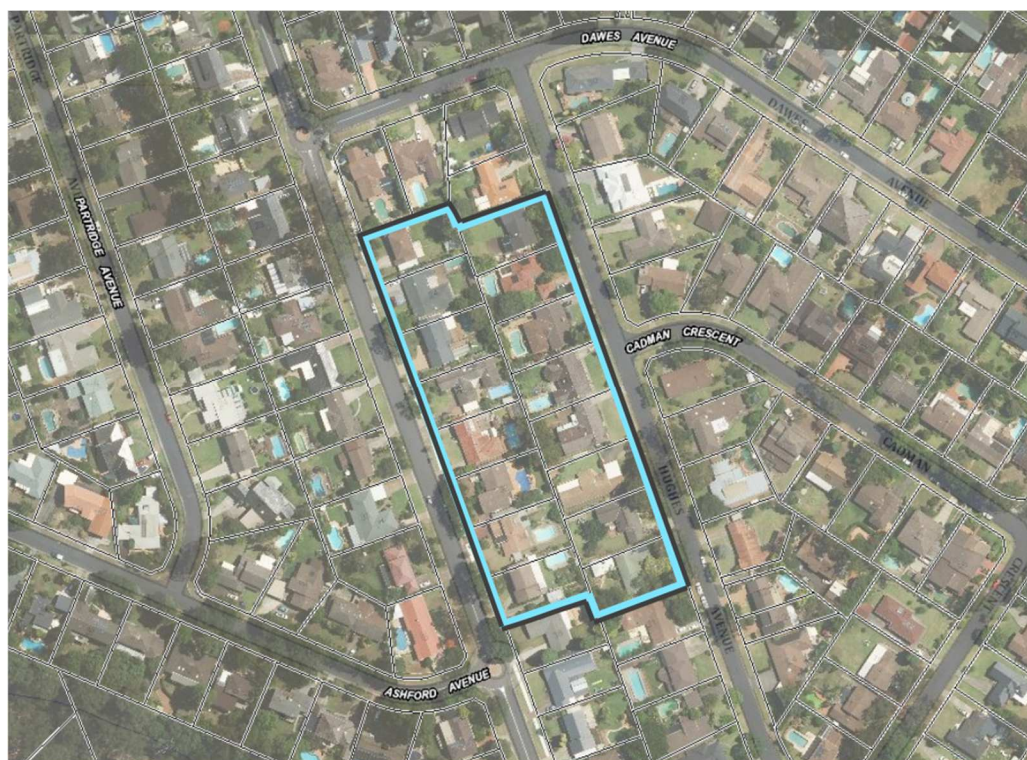
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24 Dawes Avenue (Lot 14 DP 255722)
22 Dawes Avenue (Lot 15 DP 255722)
20 Dawes Avenue (Lot 16 DP 255722)
18 Dawes Avenue (Lot 17 DP 255722)
16 Dawes Avenue (Lot 18 DP 255722)

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### 3.2.3 Site 3 (Middleton Avenue)

Site 3 consisted of sixteen properties located on the eastern side of Middleton Avenue, bounded by Hughes Avenue to the east (see Figure 11). Site 3 had frontages measuring 176m to Middleton Avenue and 180m to Hughes Avenue. The site covered a total area of 14,836m<sup>2</sup> and was located 350m from the Showground Station.



**Figure 11: Original Middleton Avenue (Site 3)**

The original Middleton Avenue site (Site 3) is legally described in Table 4.

**Table 4 Original Site 3 Properties**

Site 3 – Middleton Avenue
22 Middleton Avenue (Lot 302 DP 252593)
24 Middleton Avenue (Lot 301 DP 252593)
26 Middleton Avenue (Lot 207 DP 249973)

28 Middleton Avenue (Lot 206 DP 249973)
30 Middleton Avenue (Lot 205 DP 249973)
32 Middleton Avenue (Lot 204 DP 249973)
34 Middleton Avenue (Lot 203 DP 249973)
36 Middleton Avenue (Lot 202 DP 249973)
5 Hughes Avenue (Lot 307 DP 252593)
7 Hughes Avenue (Lot 308 DP 252593)
9 Hughes Avenue (Lot 309 DP 252593)
11 Hughes Avenue (Lot 310 DP 252593)
13 Hughes Avenue (Lot 311 DP 252593)
15 Hughes Avenue (Lot 312 DP 252593)
17 Hughes Avenue (Lot 313 DP 252593)
19 Hughes Avenue (Lot 505 DP 258587)

### 3.3 Revised Proposal: Key Sites 1 and 2

Since December 2016 Showground Corp have increased their number of holdings in the precinct. The additional properties now under the control of Showground Corp were strategically acquired to better influence improved urban design outcomes and public domain upgrades, including (but not limited to):

- The widening of the entire length of Middleton Avenue between Carrington Road and Ashford Avenue to deliver the 'Grand Boulevard'; and
- Improved publicly-accessible through-site links connecting residents to open space and to the Showground Station and town centre.

This revised proposal now relates to two Key Sites identified as Key Site 1 and Key Site 2. The Key Sites have frontages to Ashford Avenue, Fishburn Crescent, Chapman Avenue, Dawes Avenue, Hughes Avenue and Cadman Crescent. They are centrally positioned and are located within a 500 metre radius from the Showground station and town centre (see Figure 12).

Key Site 1 (the Ashford Avenue site) has been expanded to include one new residential property at 30 Carrington Road (Lot 1 DP 565622). This additional site was purchased to deliver a meaningful through-site link from Partridge Avenue northward to the new Metro station and town centre at Carrington Road.

Key Site 2 (the Middleton Avenue site) is a consolidation of original Sites 2 and 3 and has been expanded northward along Middleton Avenue towards the Metro Station. Key Site 2 comprises 59 residential properties, an increase of 27 properties above the original Sites 2 and 3.

The combined total area of the Key Sites is now 90,700m<sup>2</sup> compared to the original total area of 61,786m<sup>2</sup> of Sites 1, 2 and 3. This is an increase of 28,914m<sup>2</sup> (47%) on the original sites.



## The Sites and Surrounds



**Figure 12: Key Sites 1 & 2**

Tables 5 and 6 summarises the changes between the original sites and new Sites 1 and 2.

**Table 5 Summary of changes between Original Site 1 and New Site 1**

	Original Site 1	New Site 1
<b>No. of properties</b>	16	17
<b>Total Area</b>	31,256m <sup>2</sup>	32,239m <sup>2</sup>
<b>Total Area</b> (proposed R4 zoned area only)	24,252m <sup>2</sup>	25,235m <sup>2</sup>

**Table 6 Summary of changes between Original Sites 2 & 3 and New Site 2**

	Original Site 2	Original Site 3	New Site 2
<b>No. of properties</b>	16	16	59
<b>Total Area</b>	15,694m <sup>2</sup>	14,836m <sup>2</sup>	58,461m <sup>2</sup>

### 3.3.1 Key Site 1

Key Site 1 incorporates the properties of original Site 1 and one new property (30 Carrington Road). The site has a total area of 32,239m<sup>2</sup> which is an increase of 983m<sup>2</sup>. It includes 6,555m<sup>2</sup> of lands zoned RE1 Public Recreation, leaving the remaining R4 High Density Residential zoned area of 25,235m<sup>2</sup>. The evolution of Site 1 is demonstrated in Figure 13.



**Figure 13: Key Site 1**

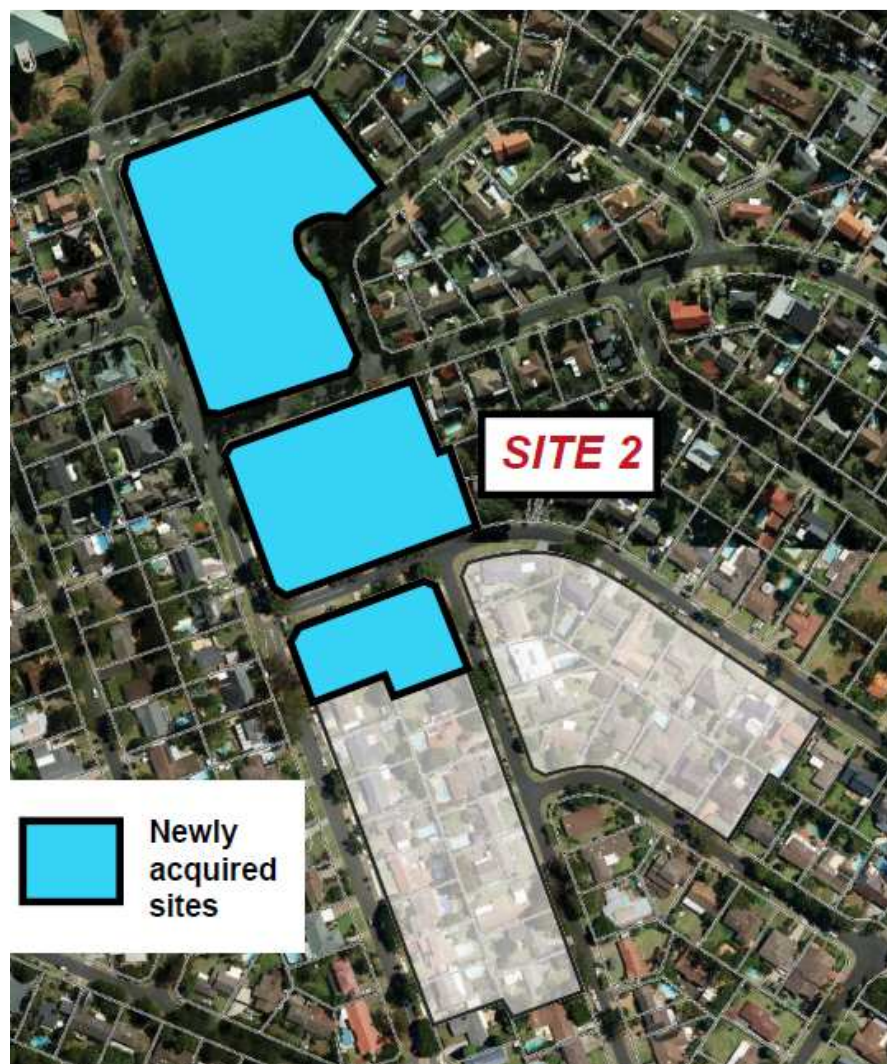
### 3.3.2 Key Site 2 (Middleton Avenue)

Key Site 2 incorporates the original consolidated Sites 2 and 3 and an additional 26 residential properties now under the control of Showground Corporation. Key Site 2 has been strategically acquired with the view to delivering significant local infrastructure contributions including the widening of Middleton Avenue through the centre of the high density precinct.

The site has a total area of 58,461m<sup>2</sup> and includes 59 residential properties. The expansion of Key Site 2 is shown in Figure 14.



## The Sites and Surrounds



**Figure 14: Key Site 2**

The additional properties acquired as part of Key Site 2 are legally described in **Table 7**.

**Table 7 Additional Properties in Key Site 2**

Site E (Acquired Sites)
3 Hughes Avenue (Lot 306 DP 252593)
1 Hughes Avenue (Lot 305 DP 252593)
34 Dawes Avenue (Lot 304 DP 252593)
20 Middleton Avenue (Lot 303 252593)
45 Dawes Avenue (Lot 30 DP 592887)
43 Dawes Avenue (Lot 31 DP 592887)
41 Dawes Avenue (Lot 32 DP 592887)

39 Dawes Avenue (Lot 34 DP 594083)
37 Dawes Avenue (Lot 28 DP 255722)
7 Fishburn Crescent (Lot 35 DP 594083)
5 Fishburn Crescent (Lot 33 DP 247890)
3 Fishburn Crescent (Lot 34 DP 247890)
16 Middleton Avenue (Lot 36 DP 247890)
14 Middleton Avenue (Lot 35 DP 247890)
12 Middleton Avenue (Lot 20 DP 247890)
4 Fishburn Crescent (Lot 32 DP 247890)
6 Fishburn Crescent (Lot 31 DP 247890)
10 Middleton Avenue (Lot 21 DP 247890)
31 Sexton Avenue (Lot 30 DP 247890)
8 Middleton Avenue (Lot 22 DP 247890)
29 Sexton Avenue (Lot 29 DP 247890)
6 Middleton Avenue (Lot 23 DP 247890)
4 Middleton Avenue (Lot 24 DP 247890)
2 Middleton Avenue (Lot 25 DP 247890)
20 Carrington Road (Lot 26 DP 247890)
18 Carrington Road (Lot 27 DP 247890)
27 Sexton Avenue (Lot 28 DP 247890)
25 Sexton Avenue (Lot 2 DP 253774)
16 Carrington Road (Lot 1 DP 253774)

### 3.4 Existing Zoning and Development Standards

Following the December 2017 rezoning of the precinct, under The Hills Local Environmental Plan (LEP) 2012 the majority of the 78 properties are zoned R4 High Density Residential (see Figure 15). The six properties positioned on the western side of Ashford Avenue are zoned part RE1 Public Recreation, part R4 High Density Residential. Minor sections of the properties fronting Carrington Road are zoned SP2 Infrastructure associated with the future road widening of this road.

At the time of the lodgement of the original planning proposal the sites were zoned R2 Low Density Residential and E4 Environmental Living. The contributions to community infrastructure and the public domain improvements under the Showground Corporation planning proposal are essential to supporting the transition of lands in the precinct from low to high density residential.

## The Sites and Surrounds

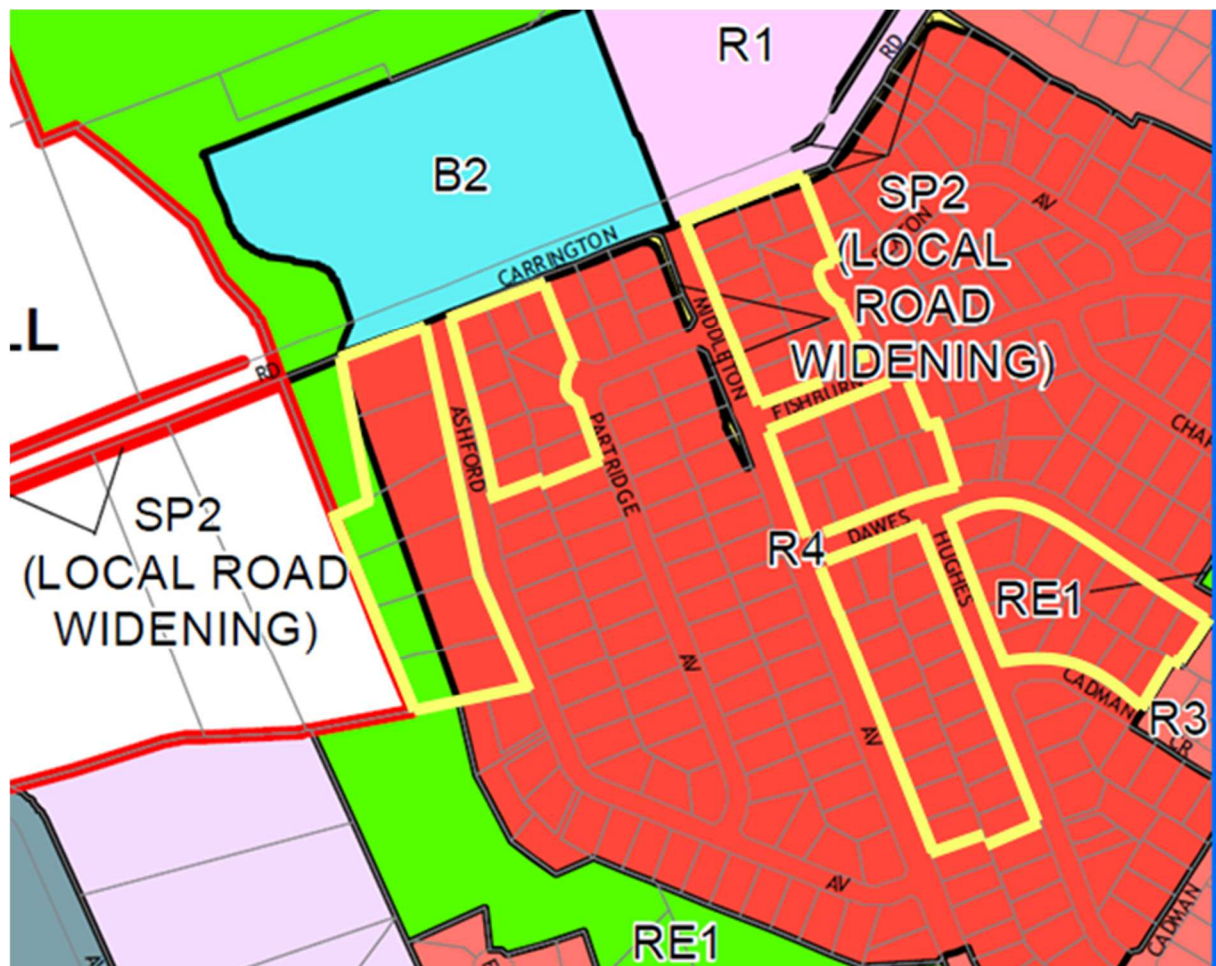


Figure 15: Extract from Hills LEP 2012 Zoning Map

Land to the west of Cattai Creek is zoned IN2 Light Industrial with land north of Carrington Road zoned R1 General Residential, B2 Local Centre and RE1 Public Recreation. The RE1 zoning covers the extent of the Castle Hill Showground, livestock paddocks and open space and the Cattai Creek corridor. The B2 and R1 zones surround the Showground Station under construction.

### 3.5 Topography and Landform

#### 3.5.1 Site 1

Surveys indicate the site falls to the west by between 7 and 10 metres from Ashford Avenue to the rear boundaries at the top of the creek bank. While these properties have an average grade of 18%, most of the fall occurs closest to the creek. Ashford Avenue has a marginal cross-fall; while Carrington Road slopes steep towards Cattai Creek. Land slope on the eastern side of Ashford Avenue is less severe with a cross fall of approximately 5 to 6 metres and an average gradient of 8%.



### 3.5.2 Site 2

Surveys indicate that the land incorporated within Site 2 exhibits varying topographic conditions. The properties extending along Middleton Avenue are flat to undulating and gradually rise to the east. The eastern corner of the site at Dawes Avenue is a low point in the precinct, which rises with an average gradient of 10% along Hughes Avenue in a southerly direction. The south-eastern corner of the site situated at the crest in Hughes Avenue represents one of the highest points in the precinct.

The land across the northern parts of the site is generally level exhibiting a slight rise along Middleton Avenue and Fishburn Crescent towards the Showground (see Figure 16). Another low point in the site is at the intersection of Hughes Avenue and Dawes Avenue, before rising gradually along the frontages to Cadman Avenue and Dawes Avenue.



Figure 16: Topography - Extract from Showground Structure Plan 2013

### 3.6 Hydrology

The Showground Precinct extends over two sub-catchments of Cattai Creek, a tributary of the Hawkesbury River. The western block of the site is next to Cattai Creek. Most of the residential areas south of Showground and Carrington Roads drain to the creek, which then drains north towards the Showground; upstream of the Fred Caterson Recreation Reserve.

# The Sites and Surrounds

Council maintains a significant stormwater drainage network within the Cattai Creek catchment. Sydney Water infrastructure within the catchment is for sewage and water supply, with a sewage overflow located on the northern side of Carrington Road.

## 3.6.1 Flooding

Council has identified properties on the western side of Ashford Avenue as being flood-prone and subject to a flood-related development control (see Figure 17). These controls do not necessarily prohibit development on the lots.

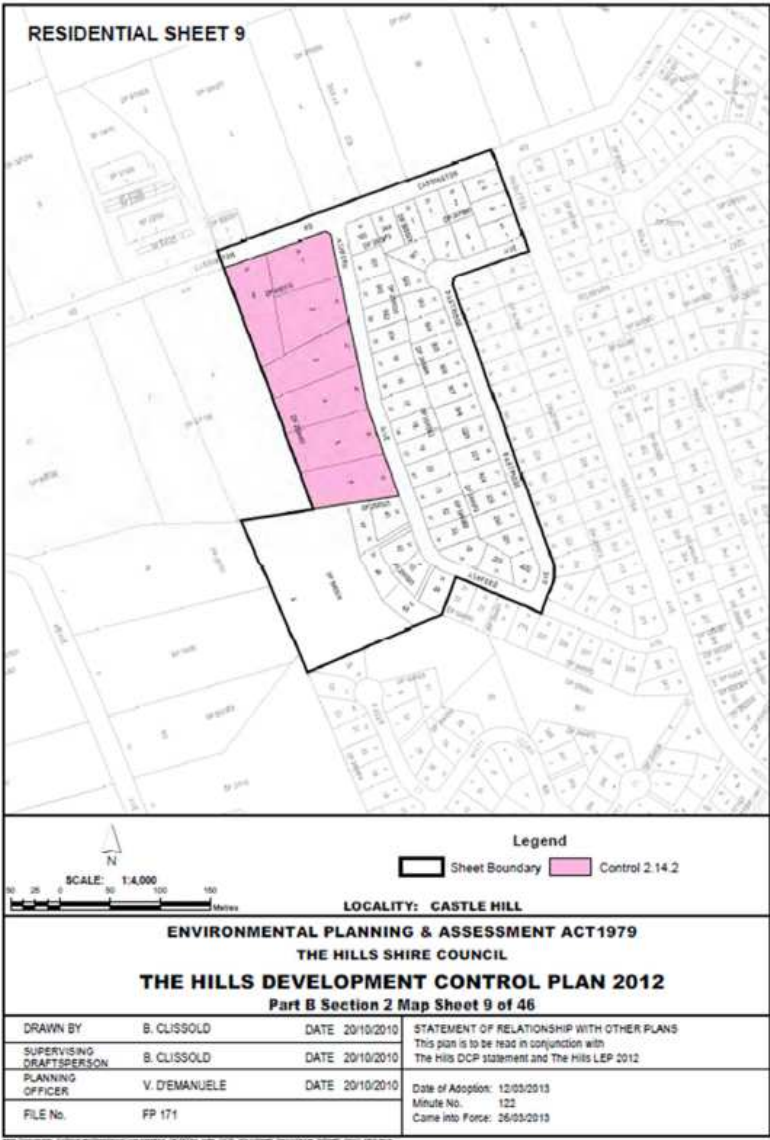


Figure 17: Flood-Related Site Cover Control - Extract from Hills DCP 2012

### 3.7 Ecology

The biodiversity and riparian values of the Showground Precinct were assessed by Ecological Australia Pty Ltd, engaged by the Department of Planning and Environment (DPE), to guide approaches to the rezoning process. The Precinct contains two listed endangered ecological communities under the Biodiversity Conservation Act, 2017 and the Environmental Protection Biodiversity Conservation Act. One is the Shale Sandstone Transition Forest and the other Sydney Turpentine Ironbark Forest, however neither of these vegetation communities occur on the subject sites.

Properties along the western side of Ashford Avenue contain lands mapped as having Sydney Sandstone Gully Forest, an important vegetated corridor and habitat for the Eastern Bent-wing Bat (see Figure 18). This vegetation community is widely distributed, usually confined to gullies and sheltered hillsides and is typically made up of a mixture of Grey Gum, Blackbutt, Turpentine and Smooth-barked Apple trees in the upper canopies and bracken, mat-rushes and native grass ground covers.



**Figure 18: Ecology constraints Key Site 1**

A second order section of Cattai Creek adjoining the site's western boundaries was identified by Ecological Australia as having high ecological retention value and significance. This is largely due to the presence and quality of vegetation communities along the riparian corridor that provides habitat for threatened and vulnerable migratory birds, bats and aquatic species. This is the area Showground Corporation will provide to Council to extend the Cattai Creek Reserve, and therefore preserve the high ecological value of the area.

# The Sites and Surrounds

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## 3.8 Heritage

The Showground Corporation sites are not identified as containing any items of heritage significance, nor are located near any known item of Indigenous or European heritage significance. Heritage investigations undertaken by GML Heritage in support of the Showground Precinct Proposal identified the Castle Hill Showground's lands as having the potential to contain items of Indigenous heritage significance. None of these lands would be directly affected by any redevelopment on the subject site.

## 3.9 Access and Transport

### 3.9.1 Road Network

Key elements of the existing road network affecting the Showground Precinct are:

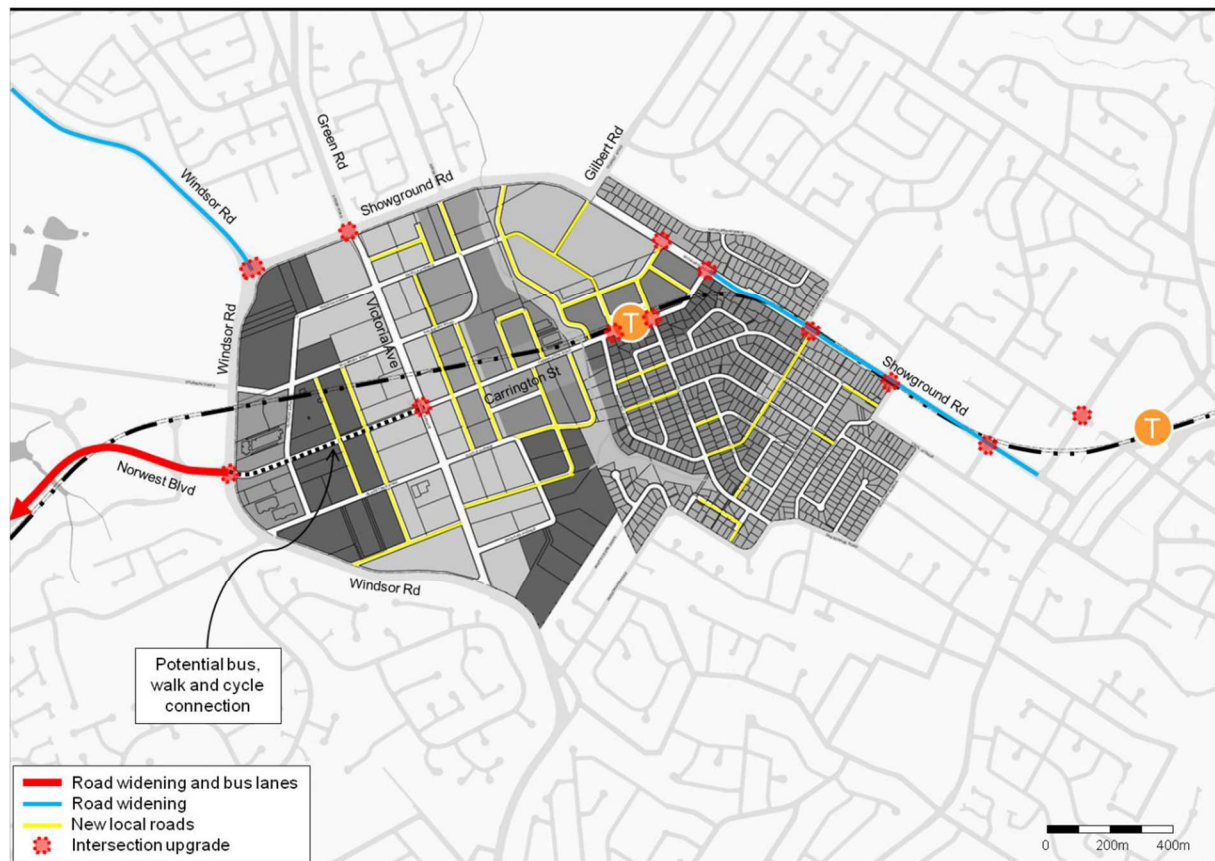
- **Showground Road** is a major thoroughfare in The Hills connecting the Castle Hill Town Centre at Old Northern Road through to Windsor Road at Baulkham Hills. Roads and Maritime Services (RMS) are currently upgrading the road between Carrington and Old Northern Roads to a four lane divided formation within the existing 24 metre road reserve. As a Classified State Road, it will accommodate predicted and existing traffic capacities.
- **Carrington Road** extends west from Showground Road to Victoria Avenue and is a major local link between the Castle Hill Town Centre, residential areas and the Castle Hill Business Centre. It is a local public road within a 12 metre carriageway
- **Middleton Avenue** connects Parsonage Road to Carrington Road in Castle Hill. It will be transformed into a major spine for the Showground Precinct connecting existing low-density residential areas in Castle Hill through the proposed higher density residential areas to the future station. It is a local public road in a 9 metre carriageway.
- **Ashford Avenue** is a local public road with a 7 metre wide carriageway. This road is a no-through road which does not connect to Carrington Road.

Key intersections include:

- A signalised three-way intersection at Showground and Carrington Roads which prioritises Showground Road traffic. Carrington Road expands to two lanes on the approach to Showground Road and continues as a single lane on the opposite side along Carrington Road.
- A three-way roundabout prioritising Victoria Avenue traffic is at the Carrington Road and Victoria Avenue intersection.
- A three-way roundabout prioritising Carrington Road traffic is on the Carrington Road and Middleton Avenue intersection. Carrington Road and Middleton Avenue continue as two-way roads either side of this intersection. It is to be upgraded to a signalised intersection as part of the Showground Precinct Proposal.
- The Carrington Road and Ashford Avenue intersection is left-in only from Carrington Road and access is denied from Ashford Avenue to Carrington Road.



Figure 19 is an excerpt from the Showground Station Precinct Transport Plan prepared by the NSW Department of Transport. It illustrates those existing and proposed future road upgrades envisaged to support the Showground Precinct.



**Figure 19: Showground Station Precinct Transport Plan**

### 3.9.2 Sydney Metro North West

The Sydney Metro North West (formerly the North West Rail Link) is the first stage of the Sydney Metro and will be the first fully-automated metro rail system in Australia. The proposed Showground Station is located at the corner of Carrington Road and Doran Drive next to the Castle Hill Showground. The maps in Figures 20 and 21 demonstrate the route of the new rail corridor and the location of the Showground Station.



# The Sites and Surrounds

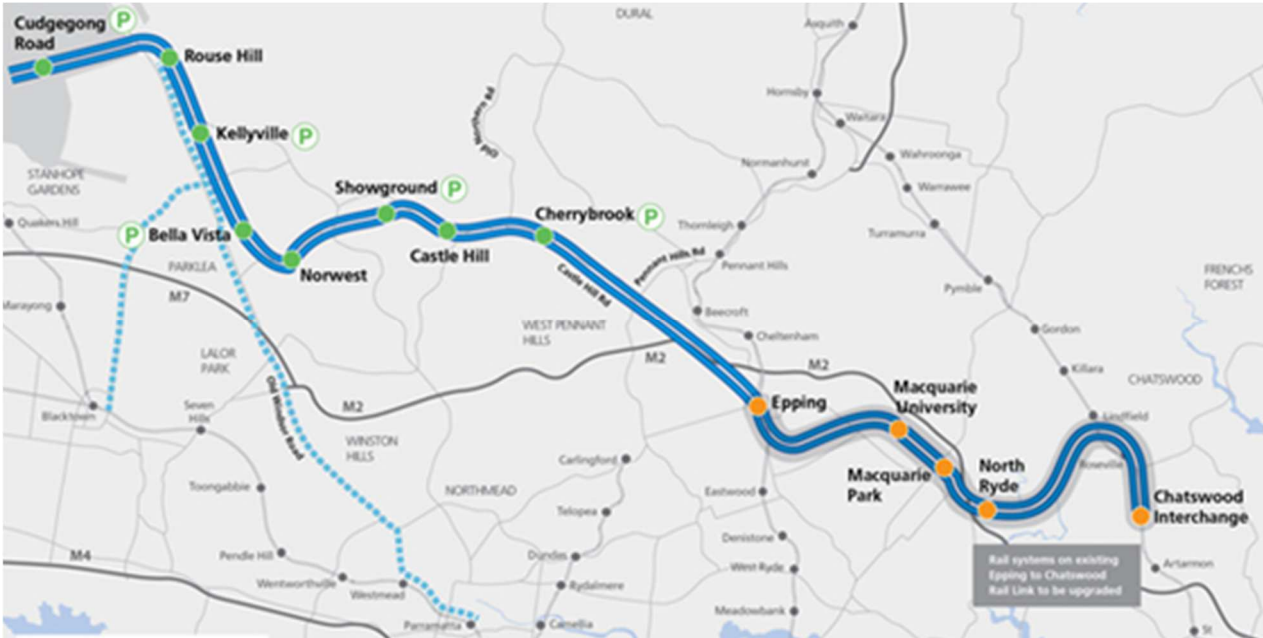


Figure 20: Sydney Metro North West Transport Plan

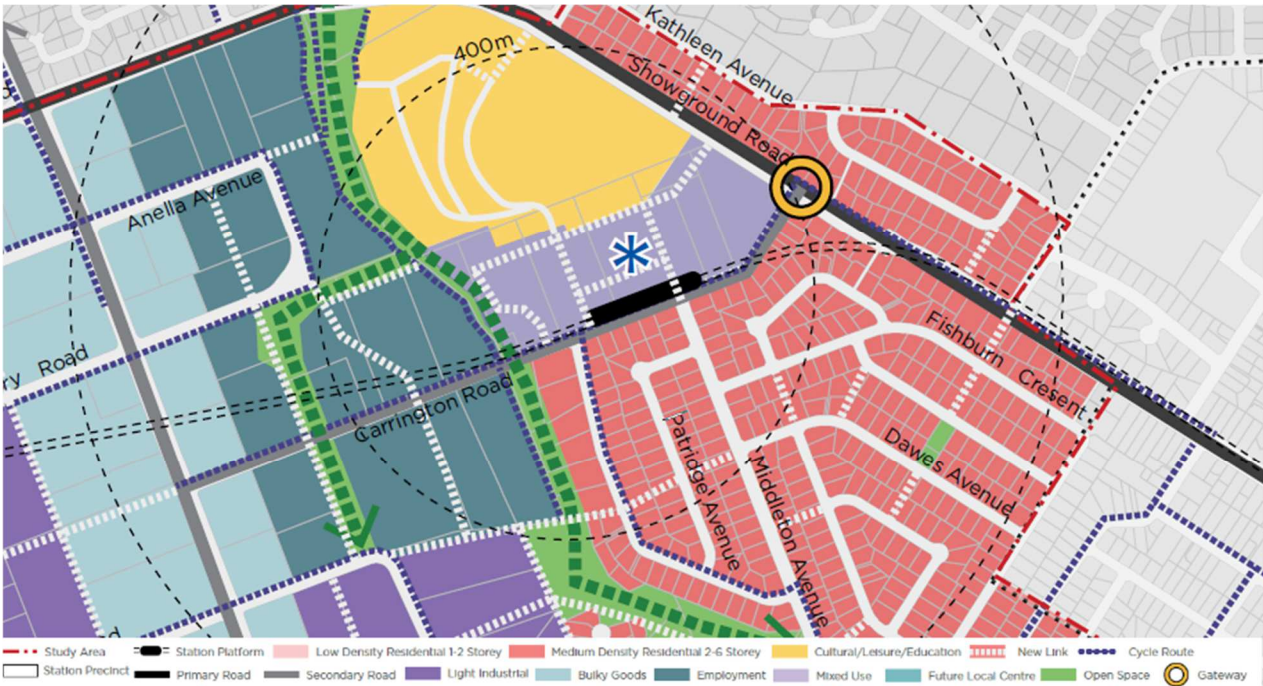


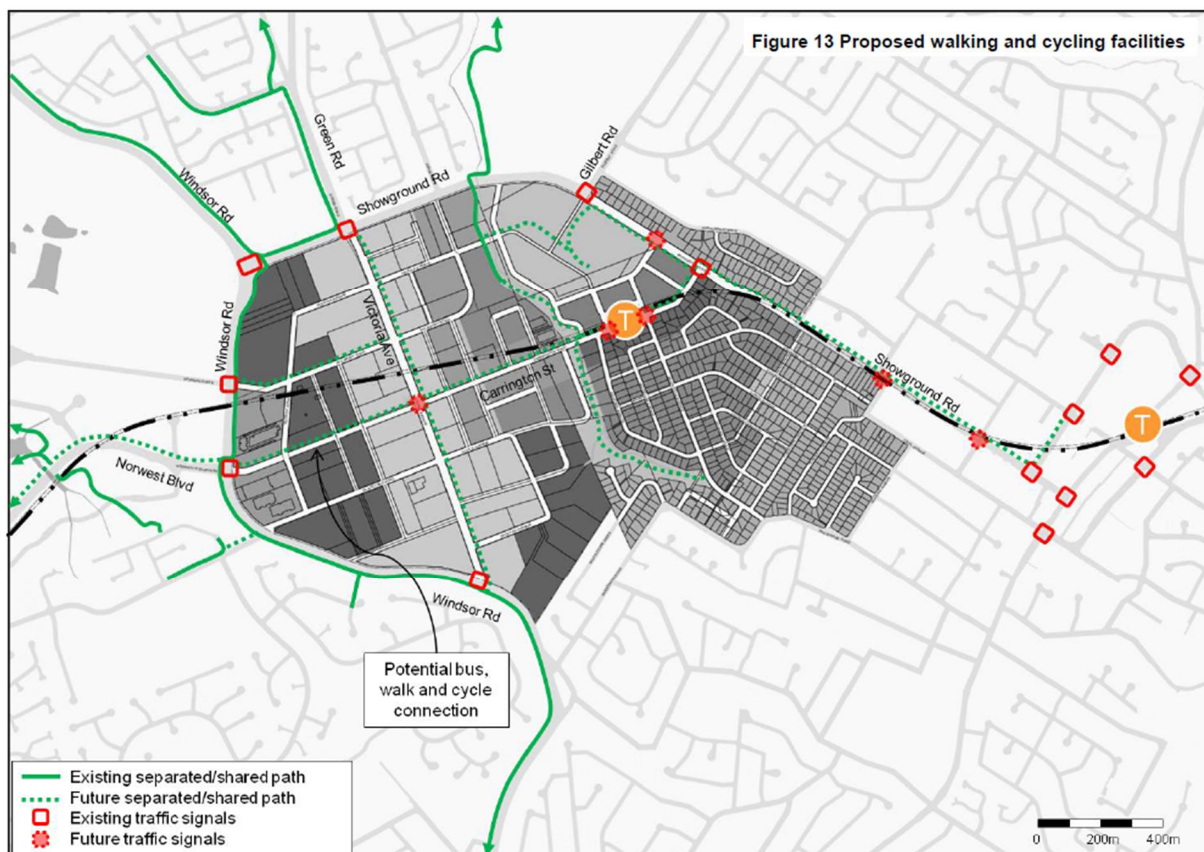
Figure 21: Sydney Metro North West Station (Showground Station Structure Plan)

### 3.9.3 Local Bus Network

Busways services the local area connect the established residential areas in the Showground Precinct to the Castle Hill town centre, the Castle Hill Business Centre, Norwest, Baulkham Hills, Parramatta and beyond. Currently buses operate along Showground Road, Carrington Road and Middleton Avenue between 5.00AM and 12.00PM seven days a week.

### 3.9.4 Pedestrian and Cycle Network

Figure 22 shows the existing and proposed future locations of key cycle and pedestrian infrastructure throughout the precinct as well as broader connections to the surrounding areas. An established shared path for pedestrians and cyclists connecting the Showground to the Castle Hill Business Centre already is on the northern side of Carrington Road, but there is not a pedestrian path on the southern side of Carrington Road.



**Figure 22: Showground Precinct Pedestrian and Cycleways**

# The Sites and Surrounds

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## **3.10 Community and Social Infrastructure**

The area is well-served by existing social and community infrastructure including shopping and neighbourhood retail centres, schools, childcare, community facilities, medical and emergency services, open space and recreational open space and places of public worship.

The existing community and social infrastructure services the established low density residential area, however, the proposed high density residential areas will place pressures on the current services and additional assets will be necessary. The Showground Corp proposal's community and social infrastructure improvements are detailed throughout this report.

## **3.11 Utility Infrastructure Services**

The existing capacities of service utility infrastructure in and around the Showground Precinct were investigated in an AECOM services and infrastructure report (July 2014). The findings and implications for the proposal are discussed in Chapter 9 of this report.

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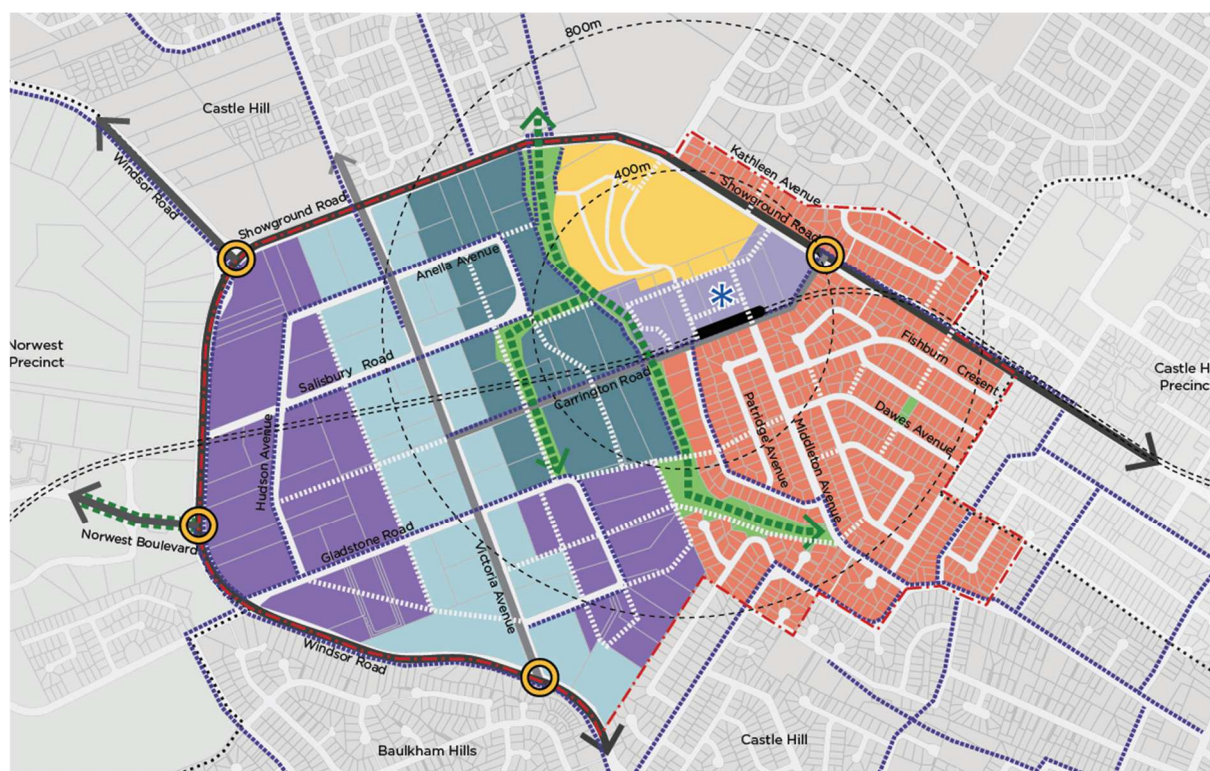
## 4. THE STRATEGIC REVIEW



# Revised Strategic Review

## 4.1 Introduction

As part of the original planning proposal in 2016 APP Corporation and a team of leading Sydney urban designers, architects and planners undertook a strategic and carefully considered review of the DPE's Precinct Proposal and Structure Plan (see Figure 23). The team, including urban designers from Allen Jack + Cottier (AJ+C) and architects from Tony Owen Partners, Platform Architects, Stanisic and Aleksandar Design Group, investigated development opportunities on a number of sites across the Showground Precinct.



**Figure 23: DPE 2015 Structure Plan**

AJ+C prepared a strategic positioning document focussed on opportunities to deliver improved urban design outcomes and assessed the DPE's Precinct Proposal. The architects undertook block yield analysis and developed architectural concepts to determine possible dwelling yields and design outcomes. This Strategic Review formed the Vision which underpinned the original planning proposal.

The Vision sought to:

- Create an environmentally sustainable high density community resulting in positive environmental, social and economic outcomes;
- Encourage the development of an integrated movement network connecting land uses, open spaces and the public realm;



- Develop a public domain design strategy to support a transition from a low to high density living environment attractive to, and affordable for, emerging residential markets; and
- Deliver a vibrant town centre of diverse building types, enhanced streetscapes, high quality open space in the form of the Cattai Creek green corridor, and housing choice.

In support of the revised planning proposed lodged in November 2017, AJ+C prepared a Strategic Review at **Appendix A**. This document reinforced the original precinct Vision and goals, and established design principles which underpin the updated proposal. The main objectives of the review were to:

- Get the public domain right, then the built form. The Vision is to make the public domain distinctive with a focus on place making.
- Enable the delivery of key elements of a well-designed public domain that delivers a walkable density and liveable high density residential environment.
- Ensure the full utilisation of the public transport investment by maximising living opportunities that contribute the achieving the 30 minute city.

The Strategic Review has also been mindful of responding appropriately to comments provided from Council's strategic planners between December 2016 and April 2018. It has acknowledged the importance of:

- Delivering adequate public open space to support the transition from low density to a concentrated high density environment, including most importantly the creation of a new 5,000m<sup>2</sup> central park. The additional park space is a direct contribution required to provide for the additional densities proposed under the planning proposal.
- Providing for a range of apartment types appropriate for family structures and changing lifestyles.
- Achieving high standards of design, sustainability and construction to exceed the SEPP 65 and Apartment Design Guide requirements in relation to solar access, overshadowing, natural ventilation and communal and private open space.
- Leveraging on the size of the Key Sites and their proximity to the Metro and Showground town centre to deliver more housing in a transit and pedestrian focussed environment.
- Promoting higher standards of architectural design excellence on the Key Site towers to create distinct district markers and gateways in to the precinct at the interface to Carrington Road and the new central park.
- Widening local streets to create boulevards and improved landscaped avenue streetscapes that support the higher densities from a traffic, parking and urban design perspective.

This chapter examines the key urban design aspects that underpin the AJ+C Strategic Review and the revised planning proposal. It discusses the opportunities that the Key Sites proposal can offer the Showground Station Precinct and includes:

- Road Hierarchy and the Movement Network
- Open Space Improvements
- Built Form

# Revised Strategic Review

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## 4.2 Road Hierarchy and Movement Network

The road hierarchy proposed under the Department's Structure Plan did not establish a definitive and legible layout of streets. Instead, the road widths consisting of narrow two lane carriageways and reduced verges were proposed to be maintained.

The road profiles need to be wider to support larger buildings in order to create more appropriate proportioning between the streetscape and the built form. Furthermore, the narrowness of the existing road profiles offers no additional opportunities for enhancements to the public domain. The Strategic Review determined that the existing street structure is based on, and is more appropriate for, the needs of a typical suburban environment. A key issue is that the existing street network offers only a limited diversity of street types across the proposed high density residential area south of Carrington Road. This lack of diversity in street typologies will not deliver the variation and legibility necessary to support an increased population, higher density building forms or appropriate street widths to building height proportion at street level.

The work undertaken by the design team highlighted the need for improvements to the road profiles to encourage walkable neighbourhoods and treatments which will create a strong sense of place and high levels of neighbourhood amenity. These views were acknowledged by the Council and reflected in the Draft Showground Precinct Development Control Plan (DCP) exhibited in January 2018.

Opportunities now exists to significantly enhance the local road network through land dedications along the frontages of the Showground Corporation sites in line with the draft provisions of Council's DCP. This approach will deliver a widened Grand Boulevard along the full length of Middleton Avenue through the precinct and partial road widening of Ashford Avenue, Hughes Avenue, Cadman Crescent, Fishburn Crescent, Sexton Avenue and Dawes Avenue. Council's comments around delivering road widening along the full lengths of roads not under the control of Showground Corporation can be delivered via the Section 94 framework and land dedications proposed to be requested under DCP provisions.

The revised proposal has removed the concept of a linear parkway and instead focussed on the ability to provide additional lanes for on-street parking and place-specific landscaping treatments which will create vibrant and diverse settings for pedestrians, cyclists and motorists.

The urban design concept of street porosity is maintained as part of the revised proposal. Using an acceptable best-practice 70 metre block dimension between intersections additional street connections or through-site links were identified as being required in the overall movement network. This additional street porosity will provide greater means of access between the street network, activity nodes and the Cattai Creek Park.










The updated Showground Corp proposal includes the following land dedication for road widening along the frontages to Sites 1 and 2:

- 2m along the eastern side of Ashford Avenue and 2m along Partridge Avenue at the value of \$5.2 million; and
- 5m along the eastern side of Middleton Avenue and 2m along sections of Dawes Avenue, Fishburn Crescent, Sexton Avenue, Hughes Avenue and Cadman Crescent at the value of \$22.2 million.

Figure 24 demonstrates the design principles for road hierarchy and the preferred movement network in the Showground Precinct.



Design Principle 1,2 & 3 - Through site links, street types, activated uses

 Arterial Road	 Secondary Local Road, street width to remain 16m	 Proposed minor local road connection
 Sub-arterial Road	 Secondary Local Road street width increased from 16m to 21m	 Proposed 8m wide through site link
 Major Local Road Central Boulevard (bus route accommodated), street width increased from 20m to 25m		 Proposed SSPP structure plan to become through site link
		 Ground Level Active Frontages

**Figure 24: AJ+C Preferred Road Hierarchy and Movement Network**

## Revised Strategic Review

Figure 25 illustrates the need for a widened Middleton Avenue (new Grand Boulevard) to provide sufficient separation between the built form and streetscape proportion. The Showground Corp offer to widen the eastern side of Middleton Avenue by 5 metres to create the Grand Boulevard spine for the precinct is a significant contribution which has been driven by the design principles and architectural testing that has underpinned the Strategic Review.



**Figure 24: The Grand Boulevard - Middleton Avenue**

### 4.3 Open Space Improvements

Since the release of the DPE Precinct Plan in 2015, The Hills Council have raised genuine concerns around the lack of planned public open space in the precinct required to support the envisaged dwelling densities and population growth. The AJ+C Strategic Review echoed these concerns, acknowledging the need to deliver more open space (both in public and private ownership) throughout the Showground Precinct. The review highlighted a number of opportunities for additional contributions to open space to be offered on the Key Sites, including:

- 6,555m<sup>2</sup> of privately owned land to be contributed towards the early creation of the Cattai Creek Park;
- Landscaped through-site links and pocket parks connecting residents to open space and the station, including a new public plaza and park between Carrington Road and Dawes Avenue known as the Middleton Walk; and
- A new 5,000m<sup>2</sup> central park designed in consultation with Hills Council planners in 2018.

#### **4.3.1 The Cattai Creek Open Space Corridor**

The lands within the Cattai Creek Park corridor are zoned RE1 Public Recreation (open space) under the LEP which was recently amended in December 2017. Currently, the corridor is fragmented in the sense that the creek traverses a number of privately owned residential properties located on the southern side of Carrington Road. Whilst biodiversity values were identified in the corridor as part of the work undertaken by Ecological Australia the riparian lands exist in a poor state of health and require substantial rehabilitation works in order to revitalise the vegetation communities and potential habitat for known threatened species. Rehabilitation of this biodiversity corridor is acknowledged as being a significant element of the rezoning and was also identified as having opportunities to provide passive open space for the community.

The Showground Corporation seeks to dedicate the RE1 zoned lands to Council at no cost to create the Cattai Creek Park ahead of the opening of the Metro station. This was identified as a crucial element reinforced in the AJ+C Strategic Review forming an important green central spine that connects the Showground in the north to the medium and low density residential lands to the south. The park will provide space for passive and active recreation as well as a natural relief at the edge of the high density precinct.

#### **4.3.2 Connections to Open Space and the Station**

The project team identified significant omissions in relation to how the proposed open space lands along Cattai Creek were to be accessed, connected and activated by the built form. The 2015 Precinct Proposal offered a single connection to the corridor in the form of a road link at Cockayne Reserve which is an existing connection to the reserve. From an urban design perspective the lack of proposed pedestrian and cycle connections through the high density residential areas to the open space corridor were identified as being key failings of the current plan which deserved further attention to deliver good public access.

Equally, the review undertaken by the project team identified that the through-connections from the high density residential areas to the station and town centre were inadequate. Retention of the existing road network and street profiles offered no clear direction for how both on and off-road connections for pedestrians and cyclists could be delivered.

The project team identified the need for certainty around how these linkages to open space and the future Showground Station and hub could be realised. The project team in developing their alternative concept identified opportunities for at least three additional through-site linkages through Key Site 1 linking the road network to the Cattai Creek open space corridor. These opportunities were able to be realised due to the proposed uplifts to building heights which resulted in slender building forms, which in turn produced additional at-grade landscaped open space areas across the site. These areas were surplus to the requirements for communal open space.



## Revised Strategic Review

With Key Site 1 strategically positioned to offer these important through-site links there exists a real opportunity to ensure the open space corridor is made accessible and appropriately activated (see Figure 26). These through-site connections are to be made publicly accessible under a future restriction on title, and provided in addition to the required communal open space requirements.



**Figure 26: Connections to Open Space**

In addition to the Cattai Creek Park connections, the team also identified opportunities for a number of publicly accessible through-site linkages through the Key Sites to improve connectivity through the central part of the precinct.

The strategic acquisitions enlarging the Key Sites has allowed Showground Corp and the design team to realise further opportunities for through-site connections across Key Site 2 to improve legibility across the precinct. Two new through-site linkages are proposed to link Middleton Avenue to the newly proposed north-south link (public plaza and park) to Dawes Avenue as shown in Figure 27. The Strategic Review identified the importance of through-site linkages in improving connectivity, legibility and improved urban amenity at the ground level for pedestrians and cyclists.



**Figure 27: Proposed Middleton Walk**

The updated proposal provides the following through-site linkages to open space and the town centre:

- Three shared through-site connections linking Ashford Avenue to the Cattai Creek Park.
- A shared through-site connection from Partridge Avenue to Ashford Avenue and an additional link from Partridge Avenue to Carrington Road at the intersection to Dooran Drive.
- A new north-south link across the eastern side of Site 2 connecting Dawes Avenue through to Carrington Road. This is the new public plaza and park (The Middleton Walk in Figure 27) which will incorporate the partial purchase and closure of Sexton Avenue.

#### **4.3.3 Urban Parks and the New Central Park**

The Hills Shire Council in their submission to the Showground Precinct Proposal and the Hills Corridor Strategy focussed their attentions on the need to provide additional open space to support the transition to higher density living environments. In particular, the Council were of the opinion that one of the greatest omissions of the DPE 2015 Precinct Proposal was the absence of parks and open space.

The Strategic Review by AJ+C in conjunction with the team of architects set about incorporating open space in the form of pocket parks into the master planned sites. The ability to deliver publicly accessible pocket parks in to the Key Sites was made possible due to the consolidated single ownership and

## Revised Strategic Review

control of the holdings, allowing the architects to design their building layouts to respect these additional open space areas.

Two possible urban parks were identified in the original planning proposal across Sites 2 and 3, each comprising areas of 1,500m<sup>2</sup> and located with direct access to public roads and incorporated through pedestrian/cycle linkages. Council in their correspondence stated that *“the proposed pocket parks provide minimal public benefit as they are generally small, narrow spaces that are limited in terms of the activities people can undertake on them.”* Council’s officers also stated that *“any pocket parks would need to be in addition to the communal open space requirements for development, the concepts do not demonstrate how this will be achieved.”* The urban park proposed for the Middleton Avenue site was also identified as being inappropriately located due to its reliance upon further acquisition.

With Showground Corporation controlling more than 90,000m<sup>2</sup> of land in the precinct there existed multiple opportunities to deliver larger parks which could be dedicated as public open space, or alternatively, retained in private ownership but made available for use to the public. Between February and April 2018 Council’s strategic planning team have collaborated with the Showground Corp design team to deliver a new 5,000m<sup>2</sup> central park to be dedicated as public open space to Council (see Figure 28).



**Figure 27: New Central Park**

The new central park is 5,000m<sup>2</sup> of new public open space to be dedicated to Council. It forms a keynote of the Showground Corp proposal and contributes significant open space for enjoyment by the future residents and community. The central location of the park at the intersection of the Grand Boulevard and a widened Dawes Avenue was viewed as the preferred position within the precinct on the basis that:

- It can be easily accessed from the main central spine road (Middleton Avenue) proposed to be widened and embellished by Showground Corp;
- It provides relief in the high density built form corridor along Middleton Avenue and necessitates a reconfiguration of building heights in the immediate surrounds to deliver improved legibility and wayfinding; and
- It delivers an excellent recreational space in the immediate vicinity of those residents in and around the centre of the precinct that are further from other recreational areas such as the Cattai Creek Park or Showground further to the north.

The revised Strategic Review and supporting architectural schemes presented in the November 2017 submission suggested that a larger central urban park could be delivered at the end of the Middleton Walk in Key Site 2 as shown in Figure 29. This new central pocket park has an area of approximately 1,500m<sup>2</sup> and is proposed to be retained in private ownership, but made publicly accessible as part of the north-south plaza.



**Figure 29: Key Site 2 Central Pocket Park**



# Revised Strategic Review

New urban parks in the high density residential area can provide enormous opportunity for the creation of positive community impact. They utilise the lands between buildings and the streetscape and provide an essential connection between the urban and natural environments. Space is provided in urban parks for community uses, allowing a link between people, places and the environment. In the Showground Corp proposal, urban parks are links between the built form, streetscapes, key nodes and district open spaces and recreational facilities.

Smaller urban parks (see Figure 30) also offer a diversity in the types of open space provided as part of the public domain. Additional smaller pocket parks form local meeting places and improve legibility in the streetscape. The size of the parks offer space for supervised children's play and respite areas for residents. Their contribution to the public domain is significant on the Showground Corp Key Sites where connectivity to the larger parks, town centre and Grand Boulevard can be guaranteed.



**Figure 30: Pocket Park**

## 4.4 Built Form

Design principles for built form have been developed by AJ+C in connection with each of the architects. Broadly, the schemes developed in each of the Urban Design Reports promote architectural excellence that considers:

- Compliance with the ADG and SEPP 65 in relation to solar access, natural ventilation, communal and private open space, building separation and floor plate depths.
- High quality finishes, utilisation of robust materials and building fenestration.

- Building address to the Cattai Creek Park, streets and elements of the public domain.
- Contributions to the public domain and integration of the private and public components of development sites.
- Height transitions from the station and town centre.
- Gateway tower locations and the need for innovative design approaches to form distinct district markers.

The built form design principles considered in the Strategic Review are demonstrated in Figure 31 in respect of the Key Sites.



Design Principle 6 & 7 - Built form, landmarks

- Built form as per UDR
- Landmark location
- \* Tower location
- Contribution to RE1 area

**Figure 31: Built Form Design Principles**

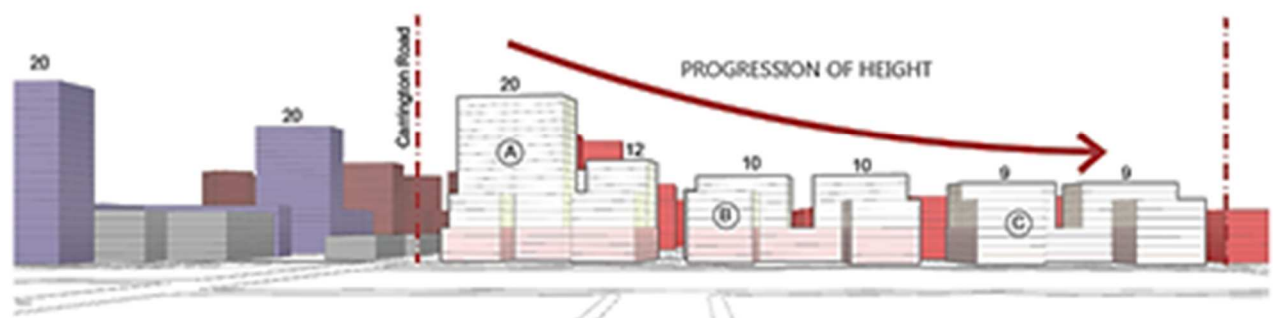
# Revised Strategic Review

## Height Transitioning

One of the key urban design principles which underpinned the Department's Precinct Proposal and Structure Plan related to the transitioning of building heights away from the station and town centre. The tallest building forms at 68 metres (i.e. 20 storeys) were centralised around the station and town centre at the southern end of the Showground. The building heights across the high density residential area to the south of Carrington Road were identified as transitioning from a maximum height of 40 metres (i.e. 12 storeys) through to 27 metres (8 storeys) and eventually 21 metres (6 storeys). At the southernmost section of the high density precinct at the boundaries to the Cockayne Reserve an ultimate 3 storey transitional zone to the surrounding low and medium density residential areas was nominated. Ultimately, these building heights formed part of the amendments to The Hills LEP 2012 in December 2017, captured in height and incentive height controls under Part 9 of the LEP.

The project design team identified that the proposed building height transitions, particularly as they affected the form on the Ashford Avenue Site (now Key Site 1) would not deliver buildings which were visually representative of corner gateway sites. The designers were also concerned with the proposed visual proportioning between a 20 storey form on the northern side of Carrington Road which would stand in stark contrast to a 12 storey form on the southern side. The visual misinterpretation is such that the significant location of the Key Sites would ultimately be lost.

Block forms developed by Tony Owen Partners over Key Site 1 presented a scheme which would mirror the height and scale of the town centre buildings (see Figure 32). The revised approach to building height transitioning ensures that the significant gateway location of the site is visually pronounced. In addition, the mirrored effect of the built forms delivers a corridor which raises the visual awareness of Carrington Road as a significant thoroughfare linking the town centre and station to the residential areas and the Castle Hill Business Centre.



**Figure 32: Height Progression**

With this principal in mind, opportunities for additional building heights along the improved Middleton Avenue corridor have been considered as part of the revised planning proposal. The revised approach



still aligns with the Department’s height transitioning principle as best demonstrated in Figure 31. Importantly, the design work undertaken by Stanisis has demonstrated that the design principle can be maintained, notwithstanding the incorporation of varied spot heights across Key Site 2 to improve modulation, solar access and natural ventilation.

Further collaboration between the design team and Council planners in 2018 has seen additional revisions to transitioning building heights as demonstrated in Figure 33. These revisions reduce the maximum tower heights down from 20 storeys to 18 storeys at the interfaces to Carrington Road and also concentrate a new 16 storey form on Middleton Avenue to the south of the new central park. This approach was adopted to ensure a variation in building heights along Middleton Avenue. The taller 16 storey form to the south of the park also presents as a key wayfinding marker in the precinct, improving overall legibility.



**Figure 33: Building Height Transitions**

#### 4.4.1 Assuring Architectural Excellence

The project team are aligned with Council in their position that design excellence is required on Key Sites to create an attractive and amenable high density environment for Showground. Architectural design excellence must consider suitable building separation, solar access, natural ventilation,



## Revised Strategic Review

communal open space, landscaping and setback treatments. Additionally, the buildings on Key Sites must create distinctive markers that inspire community aspirations and contribute to a sense of place.

The architectural schemes developed by Tony Owen Partners (see Figure 34), Stanasic Architects (see Figure 35) and Aleksandar Design Group (Figure 36) for the Key Sites have successfully demonstrated how high quality residential flat developments can be delivered. The design work has taken the incentive gross floor areas for the Key Sites and utilised additional building heights on gateway corners to achieve improved amenity outcomes, including high quality communal and private open spaces, solar access and natural cross ventilation.



**Figure 34: Artists Impression of Future Built Form Key Site 1**

The Key Sites clause in requiring a concept development application for the Key Sites ensures architectural design excellence is demonstrated to the consent authority. The provisions in Part 9 of the LEP requires consideration of:

- Design principles drawn from an analysis of the site and its context that guide:
  - Building heights;
  - Floor plates, floor space ratios and site coverage; and
  - Built form design excellence.
- Distribution of land uses, including open space.
- The application of the principles of ecologically sustainable development.
- Opportunities to apply integrated natural water-cycle and integrated renewable energy design.

Consideration of these elements will ensure architectural design excellence and principles of ecologically sustainable design are achieved.



**Figure 35: Artists Impression of Future Built Form Key Site 2**

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**Figure 36: Artists Impression of Future Built Form Key Site 2**

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## 5. THE PLANNING PROPOSAL

## 5.1 Introduction

The State Environmental Planning Policy Amendment (Showground Station Precinct) 2017 was gazetted on the 15 December 2017 and subsequently amended The Hills Local Environmental Plan 2012 (LEP 2012) under Amendment 50 which ascended on the 22 December 2017. These included wholesale changes to zoning, building heights, FSRs and incentives provisions to better reflect the significance of the Showground Station precinct. As detailed in Chapter 2 of this report, these amendments to LEP 2012 followed several years of planning investigations and consultation informing the Department's Precinct Proposal.

On the basis of the original Strategic Review of the Precinct Proposal undertaken by the project team it was considered that additional opportunities to improve the public domain and encourage better design outcomes were available. All would demonstrably enhance the Department's Vision for the precinct. These enhancements to the precinct were considered by Council following the lodgement of the original planning proposal. A number of concerns have been raised in relation to the inadequacy of infrastructure supporting the increased densities under the proposal and the value of the enhancements has been questioned. In response, Showground Corp has strategically expanded its Key Sites and revised its VPA offer in order to provide the infrastructure and valuable enhancements to the precinct which are embedded in quality urban design principles.

The planning proposal seeks to amend LEP 2012 to better influence achievement of the Vision for the precinct. The original incentives clause has been revised in line with the updated proposal and now seeks to implement a Key Sites clause which will incorporate the following aspects:

- Identification of Key Sites 1 and 2 for the purposes of this clause;
- Requirement that any future development for the purposes of residential flat buildings or shop top housing on the Key Sites include community infrastructure improvements and contributions to affordable housing which are separately defined in the clause;
- Establishment of a maximum total gross floor area of 114,000m<sup>2</sup> across Key Site 1;
- Establishment of a maximum total gross floor area of 190,000m<sup>2</sup> across Key Site 2;
- Requires compliance with the relevant maximum incentive building heights and FSRs denoted on new maps proposed to be inserted into the LEP;
- 15% of the total housing stock is to be provided as affordable housing for first home buyers, key workers and NDIS housing; and

## 5.2 Revisions to the Incentives Clause

The original incentives clause has been significantly revised in response to Council's comments in their letter of 23 December 2016 and has evolved with the addition of the proponent's willingness to contribute additional social and community infrastructure to support the proposed increases to densities. The original incentives clause sought to implement a series of maximum building heights and FSRs across Sites 1, 2 and 3. The revised Key Sites clause requires compliance with maximum gross floor area targets together with maximum incentive building heights and FSRs across the sites in



# Proposed LEP Amendments

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accordance with new LEP maps in **Appendix I**. This new approach is supported by the requirement for a site-specific concept development application to be in force to better guide design outcomes around heights, setbacks and floor plates for future tower developments.

Significantly, the revised clause now requires that affordable housing be provided in support of any development on the Key Sites which seeks to achieve the specified maximum floor areas and building heights. This will ultimately be supported by the proponent's offer to enter in to a VPA with Council to deliver the community infrastructure upgrades.

## 5.3 Objectives and Intended Outcomes

The project objectives were developed to complement the project team's Vision for the planning proposal. These objectives are to:

- Facilitate the orderly and coordinated economic redevelopment of the Showground Corp Key Sites in a manner that resolves land fragmentation issues and achieves the highest and best use for the sites;
- Contribute a meaningful proportion of all future housing as affordable for key workers, NDIS housing and first home buyers;
- Deliver improved road cross-section profiles and a more legible road network to support the transition of the precinct to higher densities;
- Maximise the potential of the public domain to create a sense of place and contribute to aesthetically pleasing living environments;
- Achieve dwelling densities representative of the sites' proximities to the Station and town centre and allow for marginal uplift to densities where significant contributions to infrastructure and affordable housing is proposed;
- Contribute to a significant riparian and open space corridor; and
- Deliver legible and accessible through-site linkages to the riparian corridor and around the precinct.

## 5.4 Explanation of Provisions

A detailed explanation of provisions is provided in this report. The introduction of new Key Sites provisions has been limited. These occur where a standard or control in LEP 2012 is seen as an impediment to achieving the desired outcomes for the precinct.

### 5.4.1 Zoning

#### 5.4.1.1 Key Site 1

Under LEP 2012 Key Site 1 is zoned predominantly R4 High Density Residential whilst the westernmost portions of the site are zoned RE1 Public Recreation.

The objectives of the R4 High Density Residential zone are to:

- Provide for the housing needs of the community within a high density residential environment;

- Provide a variety of housing types within a high density residential environment;
- Enable land uses that provide facilities or services to meet the day to day needs of residents; and
- Encourage high density residential development in locations close to population centres and public transport routes.

The objectives of the RE1 Public Recreation zone are to:

- Enable land to be used for public open space or recreational purposes;
- Provide a range of recreational settings and activities and compatible land uses; and
- Protect and enhance the natural environment for recreational purposes.

This planning proposal does not seek to alter the current zoning under LEP 2012. The revised yields and the envisaged built forms for the site adhere to the proposed zone boundaries and the provisions sought align with the intent and objectives of the R4 and RE1 zones.

#### **5.4.1.2 Key Site 2**

Under LEP 2012 all of the land within Key Site 2 is zoned R4 High Density Residential. This planning proposal does not seek to alter the current zoning under LEP 2012.

#### **5.4.2 Development Standards**

The LEP nominates maximum incentive building heights of 40 metres across the northern parts of Key Sites 1 and 2 along Carrington Road stepping down to height bands of 27 and 21 metres further away from the station. Effectively, this would accommodate maximum building heights of 12 storeys along Carrington Road dropping down to 6-8 storeys further south across both sites.

The FSR across the sites transitions down the further away properties are from the station and town centre. The northern parts of the sites are subject to maximum incentive FSRs of 3.1:1 transitioning down to 2.7:1 and 2.3:1.

The planning proposal seeks to introduce a new Key Sites clause under Part 9 in the LEP 2012. The provisions would deliver the objectives and intended outcomes detailed in this report. These provisions are in addition to development standards applicable to lands within the Showground Precinct under Part 9 and will offer marginal increases to achievable maximum densities where:

- An Applicant is able to demonstrate that a proposal will deliver community infrastructure in the form of road widening and improvements, public recreational areas, community and educational facilities, and improvements to the public domain.
- An Applicant is able to demonstrate that a proposal incorporates affordable housing as defined in the clause; and
- A concept development application has been prepared for the sites which confirms adherence to the proposed GFAs, incentive FSRs and building heights. Additionally, the concept development

# Proposed LEP Amendments

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applications shall demonstrate consistencies with the other relevant provisions under Part 9 of the LEP, including the matters of design principles and a comprehensive analysis, transit-orientated design, sustainability, accessibility, affordable housing, environmental management, a diversity of dwelling types and improvements to infrastructure.

The new Clause referred to as “**Clause 9.9 Key Sites in the Showground Precinct**” is presented and discussed in Section 6 of this report.

## 5.5 Justification

### 5.5.1 Need for a Planning Proposal

The intent of the original AJ+C Strategic Review was to determine the extent to which redevelopment of the sites could realistically contribute to, and realise the outcomes in the Precinct Proposal. A key deliverable was to test the proposed development standards and controls and assess the site’s capacity to contribute to the delivery of the Department’s Vision and anticipated outcomes.

The review undertook a high level analysis of a number of architectural concepts prepared in conjunction with the appointed architects. The concepts were tested against the proposed maximum building heights and FSRs in the Precinct Proposal. These applied indicative setbacks, appropriate open space and landscaped areas, apartment designs and block orientations representative of the best-practice Apartment Design Guidelines and the design principles in SEPP 65 – Design Quality of Residential Flat Buildings. The concepts also delivered a block yield analysis for the residential flat buildings across the original sites which continue to represent the types of built forms envisaged across the enlarged Key Sites 1 and 2.

The concepts provided in support of the original planning proposal highlighted significant discrepancies between the proposed maximum height and FSR development standards. It is considered that these will seriously inhibit the achievement of the overarching Vision and design objectives for Showground in that:

- Shorter building forms with denser floor plates will compromise amenity indicators such as solar access, natural cross-ventilation and outlook;
- Compressed building floor plates will likely deliver poor designs with no substantial articulation or architectural innovation; and
- The projected dwelling targets for the precinct cannot be achieved.

The following key considerations were also identified as part of the Strategic Review.

- The opportunities for significant improvements to a road network more appropriate to low density detached housing development have not been identified.
- The planning proposal and supporting VPAs are appropriate mechanisms to deliver new public recreational lands including new parks and the Cattai Creek Park corridor to support the transition of lands in the precinct from low to high density residential environments.

- The opportunities to improve connectivity between the public and private domains to open space, the station and town centre need to be further explored and detailed.
- The proposed planning controls do not offer incentives to developers to offer public benefits; nor do they support the transit-orientated development and dwelling densities warranted in close proximity to the rail corridor and station.

Since the release of the Showground Precinct Proposal the Greater Sydney Commission's District Plans have been finalised and have significantly identified the need for minimum 5-10% contributions to affordable housing under planning proposals. This particular aspect has not been appropriately considered for the Showground Precinct to date. Showground Corp has identified an opportunity to deliver a substantial affordable housing offering in return for marginal increases to dwelling yields across its Key Sites. This component of the proposal has been incorporated into this revised planning proposal and also underpins the proposed incentives-based amendments.

**Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?**

LEP 2012 is the principal environmental planning instrument applicable to the Showground Precinct and Showground Corp's Key Sites. It was prepared in accordance with the Standard Instrument and was gazetted on 5 October 2012. A stand-alone planning proposal is considered to be the best mechanism for achieving the objectives and intended outcomes as there is no other instrument more appropriate to delivery of the ultimate outcome.

The strategic review commissioned by Showground Corp has been presented to The Hills Shire Council, the DPE and the GSC over the past 2 years. While these correspondence pathways have been crucial in engaging the relevant sectors of government in the review findings, the formal process for ensuring the implementation of the Key Sites provisions is an amendment to LEP 2012.

**Is the Planning Proposal consistent with the objectives and actions or the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited Draft Strategies)?**

The GSC's Greater Sydney Region Plan 'A Metropolis of Three Cities' was finalised and ascended in March 2018. The plan sets a 40 year vision for Greater Sydney to manage growth and change in the context of social, economic and environmental matters. It informs the district and local plans and the assessment of planning proposals.

In line with the release of the Greater Sydney Region Plan, the GSC also finalised the five District Plans. The Central City District Plan applies to the site, covering The Hills local government area. The District Plan is a 20 year plan to manage growth in the district and is a guide for implementing the strategic planning priorities in the Region Plan. Planning Authorities must give effect to the District Plan, including the planning priorities and actions when considering planning proposals pursuant to section 3.8 of the *Environmental Planning and Assessment Act, 1979*.



# Proposed LEP Amendments

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The planning proposal was previously assessed and considered to be consistent with the objectives and actions of the applicable regional and sub-regional strategies including the Sydney Metropolitan Strategy (A Plan for Growing Sydney 2014) and the then Draft Central West District Plan. This report has now considered the planning proposals' consistency with the planning priorities and actions in the Region and District Plan. A detailed discussion of the planning proposal's relationship with the relevant strategic planning framework is included in Chapter 8.

The Showground Corp proposal aligns with the visions for managing growth under the Region and District Plans in delivering a sustainable high density living environment within 800 metres of the new Showground Metro station. The proposal ensures a transit orientated, sustainable and resilient high density residential environment is provided in the short to medium term to support the Government's investment into the Sydney Metro North West. The proposal will deliver attractive public benefits including community infrastructure and affordable housing which will improve the affordability of housing as well as the quality, accessibility and connectivity of the urban environment envisaged for the area.

## **Is the Planning Proposal consistent with a Council's local strategy or other Strategic Plan?**

The planning proposal is generally consistent with Council's strategic plans including The Hills Corridor Strategy, the Sustainable Communities Plan 2015-2016 and the Local Strategy amongst others. A detailed discussion of the proposal's consistency with Council's strategic planning documents is provided later in this document.

## **Is the Planning Proposal consistent with the applicable State Environmental Planning Policies?**

State Environmental Planning Policies (SEPPs) relevant to the planning proposal are:

- State Environmental Planning Policy (Infrastructure) 2007 (Infrastructure SEPP);
- State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55); and
- State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development (SEPP 65).

A detailed discussion of the planning proposal in relation to its consistency with these SEPPs is provided later in this document.

## **Is the Planning Proposal consistent with applicable Ministerial Directions (s. 117 directions)?**

A detailed discussion of the planning proposal's consistency with the relevant s.117 directions is included later in this document. In summary, the proposal is consistent with the relevant s.117 directions.

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

The Ecological Constraints Assessment prepared by Ecological Australia Pty Ltd in support of the Showground Precinct Proposal identified the western portions of Key Site 1 as containing the Sydney Sandstone Gully Forest (SSGF) vegetation community. The vegetation across the western part of the Key Site 1 forms part of the Cattai Creek riparian corridor dividing the precinct and creating a natural physical divide between the Castle Hill Business Centre and the residential neighbourhoods. The vegetation corridor traversing the site was also identified as potential habitat supporting the Eastern Bent-wing Bat, (a threatened fauna species under the TSC Act, 1995).

The report included a number of recommendations to be considered by the Department and Council in formulating the applicable planning framework including:

- Retaining vegetation within the sites proposed to be zoned public open space;
- Integrating links between areas of retained vegetation to strengthen biodiversity;
- Specifying additional environmental protection provisions in a future Development Control Plan (DCP);
- Establishing protection mechanisms and enhancing the riparian corridor along Cattai Creek;
- Exclusion of Asset Protection Zones from the riparian corridor areas; and
- Preparing Vegetation Management Plans to direct the overall rehabilitation of the native vegetation communities that are retained.

The RE1 zone provides an adequate measure to protect any significant vegetation from future development impacts.

Additional conservation measures will need to be developed to assure real protection of the corridor including the preparation of Vegetation Management Plans, retention and rehabilitation of existing native species and appropriate supporting embellishment works. Compliance with these measures will ensure development on the Key Sites will not compromise the integrity or quality of those identified biodiversity features.

The Ecological Constraints Assessment identified that the lands to the east of Ashford Avenue were not affected by any significant vegetation communities or threatened species habitat.

**Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?**

An environmental assessment of the planning proposal in relation to the following factors has been considered:

- Transport and access; and
- Water management and riparian corridors.

# Proposed LEP Amendments

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In summary, the planning proposal does not result in any adverse environmental impacts. The proposal has the potential to improve the biodiversity values of the Cattai Creek riparian corridor by dedicating the RE1 zoned lands ahead of development, ensuring protection measures are in place in the early phases of the transition. A detailed assessment of the potential environmental impacts is provided later in this document.

## **Has the Planning Proposal adequately addressed any social and economic effects?**

A discussion of the proposal's social and economic effects is provided. The Strategic Review document had previously identified a number of positive urban design contributions and improvements to the public domain which can be delivered under the VPA. The proposal also contributes a substantial portion of the total dwelling yields as affordable housing which will have significant positive effects for the community.

### **Social Impacts:**

- The existing vegetated riparian corridor on the western side of Ashford Avenue presents opportunities to deliver an important open space corridor that will include linear connections between Cockayne Reserve and the station. The connection will be suitable for walking, cycling and a range of informal recreational activities, in line with the likely needs of the future population. This proposal can bring forward the potential delivery of this open space connection.
- The provision of a new central park and the Middleton Walk will deliver important public recreational facilities to support the needs of the local community. These offers represent significant opportunities to deliver meaningful play and recreational spaces for families and residents.
- Funding towards the provision of a new school for the precinct, supporting essential community infrastructure currently being negotiated between all levels of government.
- Provision of new housing within a short walking distance of the station and mixed use centre will assist in creating a contemporary transit-orientated development.
- Implementation and uptake of the Key Site provisions will deliver the projected needs for housing and ensures that a substantial portion (15% of all dwellings developed) are set aside as affordable housing.
- Greater uptake and reliance on existing social and community infrastructure including local retail and commercial businesses, community focussed land uses, public open space and recreational uses will be possible.

- Improved elements across the public domain and greater connectivity between homes, recreational and open space areas, public transport and the mixed use area will provide great convenience for future residents and creation of a true sense of place.
- The proposal in isolation does not generate significant demand for the provision of childcare or schooling facilities. Whilst the Department in their Precinct Planning Report identified that upgrades to existing schooling facilities would likely be required, including a new high school for the area, the Department of Education noted in their submission that upgrades to existing schools were favoured over a new facility. The upgrade of the Castle Hill Showground also has potential to provide for educational and community facilities such as a youth service centre. Notwithstanding all of the above, the proposal and VPA seeks to provide three new childcare centres and/or day care centres, or even tuition space for high school aged children or a TAFE.
- The provision of additional open space in the form of pocket parks contribute valuable passive recreational spaces commensurate of the densities envisaged for the precinct. These spaces are important for interactions between neighbours in developing a strong sense of community ownership.

#### **Economic Impacts:**

- The affordable housing component to be offered under the proposal will have significant implications for the local economy, particularly in terms of ensuring first home buyers and key workers can realise home ownership close to employment, social services and public transport infrastructure.
- Food, grocery and convenience orientated retail expenditure generated by an increased population on the site and in the broader precinct will be directed to existing convenience based centres in the immediate locality, in particular Castle Towers, Kellyville and Baulkham Hills.
- The increased population is more than likely to generate additional retailing space in the mixed use centre adjacent to Station. A 1,500 square metre IGA/Aldi/Coles Express and around 835 square metres of specialty floor space focussed on grocery retailing and food and beverage is anticipated to be accommodated around the plaza in the Middleton Walk.
- Easy access from elsewhere in Sydney, and the Precinct's overall environment, means new businesses might find the Showground precinct an appealing place to be located. And, ideally, their employees might choose to live there.

Furthermore, the proposal will result in a total value of the construction of residential flat buildings across the site of approximately \$3 billion in nominal terms including supportive civil works, infrastructure upgrades and riparian rehabilitation.



# Proposed LEP Amendments

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Preliminary costings undertaken by Cardno estimate that the proposal represents a saving to government of over \$27 million in road widening acquisition costs. Property valuations have also identified that the proposal represents a further saving to government of \$73.2 million in public open space acquisition with the lands along Cattai Creek being gifted to Council, and additionally the provision of the new central park and Middleton Walk.

## **Is there adequate public infrastructure to support the Planning Proposal?**

Council's letter of correspondence dated 23 December 2016 raised initial concerns that the densities envisaged by the original planning proposal were not adequately supported by infrastructure improvements. Predominantly Council have been concerned with a lack of open space, community facilities and the inadequate existing public road network which had not been appropriately considered by the Department's Precinct Proposal given the projected dwelling yields.

Showground Corp has seriously considered Council's position and agrees that greater contributions and improvements to local community infrastructure are required to support the envisaged densities. Since receiving Council's correspondence Showground Corp has strategically acquired additional lands to ensure the delivery of the Grand Boulevard along the length of Middleton Avenue as well as widened local streets to improve street porosity, traffic flows and opportunities for on-street parking. Additional opportunities for open space areas have been captured with the inclusion of the new central park and Middleton Walk, as well as further improvements to connectivity with more through-site links across the Key Sites to the station and town centre.

The VPA offer that supports the planning proposal incorporates land dedications and cash contributions towards the improvement, and provision of community infrastructure worth \$150 million. The proposal extends to the provision of 3 new childcare centres, public Wi-Fi infrastructure, a new digital library and general improvements to the public domain including landscaping works and street furnishings to be negotiated with Council. A \$5 million contribution towards the provision of a new local school in the precinct is also now proposed to be negotiated with the Minister for Planning and the Department of Education under a separate State VPA. It is considered that the proposed infrastructure improvements and offerings more than adequately supports the planning proposal and goes towards providing the basic level of infrastructure improvements to support the high density living precinct which was omitted in the rezoning.

## **What are the views of any State or Commonwealth authority?**

Consultation has been undertaken with the Council, the Department and the GSC throughout the planning proposal process. The views of the respective authorities have been addressed throughout this document. Additional consultation with government agencies will occur as part of the formal exhibition process.

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## 6. PROPOSED LEP AMENDMENTS

# Proposed LEP Amendments

## 6.1 Land to which LEP Amendment will apply

Showground Corp is the largest private land holder in the Showground Station Precinct having control of 90,700m<sup>2</sup> of land across 78 amalgamated residential properties. The land under its control is identified as two Key Sites comprising roughly a third of the land within the high density core.

The original planning proposal and LEP Amendment has been updated consistently since the original submission in November 2016 following collaboration with key stakeholders. Most notably, Site 2 has been substantially expanded to ensure the provision of a full-length Grand Boulevard along Middleton Avenue, and incorporation of additional public parklands and publicly accessible through-site links.

This planning proposal includes a Key Sites Map to form part of the proposed Amendment to LEP 2012 (see Figure 37).



**Figure 37: Proposed Key Sites Map**

## 6.2 Proposed LEP Amendment

A Key Sites clause for inclusion in The Hills LEP 2012 will deliver significant public benefit in the form of a generous public domain, urban design improvements and necessary infrastructure upgrades. The scheme developed by Showground Corp will also provide 15% of all dwellings as affordable housing targeted at first home buyers and local key workers.

The Key Sites clause in conjunction with the Showground Corp VPA will ensure delivery of essential community infrastructure including land dedications for road widening, parks, the creation of meaningful direct through-site linkages and contributions towards road reconstruction and associated infrastructure works in the public domain.

The development of Key Sites 1 and 2 includes the delivery of additional community infrastructure such as childcare centres, street furnishing and landscaping, free public Wi-Fi and a new digital library. These community infrastructure benefits represent significant improvements to the Department of Planning Precinct Proposal for Showground and can be delivered as part of the future Voluntary Planning Agreement.



The proposed Key Sites clause requested for inclusion in LEP 2012 is as follows:

### 9.9 Key Sites in the Showground Precinct

#### 1) Objectives

- e) To support design-led, master planned outcomes on consolidated key sites in the Showground Precinct;
- f) To deliver improvements to community infrastructure, the public domain and ensure high quality residential amenity.
- g) To promote built forms, landscaped settings and high quality public domain that responds to, and is commensurate with the capacity of existing and planned infrastructure in the precinct and aligns with the intrinsic character of the garden shire.
- h) To permit incentive height and floor space ratio controls where buildings exhibit high



# Proposed LEP Amendments

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standards of architectural design excellence and provide affordable housing.

## **2) Land to which this clause applies**

This clause applies to the key sites in the Showground Precinct identified on Key Sites Map 16.

## **3) Affordable housing and community infrastructure**

Consent to development may be granted under (4) and (5) where the development application provides community infrastructure and affordable housing.

***Note:** For the purposes of this clause 'community infrastructure' means development the likes of recreational areas, community / educational facilities, improvement works to the public domain and road widening. Additionally, 'affordable housing' means housing leased or sold to first home buyers, people with a disability and local key workers.*

## **4) Gross Floor Area**

- c) The consent authority may consent to development for a residential flat building or shop top housing on Key Site 1 with a total gross floor area of not more than 114,000m<sup>2</sup> where considered as part of a single concept development application.
- d) The consent authority may consent to development for a residential flat building or shop top housing on Key Site 2 with a total gross floor area of not more than 190,000m<sup>2</sup> where considered as part of a single concept development application.

## **5) Incentives Heights and Floor Space Ratios**

The consent authority may granted consent to development carried out in accordance with (3) and (4) above where the development complies with the incentives building height and floor space ratios shown on the Key Sites Incentives FSR Map 16 and Key Sites Incentives Building Height Map 16.

## **6.3 Development Controls**

In December 2017 The Hills Shire Council publicly exhibited the Draft Showground Station Precinct Development Control Plan (DCP). It is understood that Council are in the process of considering submissions and liaising with key stakeholders regarding opportunities and concerns about the DCP. It is anticipated that the DCP will be refined in collaboration with key stakeholders and adopted sometime in 2018. Future development of the Key Sites will need to consider the relevant provisions of the DCP, and site-specific development controls may need to be included for the Key Sites following a Gateway determination.

Showground Corp are eager to continue working collaboratively with Council to refine and add site-specific controls into the DCP prior to finalisation.



The proposed Key Sites clause necessitates that concept development applications be lodged for development over each of the Key Sites in order to activate the incentive heights and FSRs. Site-specific development controls, particularly design standards and setbacks can be examined in more detail as part of the future concept development applications for Key Sites 1 and 2.

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## 7. PROPOSED VOLUNTARY PLANNING AGREEMENT

## 7.1 Voluntary Planning Agreement (VPA)

The Showground Corp proposal builds on the Department's Vision for the Showground Station precinct to deliver a high density living environment which caters for the future demographics of the locality. The planning proposal provides improvements to community infrastructure in the form of roads, public open space and elements of the public domain comprising land dedications, cash contributions and a commitment to the delivery of certain infrastructure and services. The combined value of the proposed contributions exceeds **\$150 million** to be delivered in the VPA.

This chapter discusses the economic benefits of the Showground Corp proposal, detailing the affordable housing component and the community infrastructure improvements to be delivered under the Key Sites LEP Amendment. It outlines the works for inclusion in a VPA between Showground Corp and The Hills Shire Council and a future separate VPA with the State Government towards the funding of a new local school.

Showground Corp is offering land dedication for community infrastructure and other material public benefits under a VPA. The offer proposed by Showground Corp is demonstrated in Figure 38 and includes the following land for community infrastructure:



**Figure 38: Showground Corp Community Infrastructure Improvements**

# Proposed Voluntary Planning Agreement

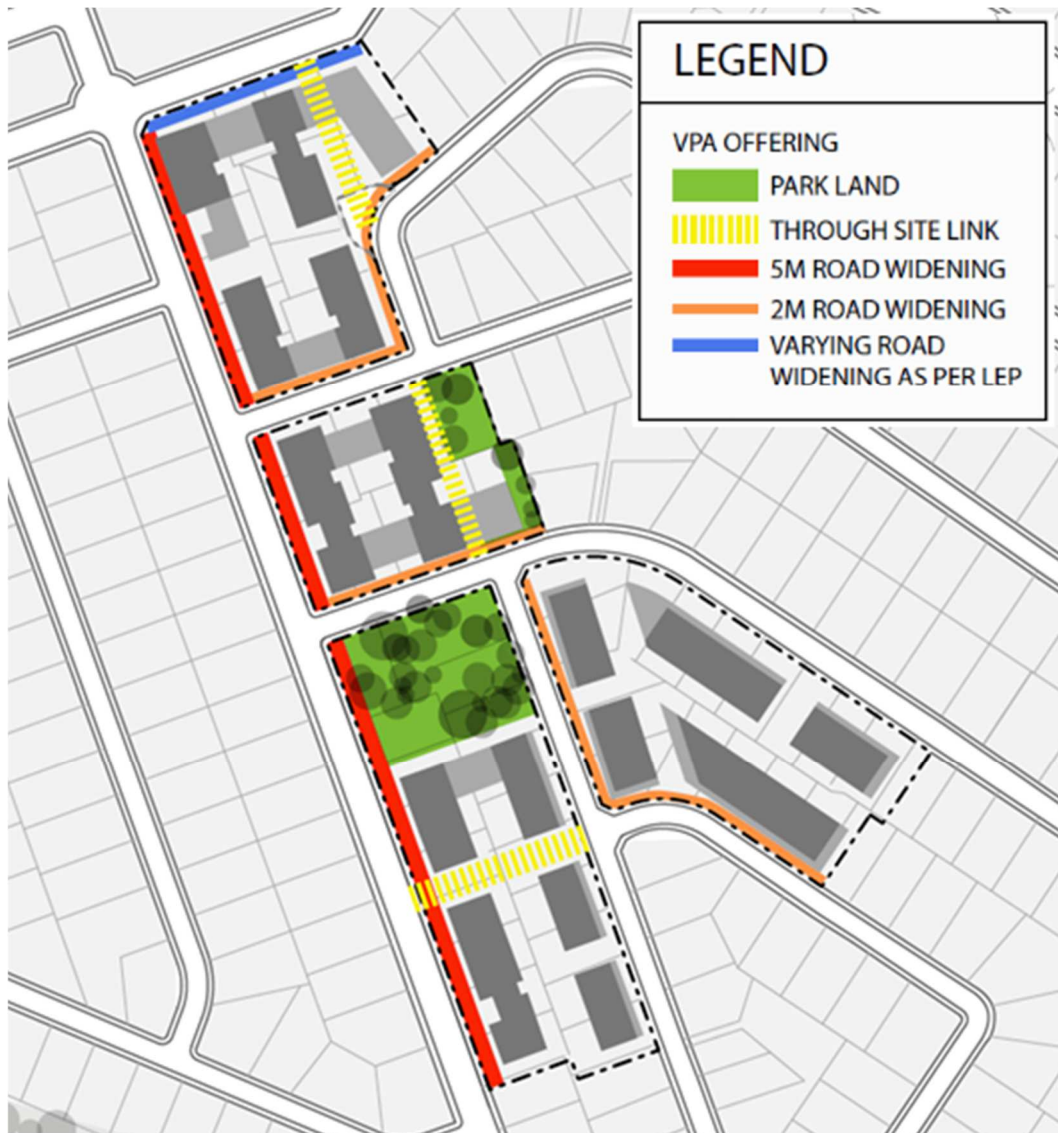
## 7.1.1 Road Widening

Showground Corp have increased their offer to dedicate land for the road widening and improvements along the length of Middleton Avenue and the Key Site frontages to a number of local streets including Ashford Avenue, Dawes Avenue, Hughes Avenue, Cadman Crescent, Fishburn Crescent, Partridge Avenue and Sexton Avenue. Details of the proposed road widening and land dedications are provided in Figures 39, 40 and Table 8.



**Figure 39: Key Site 1 Road Widening and Land Dedications**





**Figure 40: Key Site 2 Road Widening and Land Dedications**

**Table 8 Road Widening**

Road Widening and Civil Works		
	Land Dedicated to Road Reserve Widening (m x m <sup>2</sup> )	Public Benefit (\$)
<b>Site 1</b>	<ul style="list-style-type: none"> <li>Length of Ashford Avenue (2m)</li> <li>Partial Partridge Avenue (2m)</li> </ul>	Current land value per sq. metre = \$5,750
	Total (902m <sup>2</sup> )	(902 x \$5,750 = <b>\$5.2m</b> )

# Proposed Voluntary Planning Agreement

<b>Site 2</b>	<ul style="list-style-type: none"> <li>Length of Middleton Avenue (5m)</li> <li>Partial lengths of Dawes Avenue, Fishburn Crescent, Sexton Avenue, Hughes Avenue, Cadman Crescent, Partridge Avenue (2m)</li> </ul>	Current land value per sq. metre = \$5,750.00 (3,864 x \$5,750 = <b>\$22.2m</b> )
	Total (3,864m <sup>2</sup> )	
<b>Total Road Widening (Land Value)</b>	4,766m <sup>2</sup>	<b>\$27.4 million</b>
<b>Capital Work Cash Contribution</b>	Reconstruction works associated road widening	<b>\$5 million</b>

Whilst the through-site links will be retained in private ownership, including maintenance and responsibility, they have a value to the community equivalent of their land value. These areas also contribute to usable open space for the community delivering linkages between local parks and activity nodes.

The combined value of the land to be designated for public use as through-site links is \$41.1 million.

## 7.1.2 Through-Site Links

**Table 9 Through-Site Links**

Infrastructure	Detail	Public Benefit (\$)
Shared Cycle / Pedestrian through-site links	Through site links comprising shared ways for pedestrians and cyclists (7,156m <sup>2</sup> of privately owned land to be dedicated as publicly accessible thoroughfares). This land is additional to the requirements for communal and private open space under the Apartment Design Guide and SEPP 65.	<b>Approximately \$41.1 million in community open space benefit</b>

## 7.1.3 Public Open Space

The proposal includes the dedication of 6,555m<sup>2</sup> of privately owned land for the creation of an enlarged public open space corridor along Cattai Creek as detailed in Figure 41 and Table 10. Following collaborative discussion with Council in February 2018 additional open space is proposed to be

provided in Key Site 2 including;

- The dedication of 5,000m<sup>2</sup> of land to Council for the creation of a new Central Park at the intersection of Middleton Avenue and Dawes Avenue; and
- The Middleton Walk, comprising lands to be utilised in private ownership for a new publicly accessible plaza and park connecting Carrington Road through to Dawes Avenue.

Details of these contributions to open space are provided in Table 10 below:

**Table 10 Open Space**

Public Open Space		
	Detail	Public Benefit (\$)
Cattai Creek Park Expansion	<p>The dedication of 6,555m<sup>2</sup> of lands in Key Site 1 to the expansion of the Cattai Creek Park at no cost to Council.</p> <p>This offer is proposed to be retained, notwithstanding the fact that this acquisition may be included in the relevant S94 contribution for the precinct.</p>	<p>Current land value per sq. metre (creek corridor / open space) = \$2,250.00</p> <p>(6,555 x \$2,250.00) = <b>\$14.7m</b></p>
Central Park	A new centrally located 5,000m <sup>2</sup> park at the intersection of Middleton Avenue and Dawes Avenue to be dedicated to Council as public open space.	<p>Current land value per sq. metre = \$5,750</p> <p>(5,000 x \$5,750 = <b>\$36.7m</b>)</p>
Middleton Walk	A new centrally located 3,795m <sup>2</sup> public plaza located along Sexton Avenue between Carrington Road and Dawes Avenue. This will include the purchase and closure of sections of Sexton Avenue to be negotiated with Council.	<p>Current land value per sq. metre = \$5,750</p> <p>(3,795 x \$5,750 = <b>\$21.82m</b>)</p>
<b>Total lands to be provided as parks and open space (Land Value)</b>	15,350m <sup>2</sup>	<b>\$73.22 million</b>

# Proposed Voluntary Planning Agreement



**Figure 41: Proposed Open Space**

## 7.1.4 Other Community Infrastructure

The proposed VPA offer also includes a commitment to the following community infrastructure:

- Three new childcare centres;
- A new digital library;
- Delivery of free WI-FI connectivity for the high density precinct; and
- Children's play equipment, outdoor fitness equipment and contributions to street furniture.

These types of commitments align with The Hills Shire Council's desirable outcomes for more community infrastructure to be delivered in the Showground Precinct to support the future populations.

## 7.1.5 School Funding

Following recent discussions with the Department, a separate State VPA is now proposed to be entered into with the Minister for Planning and the Department of Education. This offer includes a **\$5 million** cash contribution towards the provision of a new local school to be negotiated prior to the finalisation of the amendment. This new component is a significant contribution to help resolve much needed educational infrastructure identified as being necessary to support the future growth of the precinct.

### **7.1.6 Housing for First Home Buyers, Key Workers and NDIS / Community Housing Providers**

A commitment to the provision of affordable housing is included in the Showground Corp VPA. 15% of all dwellings proposed to be delivered under the Key Sites incentives will be designated for purchase and/or rental to key workers, first home buyers and community housing providers such as NDIS Housing.

Showground Corp is a founding supporter of the Housing Supply Association (HSA). This organisation is focussed on assisting Government in reviewing the supply and affordability issues which are having a major impact in Sydney. It prioritises first homebuyers, assisting affordable rental and purchase opportunities for key workers.

The exact details of the affordability scheme are to be negotiated with Council and other key stakeholders including the NSW Government, Housing NSW and community housing providers. Preliminary thoughts on the scheme for the Showground Key Sites is detailed below:

#### **First Home Buyers**

- 10% or approximately 300 apartments are to be designated for sale to first home buyers at a reduced purchase cost. In addition, a 5% deposit is payable, as opposed to the standard 10% deposit.
- A diversity of affordable housing types will be offered to first home buyers including one, two and three bedroom apartments.

#### **Key Workers and Community Housing**

- 5% or approximately 150 apartments are to be designated for sale or rental to local key workers at a reduced purchase or rental cost.
- A proportion of these dwellings will be on-sold or managed by a community housing provider who will ensure discounted rental rates for disadvantaged, persons with a disability and key workers.
- A proportion of these dwellings will be sold to key workers in the locality. These include police officers, nurses, firefighters, teachers, service men and women and other essential services personnel.



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## 8. STRATEGIC JUSTIFICATION

## 8.1 Introduction

The strategic justification for the rezoning of the Showground Station precinct was first demonstrated when it was identified as a Priority Precinct by the Council and the Department. The Showground Precinct was seen as a 'strategic fit' with the planned growth around the Sydney Metro North West under the Corridor Strategy. With its proximity to established community services and infrastructure, public transportation and the Castle Hill Business Centre, the precinct has potential to accommodate significant housing and job growth.

The Showground Station precinct, like the other seven metro centres, is based on the concept of transit-orientated development. This concept locates higher housing densities close to transport infrastructure in order to:

- Improve connectivity and convenience for residents and the community;
- Reduce dependency on private transportation while promoting public transportation use;
- Improve the reliability of resources and reduce ecological footprints; and
- Facilitate well-designed developments to add to the overall quality of existing centres and promote a sense of place.

Over the next 20 years the Showground will contribute at least 5,000 new dwellings to meet projected demand. The Showground Corp planning proposal will deliver over 50% of these dwellings, and all within 400 metres of the station and town centre. The planning proposal accords with State Government targets to deliver new housing within a walkable distance to new Metro stations.

The revised planning proposal for the Key Sites will contribute significantly to the creation of a road hierarchy more appropriate to a high density residential area, with enhanced pedestrian and cycle connectivity. In brief, the improvements are to:

- Widen Middleton Avenue from 20 to 25 metres between Ashford Avenue and Carrington Road to create an impressive Grand Boulevard, as the central spine of the precinct;
- Widen local streets in the precinct by two metres along the Key Site frontages to accommodate additional landscaping, traffic control measures, and on-street parking opportunities;
- Introduce through-site links for pedestrians and cyclists on the Key Sites to improve connectivity across the precinct;
- Voluntarily dedicate 6,555m<sup>2</sup> of land within Key Site 1 to create the Cattai Creek Park and 5,000m<sup>2</sup> within Key Site 2 to create the new Central Park; and
- Create the Middleton Walk. A north-south link comprising parts of Sexton Avenue, a new park and activated retail plaza linking the new Station at Carrington Road to Dawes Avenue.

The rezoning of the Showground Station precinct in December 2017 has gone some way to addressing Sydney's housing affordability and supply crisis. Sydney house prices have risen at a higher rate than the consumer price index and median incomes. This has had a serious impact on housing affordability, with fewer Australian households owning their home outright, with most either having a

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mortgage, or renting. The cumulative shortfall in supply over the period 2001-2011 had reached 228,000 dwellings, and forecast this to increase to around 370,000 dwellings by 2016 and 726,000 by 2031 across Greater Sydney. Contributors to the housing affordability crisis are inadequate housing supply in the market, complex planning systems, and high infrastructure levies. All levels of Government have developed policy frameworks to address housing affordability.

Successful development of the Showground Station precinct will help meet Sydney's housing demand in the short to medium term. Strong population growth is anticipated over coming decades in the major centres. This precinct is considered crucial to deliver new housing to meet the demands of the rapidly expanding population across the Metro corridor. Without new supply to meet demand, prices are likely to escalate rapidly, with a corresponding decline in affordability.

Additionally, the proposal as revised in November 2017 now includes a significant contribution to affordable housing for key workers, first home buyers and community housing organisations. This component aligns with the affordable housing targets for priority precincts mandated by the GSC in the Central City District Plan and the Greater Sydney Regional Plan.

The proposal can provide long-term rehabilitation for existing threatened and ecologically endangered vegetation communities within the adjacent to Cattai Creek corridor through the early dedication of the parkland. Additionally, the Cattai Creek Park will provide an important open space corridor for residents, and improve pedestrian and cycle networks between employment and residential lands, and the station.

This chapter provides a more detailed assessment of the proposal's consistency with the NSW State Plan (NSW 2021), the Greater Sydney Region Plan and the Central City District Plan as well as State and local strategic documents. The proposal's consistency with State Environmental Planning Policies and Section 117 Directions is also examined.

## 8.2 NSW State Plan 2021 (NSW 2021)

The NSW State Plan 2021, released in 2006 and updated in 2010, guides outcomes in priority areas to 2016 notably integrated transport and land use planning, to stimulate the economy and achieve the following targets:

- increased the number of jobs close to home;
- improved housing affordability;
- improved the public transport system;
- reliable public transport;
- improved road safety;
- increased walking and cycling; and
- improved road networks.

The plan has most recently been superseded by the release of the GSC's Greater Sydney Region Plan in conjunction with Transport for NSW's Future Transport 2056 and Infrastructure NSW's State Infrastructure Strategy 2018-2038 finalised in March 2018. Notwithstanding this, the goals and targets of the plan relevant to the planning proposal are outlined in Table 11 below.

**Table 11 NSW 2021 goals and targets**

Goal	Comments
<p><b>Goal 1:</b> <i>Improve the performance of the NSW economy</i></p> <p><b>Target -</b> <i>Grow business investment by an average of 4% per year to 2020</i></p>	<p>The proposal provides increased residential densities to support the growth and ongoing viability of the commercial business and employment centres in Castle Hill and Norwest. Transit-orientated design also maximises productivity whilst improving lifestyle factors such as ease of access to work. Increased densities contribute to the local economy and deliver more commuters on the \$8.3 billion investment of Sydney Metro North West by the State Government.</p>
<p><b>Goal 5:</b> <i>Place downward pressure on the cost of living.</i></p> <p><b>Target -</b> <i>Improve housing affordability and availability</i></p>	<p>Approximately 3,000 new apartments on the Key Sites will contribute significantly to the housing targets established by the Department for the special corridor precincts of the Sydney Metro North West. The proposal will improve housing supply and diversity, improve affordability and provide a higher density form of living in close proximity to good public transportation infrastructure.</p>
<p><b>Goal 7:</b> <i>Reduce travel times</i></p> <p><b>Target -</b> <i>Minimise public transport waiting times for customers and increase the proportion of total journeys to work by public transport</i></p>	<p>The Key Sites are close to the Showground station and are well-served by the existing regional bus network. Higher densities on Key Sites close to good public transport infrastructure, represents good urban design and transit-orientated development principles. These aspects reduce the number of trips made by private transport and increase usage of public transport.</p> <p>The proposal will provide housing close to major employment in the Norwest Business Park and close to services and public transport along established arterial roads (i.e. Showground Road). Increased population will drive demand for frequent public transport services to minimise waiting times.</p>
<p><b>Goal 8:</b> <i>Grow patronage on public transport by making it a more attractive choice.</i></p> <p><b>Target -</b> <i>Increase the proportion of total journeys to work by public transport in</i></p>	<p>Increased residential densities within walking distance of the station will encourage public transport use for both local and regional trips, which will decrease the reliance on private transportation.</p> <p>The Sydney Metro North West will provide regular rail services connecting Rouse Hill through to the Sydney CBD. Locally, residents will have direct and frequent rail services to retail, entertainment and recreational facilities in the Castle Hill Town Centre. Additionally, local bus services will connect the Showground</p>

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<i>the Sydney Metropolitan Region by 28% by 2016</i>	Precinct to metropolitan centres at Parramatta, Rouse Hill and Castle Hill.
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Goal	Comments
<p><b>Goal 16:</b> <i>Prevent and reduce the level of crime</i></p> <p><b>Target -</b> <i>Reduce crime levels</i></p>	<p>Future residential flat buildings and shop top housing developments will implement safer by design principles in accordance with SEPP 65 standards. Improvements to the public domain such as lighting, through site links, good passive surveillance and internal security measures will improve public safety and reduce likely crime.</p>
<p><b>Goal 19:</b> <i>Invest in critical infrastructure</i></p> <p><b>Target –</b> <i>Increase public transport patronage</i></p>	<p>The proposal will increase the number of residents living close to the \$8.3 billion Sydney Metro transport network. The State Government’s investment will be supported by increased residential densities. The planning proposal will also significantly contribute to improvements in the public domain through road widening, pedestrian and cycling facilities and additional open space. Through-site links will improve pedestrian and cycle access to the new station, and increase public transport patronage.</p> <p>A <b>\$5 million</b> cash contribution towards the provision of a new local school is a significant, direct offer to provide for new educational facilities in the precinct.</p>
<p><b>Goal 20:</b> <i>Build liveable cities</i></p> <p><b>Target -</b> <i>Planning policy to encourage job growth in centres close to where people live and to provide access by public transport</i></p>	<p>The proposal will provide housing for approximately 3,000 new households, close to existing centres including Norwest Business Park and Castle Hill and to the new rail line. Employment opportunities are available close to the site, with local centres easily accessible via public transport or cycling. It is expected future residents will take a short bus or train trips or even walk given the sites’ proximities to the Castle Hill Business Centre.</p>
<p><b>Goal 23:</b> <i>Increase opportunities for people to look after their own neighbourhoods and environments.</i></p> <p><b>Target –</b> <i>Increase neighbourhood crime prevention</i></p>	<p>Connected and shared public domain areas are in accordance with contemporary approaches to safer by design and crime prevention. These concepts can be outlined in development controls and objectives for the Key Sites.</p>



### 8.3 A Metropolis of Three Cities – the Greater Sydney Region Plan

The Greater Sydney Region Plan was finalised by the GSC in March 2018 setting a 40-year strategic vision and a 20-year plan to manage growth and change for Greater Sydney. The Vision seeks to meet the needs of a growing and changing populations by transforming Greater Sydney into a *metropolis of three cities* – the Western Parkland City, the Central River City and the Eastern Harbour City.

The Showground Station precinct is positioned in the Central River City. This city will capitalise on its location in the centre of Greater Sydney, and with enhanced radial transport links will continue developing its world-class health, education and research institutions as well as finance, business services and administration sectors to drive the economy.

The Plan has a housing target of 725,000 new homes and 817,000 jobs to be generated across Sydney over the next 20 years. This is a substantial increase on previous strategies and is recognised as the most important element of driving Sydney's economic growth. The Central City is projected to deliver 26.7% of the total dwelling target and will see a 55% increase in the total number of jobs.

The plan presents opportunities to:

- Enhance Greater Sydney's natural and built environment;
- Create more liveable neighbourhoods and well-connected and resilient communities;
- Better connect people with opportunities for education, housing and jobs;
- Leverage unprecedented infrastructure investment and provide the right transport connections across the city and within neighbourhoods; and
- Elevate Greater Sydney from a top 20 to a top 10 Global city.

The Showground key Sites planning proposal aligns with the GSC's objective to align urban renewal and growth in strategic corridors such as the Sydney Metro North West, providing "more housing in the right locations".

The Vision is supported by the Ten Directions:

- A city supported by infrastructure
- A collaborative city
- A city for people
- Housing the city
- A city of great places
- A well connected city
- Jobs and skills for the city
- A city in landscape
- An efficient city
- A resilient city

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The Key Sites proposal is considered against each of the Ten Directions in Table 12.

**Table 12 Greater Sydney Region Plan – 10 Directions**

Direction	Consistency
<p><b>A City supported by infrastructure:</b></p> <ul style="list-style-type: none"> <li>Objective 1: Infrastructure supports the three cities;</li> <li>Objective 2: Infrastructure aligns with forecast growth – Growth Infrastructure Compact;</li> <li>Objective 3: Infrastructure adapts to meet future needs</li> <li>Objective 4: Infrastructure use is optimised</li> </ul>	<p>Showground station is strategically aligned to meet the forecasted growth of the precinct, ensuring infrastructure usage is maximised.</p> <p>The planning proposal will contribute to the growth of the Greater Parramatta Central City and nearby metropolitan centres of Castle Hill, the Norwest Business Park, Rouse Hill, Epping and Blacktown.</p> <p>It represents design-led urban renewal in the Sydney Metro North West corridor that delivers transit-orientated development optimising use of new public transport infrastructure.</p>
<p><b>A Collaborative City</b></p> <ul style="list-style-type: none"> <li>Objective 5: Benefits of growth realised by collaboration of governments, community and business</li> </ul>	<p>The proposal incorporates recommendations from all levels of government over the past 18 months. It includes an offer to continue working closely with the Hills Council and the Department to deliver on the shared visions for Showground.</p>
<p><b>A city for people</b></p> <ul style="list-style-type: none"> <li>Objective 6: Services and infrastructure meet communities' changing needs</li> <li>Objective 7: Communities are healthy, resilient and socially connected</li> <li>Objective 8: Greater Sydney's communities are culturally rich with diverse neighborhoods</li> <li>Objective 9: Greater Sydney celebrates the arts and supports creative industries and innovation;</li> </ul>	<p>Community infrastructure improvements proposed under a VPA includes road widening, provision of open space, community facilities and affordable housing. These local infrastructure items have been identified as essential to support the projected future populations of the Showground Precinct and the marginal uplift to densities sought by Showground Corp. They will also create a great place for people to live, work and interact contributing to a real sense of place.</p>

### **Housing the city**

- *Objective 10: Greater housing supply; and*
- *Objective 11: Housing is more diverse and affordable;*

The proposal delivers up to 3,000 new dwellings to meet the demands for housing in the area. Showground Corp are committed to delivering a diverse range of housing types to meet the needs of the community. A large component of affordable housing is proposed for first home buyers and key workers in particular.

### **A city of great places**

- *Objective 12: Great places that bring people together; and*
- *Objective 13: Environmental heritage is conserved and enhanced.*

Improved streetscapes, through-site green linkages and the creation of expansive new precinct parks will contribute to the making of a great place at Showground. A comprehensive body of urban design investigations underpins the proposal and acknowledges the need for meaningful improvements that can improve social settings for the community to interact. Showground will be a desirable and attractive landscaped setting that is safe, welcoming and celebrates its natural attributes.

Showground Corp are committed to preserving the biodiversity significance of the Cattai Creek corridor in perpetuity. An offer to contribute to the conservation of vegetation communities in the corridor supports this proposal.

### **A well-connected city**

- *Objective 14: A metropolis of three cities – integrated land use and transport creates walkable and 30-minute cities*
- *Objective 15: The Eastern GPOP and Western Economic Corridors are better connected and more competitive;*
- *Objective 16: Freight and logistics network is competitive and efficient*
- *Objective 17: Regional transport is integrated with land use*

The Key Site proposal is an excellent example of transport orientated development, integrating land use and focussed higher densities around transport infrastructure. This supports the 30-minute city, and strengthens the connections between the North West and the Parramatta CBD.

Improvements to the movement network in the form of publicly accessible through-site links contribute significantly to good

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	<p>connectivity, accessibility and legibility for pedestrians and cyclists across the precinct.</p> <p>Proposed road widening and public domain improvements will deliver a more legible local road network to support the transition of the precinct from low density to higher density housing. The improved road network, park placement and designated through-site pedestrian and cycle networks have been integrated in a holistic new master planned approach to the precinct developed by AJ+C in their Alternative Structure Plan.</p>
<p><b>Jobs and skills for the city</b></p> <ul style="list-style-type: none"><li>▪ <i>Objective 18. Harbour CBD is stronger and more competitive</i></li><li>▪ <i>Objective 19. Greater Parramatta is stronger and better connected</i></li><li>▪ <i>Objective 20. Western Sydney Airport and Badgerys Creek Aerotropolis are economic catalysts for Western Parkland City</i></li><li>▪ <i>Objective 21. Internationally competitive health, education, research and innovation precincts</i></li><li>▪ <i>Objective 22. Investment and business activity in centres</i></li><li>▪ <i>Objective 23. Industrial and urban services land is planned, protected and managed</i></li><li>▪ <i>Objective 24. Economic sectors are targeted for success</i></li></ul>	<p>The high density living precinct in Showground will support the growth and future viability of the Castle Hill Employment Precinct (to the west), and the Norwest Business Park. It provides new homes in walking distance to 21<sup>st</sup> century smart jobs and the future mixed use retail core in the new town centre.</p>
<p><b>A city in its landscape</b></p> <ul style="list-style-type: none"><li>▪ <i>Objective 25. The coast and waterways are protected and healthier</i></li><li>▪ <i>Objective 26. A cool and green parkland city in the South Creek corridor</i></li><li>▪ <i>Objective 27. Biodiversity is protected, urban bushland and remnant vegetation is enhanced</i></li><li>▪ <i>Objective 28. Scenic and cultural landscapes are protected</i></li></ul>	<p>Large, connected open space and street trees are an integral part of the proposal. The revitalization of Cattai Creek Park will protect remnant bushland and conserve the biodiversity of the area.</p> <p>The urban canopy or 'green grid' of Sydney will be expanded with the creation of the Cattai Creek Park, the green spine of</p>

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| <ul style="list-style-type: none"> <li>▪ <i>Objective 29. Environmental, social and economic values in rural areas are maintained and protected</i></li> <li>▪ <i>Objective 30. Urban tree canopy cover is increased</i></li> <li>▪ <i>Objective 31. Public open space is accessible, protected and enhanced</i></li> <li>▪ <i>Objective 32. The Green Grid links parks, open spaces, bushland and walking and cycling paths</i></li> </ul> | <p>Showground and through the contribution of new through-site green links.</p> <p>New parks proposed to be delivered under a VPA will also contribute to the local green grid, reducing the heat island effect in higher density areas.</p> <p>The comprehensive site testing and architectural modelling undertaken by the Showground Corp's team of designers has demonstrated that over 55% landscaped open space areas can be provided on its Key Sites.</p> |
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#### **An efficient city**

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| <ul style="list-style-type: none"> <li>▪ <i>Objective 32. The Green Grid links parks, open spaces, bushland and walking and cycling paths</i></li> <li>▪ <i>Objective 33. A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change</i></li> <li>▪ <i>Objective 34. Energy and water flows are captured, used and re-used</i></li> <li>▪ <i>Objective 35. More waste is re-used and recycled to support the development of a circular economy</i></li> </ul> | <p>Renewable water and energy strategies will be provided throughout the precinct to reduce the carbon footprints of future buildings. These renewable strategies have been captured in the recent Showground Station precinct rezoning in the provisions under Part 9 of the LEP. Showground Corp is committed to ensuring compliance and demonstrating innovation and excellence in sustainable and renewable approaches to the construction of its developments.</p> |
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#### **An resilient city**

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| <ul style="list-style-type: none"> <li>▪ <i>Objective 36. People and places adapt to climate change and future shocks and stresses</i></li> <li>▪ <i>Objective 37. Exposure to natural and urban hazards is reduced</i></li> <li>▪ <i>Objective 38. Heatwaves and extreme heat are managed</i></li> </ul> | <p>Development in the Showground Station precinct will need to consider the impacts of 21<sup>st</sup> century climate pressures on high density living environments. The proposal commits to maximum site covers of 45%, ensuring the creation of greater open green space and landscaped public domain is produced to mitigate the heat island affect. Widened streets to be provided as part of the proposal will be capable of supporting the planting of larger street trees that can provide shade and cooling throughout the public domain.</p> |
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## Strategic Justification

The Key Sites proposal aligns strongly with the GSC's vision and directions for a Greater Sydney and in particular the Central River City. It delivers more housing in the right places leveraging on the unprecedented infrastructure investment in the Sydney Metro North West whilst ensuring the creation of a connected, sustainable and liveable place.

### 8.4 Central City District Plan

The Greater Sydney Commission's (GSC) District Plans were finalised in March 2018 following public exhibition in November 2016 and again in November 2017. The plans establish the aspirations, directions and priorities for each district over the next 20 years. Each plan focusses on facets of the urban and natural environments, productivity, liveability and sustainability.

The Showground Station precinct is in the Central City District. It is situated between the Norwest Strategic Centre and the Castle Hill District Centre (see Figure 42). The Central City District population is anticipated to expand by 550,500 people in 2036, generating the need for approximately 20,000 new dwellings each year over the next 20 years.

The Key Sites proposal is an excellent example of value capture. The Key Sites' location benefits from Government infrastructure investment, and in turn delivers public benefits through local infrastructure upgrades and improvements valued at over \$150 million. The proposal aligns with the plan's aims to concentrate higher densities around Metro stations; to improve connectivity and support access to more local jobs. This is the intention of the 30 minute city.



Figure 42: Central City District

Since the release of the first edition of the Draft District Plan in November 2016, Showground Corp has reconsidered its proposal and included a significant contribution to affordable housing. The District Plan calls for affordable housing targets of between 5-10% of all additional dwelling stock sought as part of planning proposals seeking additional yield uplifts. This is now a consideration for the relevant determining authorities in accordance with the S117 Directions. The Showground Corp proposal seeks to provide 15% of its entire yield as affordable housing, representing more than double the target requirement. The affordable housing scheme devised by Showground Corporation includes:

- 10% (300 apartments) dedicated to purchase by first home buyers; and
- 5% (150 apartments) dedicated to key workers and community housing providers.

The Central City District Plan includes a series of priorities and actions for new developments and planning proposals in the district. An assessment of the Showground Corp proposal against the relevant priorities and actions is provided in Table 13.

**Table 13 Assessment of Priorities and Actions (Central City District Plan)**

Priority	Actions	Assessment
<b>C1 Planning for a city supported by infrastructure</b>	<ol style="list-style-type: none"> <li>1. <i>Prioritise infrastructure investments to support the vision of a metropolis of three cities.</i></li> <li>2. <i>Sequence growth across the three cities to promote north-south and east-west connections.</i></li> <li>3. <i>Align forecast growth with infrastructure.</i></li> <li>4. <i>Sequence infrastructure provision using a place-based approach.</i></li> <li>5. <i>Consider the adaptability of infrastructure and its potential shared use.</i></li> <li>6. <i>Maximise the utility of existing infrastructure assets and consider strategies to influence behavior changes, to reduce the demand for new infrastructure, including supporting the development of adaptive and flexible regulations to allow decentralized utilities.</i></li> </ol>	<p>The development of the Showground Station precinct is a key priority for government and aligns with the actions to prioritise and sequence growth in line with infrastructure investments. The Showground Corp proposal represents a significant contribution to the successful renewal and redevelopment of this precinct, providing new homes, a new school, parks, widened streets and community facilities around the new Metro station.</p>
<b>C2 Working through collaboration</b>	<ol style="list-style-type: none"> <li>1. <i>Identify, prioritise and deliver Collaboration Areas.</i></li> </ol>	<p>The precinct is yet to be identified within a priority Collaboration Area. The planning proposal is the result of 2 years of ongoing collaboration</p>

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		<p>and negotiations between the proponent, the Council and State government.</p> <p>Ongoing collaboration and negotiations with Council and the State Government will deliver VPAs targeted at providing essential infrastructure improvements to support the growth of the precinct.</p>
<p><b>C3 Providing services and social infrastructure to meet people's changing needs</b></p>	<ol style="list-style-type: none"> <li>1. <i>Deliver social infrastructure to reflect the needs of the community now and into the future.</i></li> <li>2. <i>Optimise the use of available public land for social inclusion.</i></li> </ol>	<p>The proposal provides essential social infrastructure to meet the demands of future residents in the high density precinct including:</p> <ul style="list-style-type: none"> <li>- Cash contribution towards the provision of a new school / education facility</li> <li>- A new digital library to meet the changing needs of the population in accessing information</li> <li>- Free public Wi-Fi infrastructure.</li> <li>- New parks and improvements to the public domain.</li> </ul>
<p><b>C4 Fostering healthy, creative, culturally rich and socially connected communities</b></p>	<ol style="list-style-type: none"> <li>1. <i>Deliver inclusive places for people of all ages and abilities that support healthy, resilient and socially connected communities by:</i> <ol style="list-style-type: none"> <li>a) <i>providing walkable places with active street life and human scale.</i></li> </ol> </li> </ol>	<p>The VPA offer to community infrastructure within the precinct has been designed to be inclusive for use by all sectors of the existing and future community of the Showground. Facilities including parklands,</p>

	<p>b) <i>co-locating schools, social, health, sporting and cultural and shared facilities.</i></p> <p>2. <i>Consider cultural diversity in strategic planning and engagement.</i></p> <p>3. <i>Strengthen the economic self-determination of Aboriginal communities by engagement and consultation with Local Aboriginal Land Councils to better understand and support their economic aspirations as they relate to land use and planning.</i></p> <p>4. <i>Facilitate opportunities for creative and artistic expression and participation, wherever feasible with a minimum regulatory burden.</i></p> <p>5. <i>Strengthen social connections within and between communities through better understanding of the nature of social networks and supporting infrastructure in places.</i></p>	<p>childcare centres and works within the improved public domain have been proposed to accommodate families with young children and local community groups who can gather in these spaces for recreation and respite.</p> <p>The final design and form of the proposed community facilities will need to be adaptable and responsive to the changing demographics and family units in the precinct.</p> <p>The raft of community facilities proposed as part of the VPA offer will strengthen connections and drive collaboration within the community and contribute to a real sense of place for residents. The digital infrastructure offerings including free Wi-Fi and a new digital library will transform how people can connect, share and obtain information. These facilities are representative of a 21<sup>st</sup> century approach to development and place-making.</p>
<p><b>C5 Providing housing supply, choice and affordability, with access to jobs and services</b></p>	<p>1. <i>Prepare local or district housing strategies that address delivery of 5 year housing supply targets.</i></p> <p>2. <i>Prepare Affordable Rental Housing Target schemes.</i></p>	<p>The actions under Priority C5 establish directions for government to collaboratively deliver housing targets for certain areas. The Department's Precinct Plan and the subsequent Amendment 50 to LEP 2012 has affirmed a</p>

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dwelling target of 5,000 dwellings in the precinct. The Showground Corp proposal aligns with the priority in providing new housing in the right place. It allocates new housing within 400m of the Metro station, new town centre and jobs. It sufficiently supplies, and connects residents to essential social infrastructure in the form of parks, green links and more.

Showground Corp have consistently demonstrated how the proposal is an excellent example of value capture and a direct return on the \$8.3 billion investment by Government in the Metro.

Additionally, the Showground Corp proposal far exceeds the affordable housing targets established in the District Plan, ensuring opportunities for first home buyers and local key workers to enter into the local housing market. Affordable rental housing forms a significant component of the proposal with 5% of the total stock to be reserved for community housing providers to accommodate disadvantaged families and individuals, including those affected by domestic abuse.

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**C6 Creating and renewing great places and local centres, and respecting the District's heritage**

1. *Deliver great places by prioritizing people-friendly public realm and open spaces; recognizing and balancing the dual function of streets as places for people and movement; providing fine grain urban form, high amenity and walkability; integrating social infrastructure to support connections and provide a community hub; encouraging contemporary interpretation of heritage where possible; using a place-based and collaborative approach throughout planning, design, development and management.*
2. *Conserve and enhance environmental heritage.*
3. *Use place-based planning to support the role of centres as a focus for connected neighbourhoods.*
4. *Use flexible and innovative approaches to revitalize centres in decline.*
5. *Identify and protect scenic and cultural landscapes.*
6. *Enhance and protect views of scenic and cultural landscapes from the public realm.*

The Alternative Structure Plan and Strategic Review undertaken by the Showground Corp team has set about delivering a place with people in mind, not the buildings. The urban design framework underpinning the proposal was developed on the back of principles that sought to better connect people and places within the precinct. Improving legibility and developing a sense of place has also been at the forefront of the design approach to place-making. The Key Sites proposal delivers the improved public domain needed to support the envisaged population in the precinct.

It creates streets that are balanced and people-friendly, being places where people can interact, move along and feel safe within. The approach to landscaping has been mindful of preserving the underlying garden and bushland settings observed across the locality.

**C7 Growing a stronger and more competitive Greater Parramatta**

1. *Strengthen the economic competitiveness of Greater Parramatta and grow its vibrancy by balancing residential development with the needs of commercial development; providing a wide range of cultural, entertainment, arts and leisure activities, and providing a diverse nighttime economy.*

It is considered that the proposal is consistent with the actions under Priority C7. Opportunities exist for the integration of new retail businesses on the Key Sites, particularly focussed around the Middleton Walk plaza which has

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	<ol style="list-style-type: none"> <li><i>2. Support emergency services transport, including helicopter access.</i></li> <li><i>3. Prioritise public transport investment and infrastructure investments which enhance walkability and cycling within five kilometers of a strategic centre.</i></li> <li><i>4. Manage car parking and identify smart traffic management strategies.</i></li> </ol>	<p>been designed as a core, activated retail space.</p> <p>As detailed throughout this report, the proposal is supported by commitments to new community infrastructure that will deliver walkable environments within 5km of the Norwest Business Park, Castle Hill and the Showground town centre.</p> <p>Resilient community infrastructure is proposed to support the changing priorities of the community. Access for emergency services has broadly been considered in providing improved access into parks and community spaces. Widened streets will provide opportunities for additional on-street parking and smart traffic management strategies.</p>
<b>C8 Delivering a more connected and competitive GPOP Economic Corridor</b>	<ol style="list-style-type: none"> <li><i>1. Prioritise public transport investment to deliver the 30 minute city.</i></li> <li><i>2. Co-locate health, education and social and community facilities in strategic centres.</i></li> </ol>	<p>In response to Council's concerns around a lack of coordinated social infrastructure in the precinct, Showground Corp has responded by providing new significant parks, walkable through-site links and improved public domain across its key sites. These community infrastructure components have been strategically located in the high density core such that it feeds into the new Metro station, future bus routes and</p>

		employment centres as well as new school now proposed to be located on the western side of the Cattai Creek corridor.
<b>C9 Delivering integrated land use and transport planning and a 30 minute city</b>	<ol style="list-style-type: none"> <li>1. <i>Integrate land use and transport plans to deliver the 30 minute city.</i></li> </ol>	The proposal strongly aligns with the key principles of transit-orientated development in providing focused densities close to new transport, centres and essential community infrastructure. In practice, this delivers a walkable high densities environment that connects people from the places of residence in the Showground to jobs in Parramatta, Blacktown, Castle Hill and Norwest Business Park.
<b>C10 Growing investment, business opportunities and jobs in strategic centres</b>	<ol style="list-style-type: none"> <li>1. <i>Provide access to jobs, goods and services in centres.</i></li> <li>2. <i>Create new centres in accordance with the Principles for Greater Sydney's Centres.</i></li> <li>3. <i>Engage with the retail sector on its changing planning requirements and update planning controls as required.</i></li> <li>4. <i>Prioritise strategic land use and infrastructure plans for growing centres particularly those with capacity for additional retail floor space.</i></li> <li>5. <i>Review the current planning controls and create capacity to achieve the job targets for each of the District's strategic centres.</i></li> </ol>	New retail opportunities on the Key Sites will be designed to be adaptive to the changing needs and planning requirements of businesses. The inclusion of the retail plaza along the Middleton Walk has been innovatively designed to support the future growth of small-scale retailers capitalizing on through-traffic from the station, contributing to a great, interactive meeting and social space for the community.
<b>C11 Maximising opportunities to attract advanced manufacturing and innovation</b>	<ol style="list-style-type: none"> <li>1. <i>Manage industrial land in the identified local government areas by creating additional urban services land where required in land release areas to service the growing population.</i></li> </ol>	The inclusion of new housing in walking distance to the Metro and major bus routes will go to support the growth and viability of larger retail and employment centres through increased

# Strategic Justification

## *in industrial and urban services land*

demand and ease of access. The ongoing growth and viability of the Norwest Business Park precinct is also guaranteed growing demand for urban services and uptake of new jobs in the commercial sector.

## **C12 Supporting growth of targeted industry sectors**

1. *Facilitate health and education precincts.*
2. *Provide a regulatory environment which enables economic opportunities created by changing technologies.*
3. *Consider the barriers to growth of internationally competitive trade sectors, including engaging with industry and assessing regulatory barriers.*

Whilst not strictly relevant to the assessment of the planning proposal, the provision of new housing and supportive retail space and commitments to the delivery of community infrastructure will support the growth of nearby urban services lands and their development.

## **C13 Protecting and Improving the health and enjoyment of the District's waterways**

1. *Protect environmentally sensitive waterways.*
2. *Enhance sustainability and liveability by improving and managing access to waterways and foreshores for recreation, tourism, cultural events and water-based transport.*
3. *Improve the health of catchments and waterways through a risk-based approach to managing the cumulative impact of development including coordinated monitoring of outcomes.*
4. *Reinstate more natural conditions in highly modified urban waterways.*

The planning proposal includes the early dedication of RE1 zoned lands to Council for the formation and protection of the Cattai Creek and associated parklands. The preliminary investigations into the health and extent of the creek undertaken by Cardno at **Appendix E** confirms that a substantial area within the park will need to be suitably managed and manipulated to support passive recreation and activities within park. These measures are proposed to be resolved as part of future development applications and in collaboration with Council, the ultimate owners of the lands.

**C15 Protecting and enhancing bushland and biodiversity**

1. *Protect and enhance biodiversity by:*
  - a. *Supporting landscape-scale biodiversity conservation and the restoration of bushland corridors.*
  - b. *Managing urban bushland and remnant vegetation as green infrastructure.*

The contribution of RE1 zoned lands ahead of the proposed development ensures appropriate management and protection plans can be prepared for the Cattai Creek Park.

**C16 Increasing urban tree canopy cover and delivering Green Grid connections**

1. *Expand urban tree canopy in the public realm.*
2. *Progressively refine the detailed design and delivery of grid green priority opportunities and connections that form the long-term vision of the network.*
3. *Create Greater Sydney Green Grid connections to the Western Sydney Parklands.*

Landscape embellishment is proposed as part of the Showground Corp VPA. The need to contribute to quality open space and public domain has been at the forefront of thinking for landscape design. Place Design were engaged to deliver concept landscape strategies within widened streets and through-site links. These comprise the planting of larger tree types and heavily embellished ground covers to represent the garden character of the Hills Shire.

**C17 Delivering high quality open space**

1. *Maximise the use of existing open space and protect, enhance and expand open space by:*
  - a. *Investigating opportunities to expand a network of diverse, accessible, high quality open space that responds to the needs and values of communities as populations grow.*
  - b. *Investigation opportunities to provide new open space so that all residential areas are within 400m of open space and all high density residential areas are within 200m of open space.*
  - c. *Requiring large urban renewal initiatives to demonstrate how access*

The significance of the proposal's contribution to open space in the precinct is unquestionable. The provision of the new central park, early contributions to the Cattai Creek Park and the Middleton Walk ensures all dwellings within the Key Sites have access to parks and open space within a 200m walking distance. Additionally, passive open space is provided across the 7,000m<sup>2</sup>+ worth of green through-site



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	<p><i>to high quality and diverse local open space is maintained or improved.</i></p> <p>d. <i>Planning new neighbourhoods with a sufficient quantity of new open space.</i></p> <p>e. <i>Delivering shared and co-located sports grounds and recreational facilities, including shared school grounds and repurposed golf courses.</i></p> <p>f. <i>Delivering on, or complementing, the Greater Sydney Green Grid.</i></p>	<p>links which are additional to parks and the ADG requirements for communal open space on apartment sites.</p> <p>The scale of the proposed parks collectively provide sufficient open space to support the projected population and contribute to the local green grid.</p>
<p><b>C19 Reducing carbon emissions and managing energy, water and waste efficiently</b></p>	<ol style="list-style-type: none"> <li>1. <i>Support initiatives that contribute to the aspirational objective of achieving net-zero omissions by 2050.</i></li> <li>2. <i>Support precinct-based initiatives to increase renewable energy, and water efficiency, especially in priority growth areas.</i></li> <li>3. <i>Protect existing and identify new locations for waste recycling and management.</i></li> <li>4. <i>Support innovative solutions to reduce the volume of waste and reduce waste transport requirements.</i></li> <li>5. <i>Encourage the preparation of low-carbon, high efficiency strategies.</i></li> </ol>	<p>Building efficiencies including smart energy and water systems incorporated into the future built form and Key Sites has been committed to in the proposal. Provisions in Part 9 of the LEP mandate certain sustainability requirements. It is the commitment of Showground Corp to achieve future compliance with the LEP's sustainability standards and strive to over-achieve, particularly in relation to water re-use and green energy outcomes for its Key Site developments.</p>
<p><b>C20 Adapting to the impacts of urban and natural hazards and climate change</b></p>	<ol style="list-style-type: none"> <li>6. <i>Support initiatives that respond to the impacts of climate change.</i></li> <li>7. <i>Mitigate the urban heat island effect and reduce vulnerability to extreme heat.</i></li> <li>8. <i>Respond to the direction for managing flood risk.</i></li> </ol>	<p>Commitments to landscape embellishment within the improved public domain; demonstration of 55% landscape open space across the Key Sites and contributions to new parks within the sites will work towards reducing the urban heat island effect.</p>

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Future detailed flood modelling work across Key Site 1 will determine engineering approaches to the future developments on Key Site 1.

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## 8.5 Future Transport Strategy 2056

The Future Transport Strategy is the NSW Government's update of the 2012 Long Term Transport Master Plan. The Plan was released alongside the Greater Sydney Region Plans, and builds on key objectives. These include sustaining growth, supporting successful places, and providing essential access. The Showground Precinct, and specifically the Showground Metro station under construction, is strategically positioned to take advantage of improvements to the public transport networks across North-West Sydney.

### 8.5.1 State Infrastructure Strategy 2018-2038

The State Infrastructure Strategy 2018-2038 supports the Future Transport Strategy 2056 and the Greater Sydney Region Plan. It sets the vision for how transport and utility servicing infrastructure can support growth and the economy of Greater Sydney and New South Wales over the next 40 years. Given the strategic location, proposed streetscape improvements and interconnected through-site links, the Showground planning proposal achieves multiple customer outcomes identified in the plan. These are:

- Customer Outcome 3: *Ensure walking or cycling is the most convenient option for short trips around centres and local areas, supported by a safe road environment and suitable pathways;*
- Customer Outcome 4: *Vibrant centres supported by streets that balance the need for convenient access with enhancing the attractiveness of our places; and*
- Customer Outcome 5: *30 minute access for customers to their nearest centre by public transport, seven days a week.*

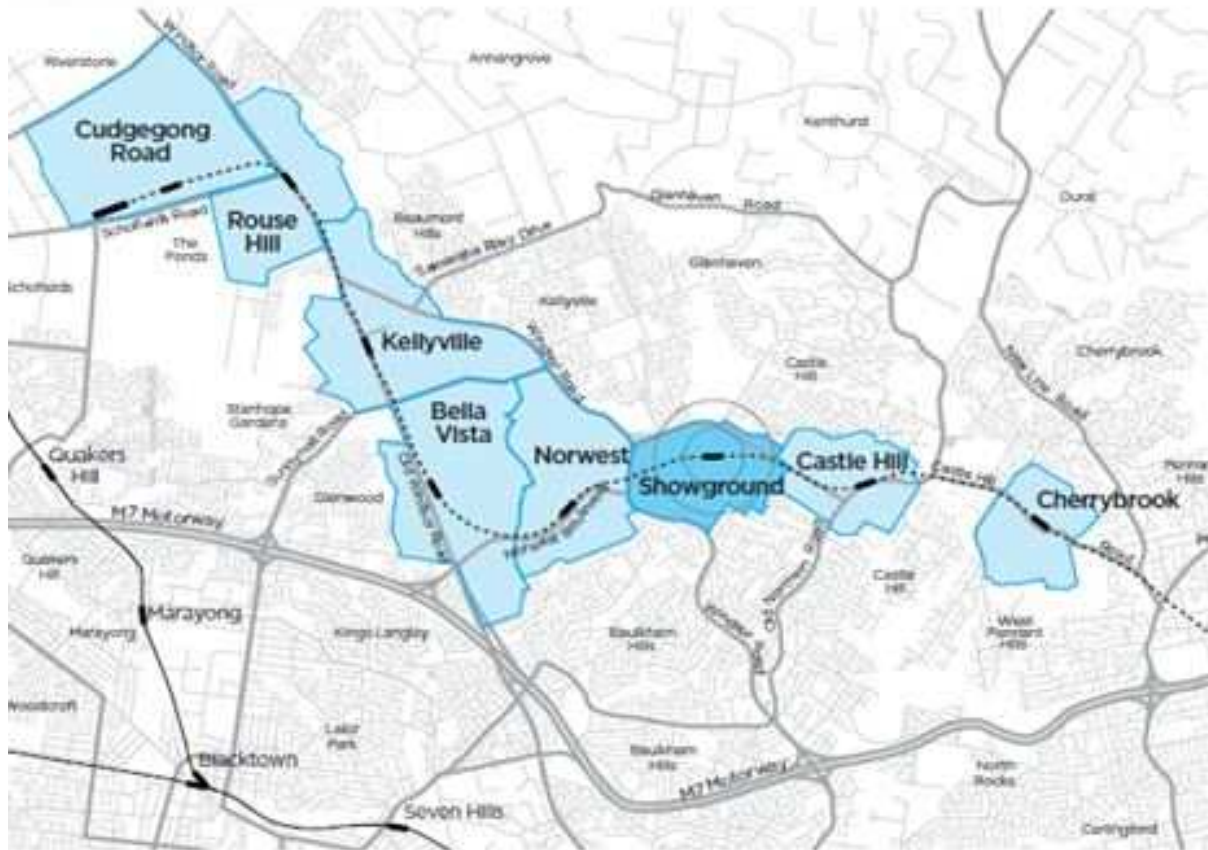
## 8.6 North West Rail Link – Corridor Strategy

The Corridor Strategy supported the planned Sydney Metro rail link and delivered strategic Structure Plans for the new stations. The aim was to engage the community and land owners, State and local Government agencies and identify visions for the precincts and establish frameworks for managing future land uses and key corridors (see Figure 43).

A focus was on the key policy of Transit Orientated Developments (TOD) established in the Metropolitan Plan and to deliver on the targets for a range of housing types within close proximity to train stations. The Showground Precinct was identified as a specialist centre in the strategy due to its proximity to existing civil infrastructure and land uses as well as the Castle Hill Business

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Centre. The latter contains a mixture of long-established commercial businesses, warehousing, bulky goods and light industrial uses.



**Figure 43: Sydney Metro North West Rail Link Map**

The following is summarised from the Corridor Strategy and reproduced below:

- The redevelopment of major land holdings adjacent to the station provides an opportunity to deliver a vibrant hub for the local area, which could include a mixture of apartments, retail, restaurants and potentially cultural facilities such as galleries and theatres and boutique office space within a pedestrian-orientated environment.
- TODs are generally mixed use communities within walking distance of a transit node that provide a range of residential, commercial, open space and public facilities in a way that makes it convenient and attractive to walk, cycle or use public transport for the majority of trips.
- Residential uplift is proposed within the Study Area primarily located within the area adjacent to the new station. The Structure Plan provides the opportunity for a range of higher density residential development within the mixed-use village. These buildings will benefit from access to the recreation space of the Showground, the green corridor of Cattai Creek, ground floor activity or retailing and restaurants and direct access to the station.

- New links are proposed in locations within the Study Area where they will enable intensification of the existing broad-grain road layout by enhancing connectivity and permeability. These links could be either pedestrian or vehicular connections and would be subject to detailed analysis.
- Drawing on existing significant vegetation and parks, a green network is proposed linking Cockayne Park, Castle Hill Showground and Fred Caterson Reserve. This link will become a significant pedestrian thoroughfare, linking the key attractions within the Study Area and will also provide significant habitat for wildlife within the Study Area.
- The redevelopment of sites within the Study Area and the establishment of a new station and transport interchange will provide significant opportunities to improve the Study Area's public domain.

The Strategy anticipated that 3,600 new dwellings could be delivered within the nominated medium density and high density residential areas. These consisted of 3 to 6 storey and 7 to 12 storey apartment developments. The Precinct was also projected as capable of delivering 7,700 new jobs in commercial, retail, bulky goods and industrial operations. In light of updated projections for the precinct these housing and employment targets have been revised to 5,000 new dwellings and 2,300 new jobs over the next 20 years.

The Showground Corp proposal aligns with the key principles and objectives in the Corridor Strategy. The Key Sites represent significant consolidated land holdings adjacent to the Showground Metro station and future town centre. It includes significant opportunities to deliver upgrades to the public domain, the bushland corridor along Cattai Creek, new centrally located parks and open space and improvements to the road hierarchy and movement networks.

The proposed modifications to LEP 2012 include a Key Sites clause supported by a VPA offer which will deliver these significant improvements to the public domain including the dedication of the Cattai Creek open space corridor, the central park, Middleton Walk and enhancement of the public road and broader movement networks.

The proposal offers a genuine opportunity to deliver a new vibrant, high quality, architecturally designed high density development on Key Sites to the south of the station. It offers a mix and diversity of apartment types, designs and layouts to accommodate a range of demographics and family structures. Conceptual apartment designs have demonstrated a willingness and commitment to activating streets at the lower building levels and significantly contribute to interfaces between the public and private domains.

## **8.7 The Hills Corridor Strategy**

The Hills Shire Council's Corridor Strategy was prepared to articulate Council's response to land use development around the 7 new metro stations over the next 20 years. The Strategy was also developed in response to the State Governments' North West Rail Link (NWRL) – Corridor Strategy

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and suggests alternative Structure Plans including variations to dwelling density targets, the extent of commercial and industrial zoning, parks and reserves and infrastructure.

The Hills Strategy identifies capacity for 25,984 new residents with additional growth opportunities for 15,698 dwellings across the precincts. The key message out of the strategy is that the estimated 25,894 new residents will increase the demand for public facilities such as playing fields, parks, community facilities and libraries beyond that which has been envisaged and planned for by the State Government agencies. For Showground, the strategy has forecasted an additional 4,803 dwellings will be required in the precinct by 2036 which is close to correlating with the 5,000 additional dwellings identified in the NWRL Corridor Strategy. Showground is identified as a high density living precinct with additional emphasis placed upon the need for future cultural and recreational opportunities including new schools, childcare centres, educational and multi-purpose community facilities.

The strategy incorporates a comprehensive breakdown of the projected population demographics. One of the most significant outputs is that the future housing will need to provide for 83% of the local population who reside in a traditional detached dwelling, including families and empty nesters. Therefore, it is the Council's preference that future apartments be designed to accommodate this majority demographic.

The strategy identifies that *“the State Government’s Corridor Strategy has raised developer and landowner expectations and will produce a population and development yield that exceeds the growth projected.”* In response, the strategy has established maximum density yields in an attempt to control and deliver stakeholder expectations.

The maximum densities recommended by the strategy are summarised in Table 14:

**Table 14 Dwelling Densities – Hills Corridor Strategy**

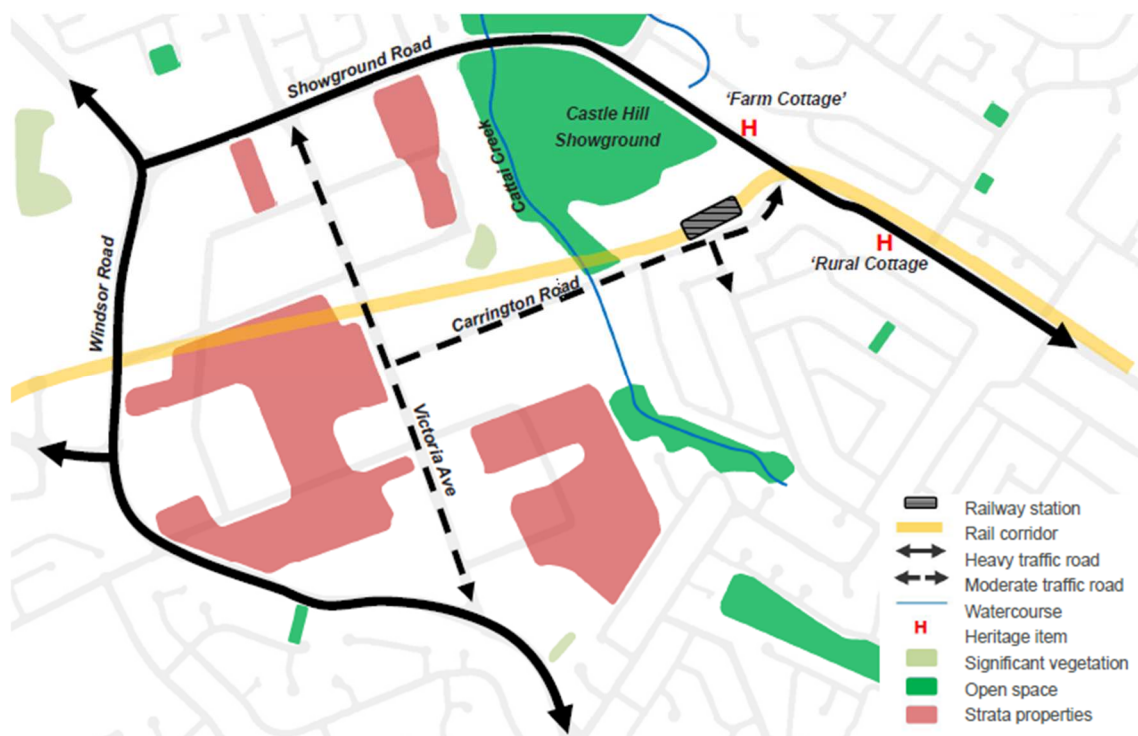
Dwelling Density	
Apartments: Dwellings per storey over 1 hectare	24 dwellings
Townhouses: Dwellings per hectares	4 dwellings
3 storey terraces	39 dwellings

Taking the apartment density as an example, based on a site area of 4,000m<sup>2</sup>, a six storey residential flat development which covers 30% of the site would achieve a desirable density of 144



apartments per hectare and a total GFA of 5,760 apartments. These yields are dramatically lower than those envisaged by Department in their Corridor Strategy and the Precinct Proposal FSR controls.

Importantly, given the land values of \$5,750 per square metre in the high density precinct, this development form is both unrealistic and will not be feasibly delivered.



**Figure 44: The Hills Corridor Strategy Alternative Structure Plan**

The Council's Alternative Structure Plan is provided in Figure 44. Some of the key differences between the Department's Structure Plan and Councils are noted as follows:

- Significantly lower dwelling densities across shorter built forms;
- Loss of the Cattai Creek open space link but an emphasis placed upon the need for investigations into further opportunities for open space;
- Identification of Middleton Avenue as a key moderate traffic thoroughfare; and
- Conclusion that properties won't likely be developed quickly given the land fragmentation and titling arrangements of certain parcels.

Whilst the Showground Corp proposal foresees vast differences between the envisaged and projected dwelling densities to that of the Hills Corridor Strategy, it does align with the opportunities and recommendations put forward in the document. The proposal is able to deliver the Cattai Creek open space corridor under a VPA which supports this planning proposal to the value of \$14.2 million. This corridor represents a significant contribution to open space which can be suitably embellished with

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improvement to the biodiversity values and riparian features of the creek together with a new shared pedestrian and cycle path connecting Cockayne Reserve to the station and town centre. Early dedication of this land to Council provides opportunities to plan and preserve this corridor ahead of new development.

Following more recent negotiations with Council, the proposal now includes a new 5,000m<sup>2</sup> central park and maintains its commitment to the Middleton Walk plaza and park which aligns with, and improves upon the movement network suggested in the Council's strategy and more recently reflected in the Draft DCP.

The proposal is also able to contribute road widening along the entire length of Middleton Avenue, to support the traffic movements and the densities envisaged. The Council's concerns surrounding traffic and poor urban design outcomes under the Department's proposal can be overcome through the immense public benefits to the road network captured under the planning proposal. Importantly, the Council's vision for a widened Middleton Avenue to support the increased traffic flows and pedestrian/cycle movements can be delivered by Showground Corp in accordance with the recommended Key Sites clause.

Additional community and educational facilities are also proposed to be offered under the proposal to address Council's concerns over the Precinct Proposal's lack of forward planning for such facilities. The incentives clause has been designed to capture public benefits, inclusive of childcare, educational and other community focussed uses at the lower levels of the future apartment buildings across the site.

The additional densities sought under the Showground Corp proposal represent a 25% increase above what is currently provided for under incentives in the LEP. This uplift is more than sufficiently supported by community infrastructure contributions that will support development of not only the Key Sites, but also the rest of the high density areas. Additionally, the marginal increases to densities sought under the proposal on the Key Sites will ensure the delivery of high quality architecturally designed towers that can be feasibly constructed by the developer.

### 8.8 North West Sector Bus Servicing Plan

In October 2009, the North West Sector Bus Servicing Plan was released. This defines the future long-term bus service needs for the North West Sector. The Servicing Plan includes a combination of:

- Regional bus routes: higher frequency services (every 15 minutes during weekday peaks and every 30 minutes off-peak) that run into the evening (hourly) and ensure 90 per cent of residents are within 800 metres of a service; and

- District bus routes: less frequent services (every 30 minutes during weekday peaks and every 60 minutes off-peak) that do not run into the evening. These routes should ensure that 90 per cent of residents are within 400 metres of a service.

It is anticipated that routes outlined in the Servicing Plan will be revised when passenger rail services at Castle Hill and Cherrybrook stations are introduced as part of the Sydney Metro North West Rail Link.

Notwithstanding this, the bus route connecting the precinct through to Parramatta is likely to be retained as part of the future Servicing Plan. The revised proposal enhances the Middleton Avenue road profile through the dedication of 5m of privately owned land along the entire length of Key Site 2 on the eastern side of the road. This dedication of land will enable the creation of the Middleton Avenue grand boulevard profile capable of accommodating the major bus route to Parramatta into the future.

### **8.9 Showground Precinct Proposal**

The Department's Showground Precinct Proposal was released in December 2015 and was informed by the preceding North West Rail Link - Corridor Strategy. The Precinct Proposal was prepared to guide redevelopment of sites around the Showground Station and mixed use town centre. The Precinct Proposal was a Draft Plan which included proposed maximum building heights and FSR controls to be integrated into The Hills LEP 2012.

The Proposal included a high level Structure Plan that identified opportunities for more homes and jobs to be located close to the rail infrastructure and a mix of housing types, neighbourhood shops and services to provide for the community's needs.

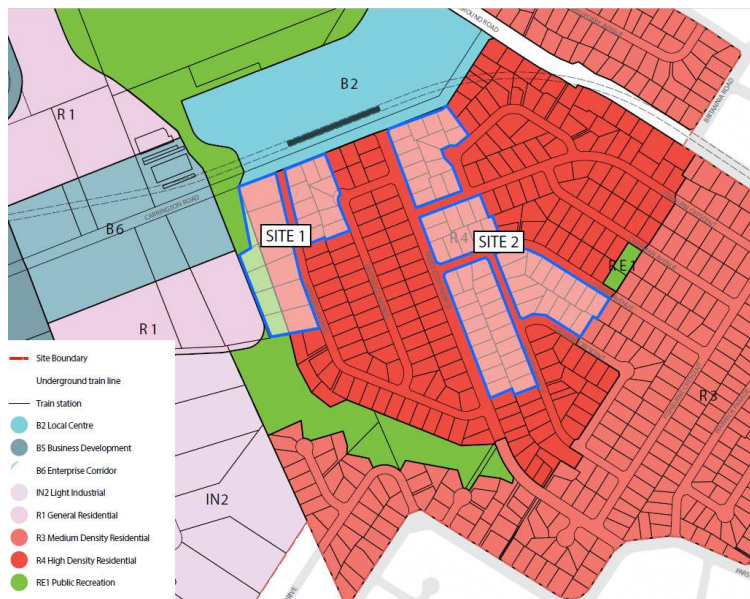
The vision for the Showground Precinct was identified as *"The Hills Cultural and Innovation Precinct"*. This was to be strengthened on the basis of the following projections and desirable outcomes:

- Approximately 5,000 new dwellings;
- Increased housing supply and choice;
- A walkable neighbourhood with convenient access to the station, jobs, shops, cafes and open space;
- 2,300 new jobs;
- Retention of existing employment areas and creation of a commercial spine along Carrington Road;
- Improvements to the Cattai Creek corridor with greater access and crossings;
- Local centre at the station to accommodate 5,000 to 10,000 square metres of shops and services;
- Improved connections for cyclists and pedestrians through the Precinct and improved public transport connections to the Station and employment areas; and

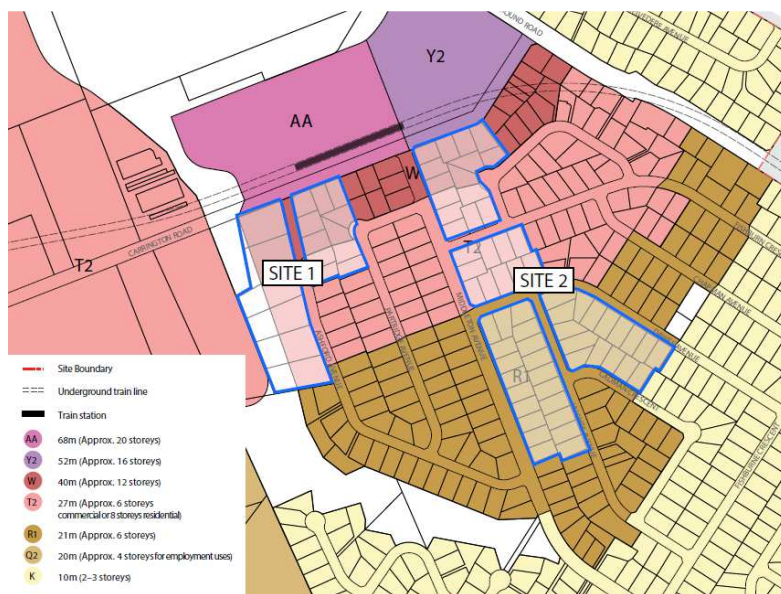
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- Promotion of stormwater management, water quality and energy efficiency together with preservation of ecological values within the Cattai Creek Corridor.

The Key Sites in the context of the Precinct Plan and DPE Height Map are demonstrated in Figures 45 and 46.



**Figure 45: Showground Precinct Plan**



**Figure 46: Building Heights under the Precinct Plan**

The following development standards were envisaged for the Key Sites under the Precinct Proposal:

#### **Key Site 1**

- A maximum building height across the northern portions of the site of 16 storeys is identified in the Precinct Plan shown in Figure 46 of the Precinct Proposal document. This maximum height aligns with the main principles of transit-orientated development which were emphasised in both the Precinct Proposal and the preceding Corridor Strategy.
- The proposed maximum building height controls in the DPE Proposal then nominates a maximum 6 to 12 storey building height towards the end of the document. This contradicts the Vision and transit-orientated development principles given the site's proximity to the station and town centre.
- The maximum 6 to 12 storey building heights also contradict the 2.3:1 and 3:1 FSR development controls identified across the site. As presented in the findings of the original Strategic Review there are substantial discrepancies between the proposed height and FSR controls.

#### **Key Site 2**

- A maximum envisaged building height of 16 storeys is identified in the Precinct Plan shown in the Precinct Proposal document and shown in Figure 46. This maximum height aligns with the main principles of transit-orientated development which were emphasised in both the Precinct Proposal and the preceding Corridor Strategy.
- The proposed maximum building height controls in the Department's Proposal then nominates a maximum 12 storey building height towards the end of the document applying to Key Site 2. This contradicts the Vision and transit-orientated development principles given the sites' proximity to the station and town centre.
- The maximum 12 storey building heights also contradict the 3:1 – 2.3:1 FSR development control identified across the sites. As presented in the findings of the Strategic Review there are substantial discrepancies between the proposed height and FSR controls.

The proposed Key Sites provisions allows for marginal gross floor area uplifts across the high density residential zone and align with the aims and Vision presented in the Precinct Proposal. The uplifts will contribute to delivery of transit-orientated developments close to the station and town centre, deliver a range of apartment types and ensure the projected residential densities are achieved. A walkable neighbourhood which concentrates densities creates convenience and provides easy access for all sectors of the community. Increased dwelling densities adjacent to the station, and within walking distance of major bus stops supports the growth of the local economy.

Table 15 on the following page summarises the key benefits and improved outcomes capable of being delivered under the planning proposal compared to the scheme developed by the Department under the Precinct Proposal.



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**Table 15 Key benefits and Improved Outcomes**

Showground Precinct Proposal	Key Sites Proposal – Key Benefits and Improved Outcomes
The Precinct Proposal sought to implement building heights which will significantly reduce dwelling yields, going against the principles of transit-orientated development.	Provision of transit-orientated developments close to the station will achieve residential densities required to support projected housing growth.
The Precinct Proposal sought to retain the existing suburban road network which is not considered adequate to support the transition to higher density living environments.	Ability to deliver improvements to the road hierarchy and movement networks through the implementation of incentives provisions. Under the proposal, road widening along Middleton Avenue and a number of other local streets can be ensured.
No recommendation for through-site links or alternative methods proposed to improve accessibility.	Provision of publicly accessible through-site links connecting open space, the station and the town centre.
<b>Key Site 1</b> RE1 zoning proposed to be applied to properties containing the Cattai Creek corridor. No recommendations for how these lands are to be acquired and/or dedicated to Council. No discussion surrounding how the biodiversity within the riparian corridor is to be improved or funded	Dedication of 6,555m <sup>2</sup> of open space to Council along the Cattai Creek corridor in the VPA.
<b>Key Site 2</b> Recommended a rezoning of the precinct south of Carrington Road to R4 High Density Residential to encourage the immediate delivery of the encouraged higher density living environment. Unfortunately, the development controls proposed have been evaluated and found to be prohibitive.	Guarantees the delivery of new apartments on the Key Sites within the short to medium term, ensuring an immediate return on the State Government's \$8.3 billion investment in the Sydney Metro North West.
Cannot deliver certainty around how existing residential properties could be amalgamated. Does not establish larger minimum lot sizes required to support the scale of residential flat	Guarantees the lot consolidation of existing residential properties in order to establish larger amalgamated sites, allowing for the orderly, master planning of Key Sites to deliver improved design and amenity outcomes.

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developments envisaged by the controls and zoning.

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The Precinct Proposal does not offer any guidance as to how high quality design schemes are to be achieved for Showground, relying only on the ADG and SEPP 65 principles. Interestingly, the Strategic Review and architectural schemes developed by the project team demonstrated that compliance with the ADG provisions could not be achieved on fragmented and undersized properties.

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Ability to produce higher standards of construction and finishing with incentives for marginal uplifts to densities on master planned, consolidated sites.

### **8.10 Hills Council Submission to DPE Precinct Plan 2017**

On 19 October 2017 an alternative plan for Showground prepared by Hills Council was uploaded to the DPE website. The supporting documentation included a proposed SEPP amendment with zoning, height, FSR and other control maps as well as a recommended Development Control Plan (DCP) and a Section 94 Contribution Plan.

In relation to the Key Sites, the Council's alternative plan recommended reduced heights and FSRs and increased building setbacks to Carrington Road, Middleton Avenue and Fishburn Crescent. The sites were shown affected by an incentives FSR provision which allowed increased GFAs where

- The developments demonstrated design excellence,
- Commitments to open space and community infrastructure were demonstrated; and
- Compliance with Council's apartment diversity provisions were achieved.

The Council's alternative plan reiterates the need for additional contributions to open space, an improved road hierarchy of local streets and streetscapes, community and utility infrastructure upgrades and better connectivity to support the envisaged 10,500 dwellings. The revised planning proposal delivers on these necessary infrastructure improvements in accordance with its Key Sites clause.

The Council's expectations for dwelling densities on the Key Sites is challenged by this proposal. Showground Corp are committed to delivering a diversity of apartment types that align in part with Council's visions for family-style apartments which were captured in clause 9.7 under Amendment 50 to the LEP. This new clause mandates that developments proposing additional FSR and building heights on consolidated master planned sites deliver up to 30% of all apartments as larger apartments. Specifically:

- At least 40% of all 2 bedroom dwellings are to comprise a minimum internal floor area of 110m<sup>2</sup>; and

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- At least 40% of all 3 bedroom dwellings are to comprise a minimum internal floor area of 135m<sup>2</sup>.

This requirement only applies to sites with an area of more than 10,000m<sup>2</sup> in the Showground Station precinct. The Department in their finalisation reports for the Kellyville and Bella Vista Planned Precincts confirmed that the larger apartment provisions recommended by The Hills Council in their earlier submission were not necessary in these precincts, and that adherence to SEPP 65 and the ADG apartment sizes was sufficient.

Whilst Showground Corp are committed to delivering a diversity of housing product, it is considered that strict compliance with clause 9.7 is likely to result in:

- A higher proportion of apartments that are unaffordable to many, and will therefore be difficult to on-sell; and
- A higher proportion of apartments that will contribute to lower building efficiencies and create issues in achieving compliance with other provisions in SEPP 65 and the ADG.

The commitments to community infrastructure upgrades will support the proposed densities and have been tested as suitable to cater for increased traffic movements and usability of open space in the form of new parks, through-site connections and the Cattai Creek Park.

### 8.11 The Hills Sustainable Communities Plan 2015-2016

The Hills Sustainable Communities Plan is a four-year strategic plan incorporating a resourcing strategy, annual operational plan, budgets and fees and charges. The plan was prepared in accordance with the Integrated Planning and Reporting Guidelines required the Division of Local Government.

The plan sets the strategic direction for The Hills Shire and is prepared to ensure Council has a clear direction for the allocation of resources and adequate levels of services and infrastructure to support the community. The plan establishes the following key priorities:

- **Community Safety and Wellbeing:** Issues of community safety require a diverse range of support and response from local services.
- **Community Access:** Access to community support services, information and resources is essential for building communities, and particularly important for those most vulnerable in the community.
- **Community Arts and Culture:** Supporting cultural and create activities is vital for communities to flourish. Nurturing opportunities to explore new experiences can help communities shape their identity and develop new ideas for the future.
- **Community Volunteering:** Volunteer development is an important part of strengthening communities.
- **Community Sport and Recreation:** Sporting activities and active lifestyles are important aspects of The Hills Shire community and assist in building and connecting communities.

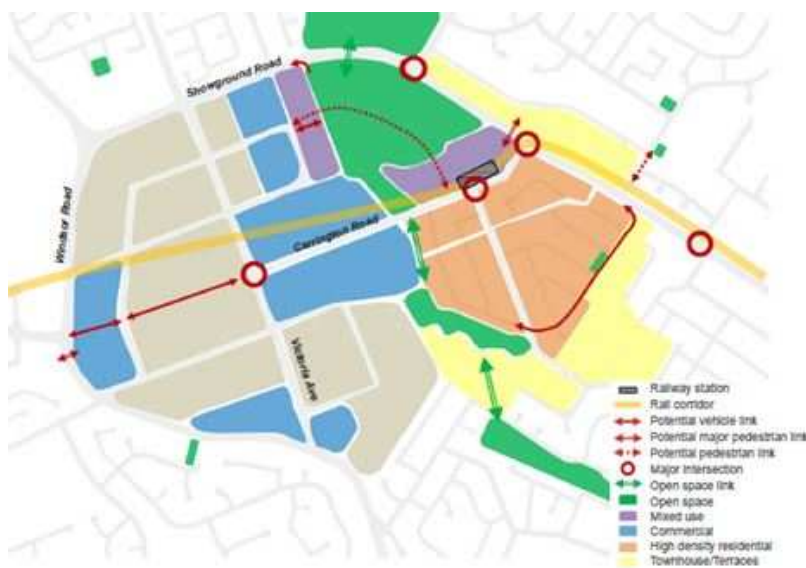
- **Community Hubs:** Community facilities provide important infrastructure for strengthening the community and providing support to local community groups and organisations.

The Sustainable Communities Plan 2015-2016 establishes an immediate program for the delivery of short-term community and social infrastructure. It does not directly extend to the corridor precincts. The underlying aims and strategic directions are clear. It is critical that with increased residential densities and new and unfamiliar built forms, the provision of community and social infrastructure is of prime importance.

The Key Sites provisions seek to deliver crucial community and social infrastructure for the Showground Precinct. Encouraging land consolidation to accommodate a whole site planning approach also offers direct opportunities to provide improved public domain and connections to passive and active recreation and open space.

## 8.12 The Hills Local Strategy

The Hills Shire local government area (LGA) finds itself at the centre of significant transition from historically semi-rural and suburban neighbourhood environments to consolidated higher density environments on the back of the new Metro North West Rail Link. By 2031, the shire will grow by approximately 100,000 people which will necessitate the construction of 36,000 new dwellings and provision of 47,000 additional jobs. In order to guide developments in response to this growth The Hills Local Strategy in association with a number of Strategic Directions were developed. The Local Strategy is a land use planning document aimed at guiding local planning in a manner which reflects the themes of the Hills 2026 Community Strategic Direction: *Look Towards the Future*.



**Figure 47: The Hills Local Strategy Structure Plan**

# Strategic Justification

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## 8.12.1 The Local Strategy

The aim of the Local Strategy is to “provide an overall strategic context for the planning and management of development and growth in the Shire to 2031.

The Local Strategy acknowledges the scale of strategic plans and policies undertaken by the State Government in support of the Sydney Metro North West. The strategy aligns with those target populations and provision of transit-orientated developments in close proximity to the rail corridor. It also acknowledges that Council’s LEP needs to be further revised and informed by the work being undertaken by the State in consultation with local stakeholders and the broader community.

The Key Sites proposal shares these aims and builds on the objectives of the Local Strategy. The planning proposal identifies the need to guide future high density housing so it positively contributes to the local area and helps the needs of a transitioning population. It is built on incentives for the redevelopment of Key Sites to ensure the development of enhanced environments and local infrastructure is realised and provided for the public benefit. It offers tangible solutions for guaranteeing improved urban design outcomes, positive contributions to local infrastructure and the natural and built environments.

## 8.12.2 The Residential Direction

The Residential Direction established a clear strategy for the future planning and management of residential development to achieve the projected additional dwellings targets set out by the State Government. The direction also addresses key housing issues such as special needs housing, affordability, sustainability, streetscape and residential character. Urban design and streetscape elements such as the integration of private developments with the public domain form a focus of this direction. Additionally, emphasis is placed upon the need to ensure the delivery of high quality, architecturally designed residential flat buildings which contribute to the visual amenity of areas across the R4 zones.

The Strategic Review and the supporting architectural concepts submitted with the original planning proposal, demonstrated how the implementation of incentives-based provisions in the LEP can better influence the integration of the private and public domains. The schemes developed by the project team produced high quality architecturally designed built forms which achieve good residential amenity through enhanced access to sunlight, natural ventilation and outlooks to the Cattai Creek corridor. In addition, the proposed provisions can deliver improvements to the movement network and produce quality high density environments adhering to industry recognised urban design principles.



### **8.12.3 The Waterways Direction**

The Waterways Direction was prepared to reflect Council's approach to the planning, protection, management and maintenance of the Shire's waterways. The direction covers targeted management strategies for stormwater, floodplains and natural waterways.

The Cattai Creek corridor is part of the broader Smalls Creek catchment and a focal point of the whole Corridor Strategy and the Showground Station precinct. With its existing biodiversity values as a habitat corridor for cited threatened species its management and preservation is identified as most important. This is reinforced by its future as a 'green corridor' accommodating pedestrian connections to the north.

The preservation and management of the Cattai Creek riparian corridor can be assured through early dedication of the RE1 zoned land in Key Site 1 for planned preservation ahead of development. The corridor is capable of being rehabilitated to improve the environmental functionality and biodiversity values. The dedication of the corridor represents a significant contribution in the form of a passive open space asset to be enjoyed by the community.

### **8.12.4 The Environment and Leisure Direction**

The Environment and Leisure Direction is a statement of Council's approach for the planning, protection and management of the Shire's environmental and leisure spaces. Its key directions and objectives include the protection and conservation of existing green spaces, improving the connectivity of environmentally sensitive leisure spaces and encouraging the creation of new public domain to support growing communities.

The proposed Key Sites provisions will offer opportunities to deliver direct public benefit. Under the proposal, the Cattai Creek open space corridor along the western edge of Key Site 1 is to be dedicated to Council as an important recreational asset. This dedication is valued at a saving to government of \$14.2 million which can be realised in the form of a VPA or by similar means.

Recent updates to the proposal have seen the provision of a new 5,000m<sup>2</sup> central park to be dedicated to Council as new public open space valued at over \$36 million together with the Middleton Walk plaza and Public Park.

The vision and outcomes of the proposal align with the objectives and directions of The Hills Environment and Leisure Direction in encouraging the creation of new public open space along Cattai Creek. This, in turn, will enhance and revitalise the biodiversity values of the corridor and contribute to the expansion of the local green grid in the Showground.

# Strategic Justification

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## 8.13 State Environmental Planning Policies

State Environmental Planning Policies (SEPPs) relevant to the PP:

- State Environmental Planning Policy No 19 – Bushland in Urban Areas (SEPP 19);
- State Environmental Planning Policy (Infrastructure) 2007 (Infrastructure SEPP);
- State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55); and
- State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development (SEPP 65).

### 8.13.1 SEPP 19 – Bushland in Urban Areas

The general aim of SEPP 19 is to protect and preserve bushland within urban areas including The Hills LGA. The specific aims of the policy are to:

- protect the remnants of plant communities which were once characteristic of land now within an urban area,
- retain bushland in parcels of a size and configuration which will enable the existing plant and animal communities to survive in the long term,
- protect rare and endangered flora and fauna species, habitats for native flora and fauna, wildlife corridors and vegetation links with other nearby bushland, bushland as a natural stabiliser of the soil surface and bushland for its scenic values, and to retain the unique visual identity of the landscape,
- protect significant geological features, existing landforms, such as natural drainage lines, watercourses and foreshores,
- protect archaeological relics,
- protect the recreational potential of bushland,
- protect the educational potential of bushland,
- maintain bushland in locations which are readily accessible to the community, and
- Promote the management of bushland in a manner which protects and enhances the quality of the bushland and facilitates public enjoyment of the bushland compatible with its conservation.

The proposal is consistent with SEPP 19 in that it encourages the rehabilitation of 6,555m<sup>2</sup> of native vegetation communities within the Cattai Creek riparian corridor. The proposal does not involve the removal of any Sydney Turpentine Ironbark Forest or Shale Sandstone Transition Forest vegetation communities including isolated trees within existing and future residential areas. Nor does it involve the removal of any threatened plant population.

### 8.13.2 SEPP – Infrastructure 2007

The Infrastructure SEPP includes provisions to guide the delivery and control of developments in and around public utility infrastructure and other community facilities. Any future redevelopment of the Key Sites in close proximity to utility infrastructure including predominantly mains sewer, electricity and communications will need to be referred to, and considered by the relevant authorities.

### **8.13.3 SEPP No. 55 – Remediation of Land**

A Preliminary Site Investigation was prepared by JBS&G Environmental in support of the Department's Precinct Proposal. Based on the results of the investigation, there is limited potential for subsurface contamination to be present on the Key Sites. Based on observations the potential for widespread contamination is unlikely, with the possible exception of asbestos and minor areas of easily remediated environmental concern. Further consideration and assessment of contamination impacts will need to occur at the development application stage.

### **8.13.4 SEPP No. 65 – Design Quality of Residential Apartment Development**

SEPP 65 applies to all new residential flat buildings across NSW. The detailed design of future residential buildings will be subject to assessment against the provisions of SEPP 65 and the design guidelines as part of any development application process.

The indicative architectural concepts prepared by the project team have had regard to the rules of thumb set out in the design guidelines, in particular:

- Buildings have been orientated and sited to achieve compliant solar access and natural ventilation;
- Buildings adhere to the minimum requirements for separation, communal and private open space, landscape and deep soil zone areas;
- Floor plates, floor to ceiling heights, room dimensions and apartment areas adhere to the minimum requirements;
- A sufficient mix of apartment types, styles and layouts have been contemplated and is capable of being provided;
- Requirements around minimum internal apartment areas and balconies / terraces have been achieved; and
- Setbacks respond to Council's minimum requirements and upper level building recesses have been designed in accordance with the design guidelines.

### **8.14 Section 117 Directions**

The following section 117 Directions are relevant to the PP:

#### **Direction 3.1 Residential Zones**

The objectives of this direction are:

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

# Strategic Justification

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The future developments across the high density living precinct will consist of residential flat buildings up to 12 storeys in height under the current LEP standards. These developments will need to accommodate a range of apartment types, styles and layouts to suitably accommodate all facets of the local community, including those future populations likely to reside in the precinct.

The site is suitable for the dwelling densities envisaged under the planning proposal given the availability of sound utility infrastructure and the proximity to excellent public transportation services in the form of the new Metro station and bus stops.

The intent of the proposal is to strike an appropriate balance between increased dwelling densities and the assurance of improvements to the public domain and high quality design outcomes. The proposal has been designed to accommodate a substantial diversity of apartment types including those targeted towards families.

Through the commitments outlined in the Showground Corp VPA offer new housing in the precinct will be provided with sufficient access to infrastructure and services including new open space, improved road and movement networks and additional social infrastructure components.

## **Direction 3.4 Integrating Land Use and Transport**

The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:

- improving access to housing, jobs and services by walking, cycling and public transport, and
- increasing the choice of available public transport and reducing dependence on cars, and
- reducing travel demand including the number of trips generated by development and the distance travelled, especially by car, and
- supporting the efficient use and viable operation of public transport services; and
- providing for the efficient movement of freight.

The Key Sites are well positioned to take full advantage of the Showground Metro station and Sydney Metro North West rail link which is currently under construction to the north on the opposite side of Carrington Road. The sites are also currently well serviced by local and regional bus services which connect the area with surrounding centres. The future residential flat building developments on the Key Sites will be representative of good examples of TOD.



**Figure 48: Artists Impression of Northern Through-Site Link from Partridge Avenue**

The local street network will be the subject of upgrades as identified in the Department’s Precinct Proposal and supporting Transport Plan. However, the local road network is unlikely to be capable of adequately supporting the residential densities envisaged in the Precinct. This issue has long been identified by Council and the release of their Draft DCP in December 2017 included provisions requiring the dedication of certain road frontages to the making good of widened streets in line with new developments. Unfortunately, the viability of these controls is yet to be truly tested and unlikely to be provided in connection with new developments on smaller sites.

The Showground Corp Key Sites can ensure the necessary improvements to road profiles and the surrounding local movement network due to their scale, but only where the proposed density increases are supported. Figure 48 above demonstrates the improved connectivity proposed to connect pedestrians and cyclists to the Metro Station and Showground Centre.

#### **Direction 4.3 Flood Prone Land**

The objectives of this direction are:

- to ensure that development of flood prone land is consistent with the NSW Government’s Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005, and
- to ensure that the provisions of an LEP on flood prone land is commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land.



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The extent of Key Site 1 impacted by flooding is contained to the riparian corridor which has been clearly identified in the Riparian Assessment prepared by Cardno at **Appendix E**. The planning proposal does not propose to alter or affect the minimal flood prone areas of the site.

### **Direction 6.1 Approval and Referral Requirements**

The objective of this direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development.

The planning proposal aligns with the objective for this direction in that the proposed Key Sites clauses' inclusion in LEP 2012 will allow for the efficient and orderly assessment of future applications. The subject clause has been structured under direction from Hills Council's strategic planners.

### **Direction 7.1 Implementation of a Plan for Growing Sydney**

The objective of this direction is to give legal effect to the planning principles, directions, and priorities for subregions, strategic centres and transport gateways contained in *A Plan for Growing Sydney*.

The Key Sites proposal is consistent with the principles, directions and priorities in *A Plan for Growing Sydney*, and subsequently, the newly released Greater Sydney Region Plan assessed previously in this chapter. The proposal contributes to the creation of a liveable city for communities that delivers a high quality residential environment with excellent connectivity to public transport, centres and jobs. The proposal leverages on the sites' close proximity to new government funded transport infrastructure and seeks to deliver improved community infrastructure and upgrades to support the envisaged densities and create great places. The proposal creates additional open space and improved public domain to contribute to a sense of place for future residents and the creation of a connected green grid through the Showground Precinct.

The proponent is committed to delivering a range of dwelling types to improve housing choice and affordability in the new precinct. They are also committed to providing 15% of all dwelling stock as affordable housing; a 5% dedication above the maximum targets established by the Central City District Plan and Region Plan.

### **Direction 7.4 Implementation of North West Priority Growth Area Land Use and Infrastructure Plan**

The objective of this direction is to ensure development within the North West Priority Growth Area (PGA) is consistent with the North West Priority Growth Area Land Use and Infrastructure Strategy (the Strategy).

As discussed earlier in this section the proposal accords directly with the North West PGA Land Use and Infrastructure Plan in that it:

- Seeks to deliver new high density housing in close proximity to the new Showground Metro Station, contributing a direct return on government's \$8.3 billion investment;
- Strives to deliver multiple improvements to the public domain, community and social infrastructure to support the envisaged densities in the precinct and in return deliver marginal uplift for the Key Sites;
- Contributes directly to the delivery and improvement of connections, road hierarchy, the public domain and open space / green grid network in the precinct; and
- Demonstrates the ability to produce architectural design excellence and heightened residential amenity, both internally and external to the built form throughout the precinct.

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## 9. ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACT

## 9.1 Introduction

This section addresses the environmental assessment of the revised proposal in respect to the relevant matters for consideration under Section 3.3(1) of the Environmental Planning and Assessment Act, 1979. The environmental assessment draws on the original Strategic Review, which justifies the configuration of the preferred scheme and the amendments proposed.

The following factors have been considered in this section:

- Biodiversity;
- Transport and Access;
- Riparian Assessment;
- Services and Utilities;
- Heritage;
- Social Planning; and
- Economic Impact.

## 9.2 Biodiversity

The Department's Showground Precinct Proposal was supported by a Biodiversity Assessment prepared by Ecological Australia. The assessment included:

- An analysis of ecological values and identification and mapping of areas of high, moderate and low ecological values Shale Sandstone Transition Forest (SSTF); Sydney Turpentine-Ironbark Forest (STIF) and Sydney Sandstone Gully Forest (SSGF) across the precinct;
- Consideration of the Showground Precinct Structure Plan's potential impact on existing native flora and fauna, their respective habitats, and identified threatened species, vulnerable species and ecological communities; and
- An overview of the preferred and possible conservation strategies for the site and how these will mitigate the impacts of the development.

The Key Site 1 properties along the western side of Ashford Avenue were identified as containing SSGF which provides an important vegetated corridor and habitat for the Eastern Bent-wing Bat. These areas of SSGF were identified as having high ecological retention value, but the report noted the vegetation was in declining health.

The Structure Plan prepared in support of the Precinct Proposal identified this corridor as a retained green corridor extending from Cockayne Reserve northward towards the station along Cattai Creek. The lands are now zoned RE1 Public Recreation and can be suitably managed following transfer to public ownership. The Showground Corp proposal recognises the long term biodiversity significance of the corridor and seeks to dedicate the RE1 lands to create the Cattai Creek Park ahead of the opening of the Metro station and developments in the precinct. This early dedication allows for immediate planning around the design and preservation of this recreational corridor by Council.

# Environmental, Social and Economic Impact

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Key Site 2 does not contain any significant vegetation communities or threatened species habitat, and therefore the future development of this site will not have adverse impacts to significant biodiversity. Where large eucalyptus trees and the like exist in good health across the Key Sites these will be maintained and designed around where considered feasible as part of future development.

## 9.3 Riparian Assessment

A Cattai Creek Riparian Assessment was prepared by Cardno in support of the original planning proposal and is included at **Appendix E**. The original assessment determined the riparian protection zone for Cattai Creek in relation to conceptual development footprints examined over Key Site 1. The top of bank is measured as 8m from the centre line of the creek which occurs across the western portions of Key Site 1.

The architectural schemes prepared by the project design team have adopted the centre of the creek and riparian extent before producing the indicative building envelopes sought. The planning proposal as revised has maintained the riparian corridor, and therefore, Key Site 1 can be developed without adversely affecting the environmental functions of Cattai Creek.

## 9.4 Access and Transport

A Transport Assessment Report prepared by The Transport Planning Partnership Pty Ltd (TPPP) was commissioned in support of the original planning proposal. An updated report has been commissioned in support of the revised proposal for the Key Sites (see **Appendix F**).

Redevelopment of the Key Sites can transform Middleton Avenue into a Grand Boulevard and improve the streetscape of a number of other local streets through road widening, traffic treatments, landscaping and on-street car parking. Contributions to the widening of Middleton Avenue will provide for the creation of a new main spine road to support the functionality of the precinct traffic and movement networks.

The updated Traffic Assessment Report undertook the following:

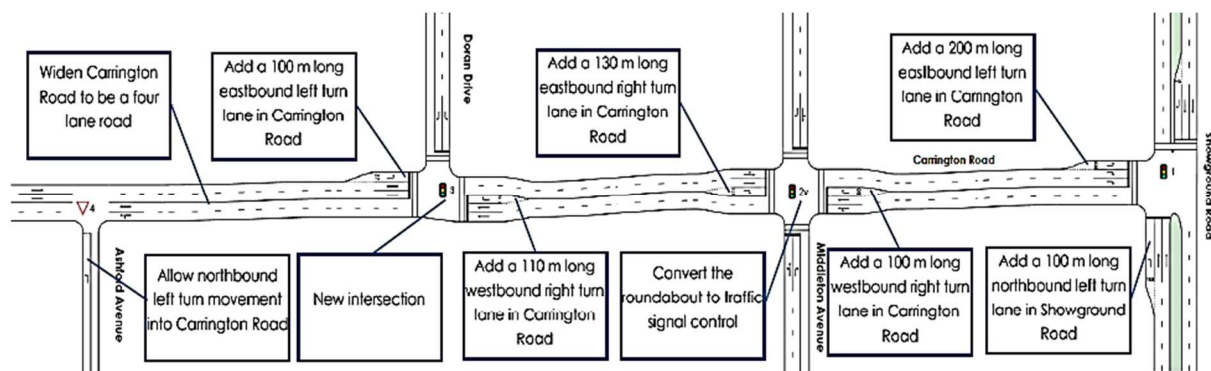
- Reviewed the built form schemes proposed with consideration to parking requirements and implications for traffic generation;
- Considered improvements to road cross-section profiles to achieve the Grand Boulevard along Middleton Avenue called for in the Strategic Review;
- Commented on the provision of parking to support the increased residential densities proposed on the site; and
- Analysed the differences between the PP's road improvements and the local street hierarchy under the Departments' Precinct Proposal and Structure Plan.



The SIDRA modelling undertaken as part of the assessment confirmed that the traffic generated by the additional densities proposed under the Key Sites incentives provisions would not detrimentally impact upon the operation of the future road network. The future road network required to service the densities envisaged in the Department's Precinct Proposal will necessitate:

- Widening of Carrington Road
- Widening of Middleton Avenue
- New signalised intersection at Middleton Avenue and Carrington Road
- New signalised intersection at Dooran Drive and Carrington Road
- New priority intersection upgrade at Ashford Avenue and Carrington Road
- Construction of new slip and turning lanes / bays.

Figure 49 summarises the extent of necessary future upgrades to the local road network. The additional apartments proposed under the Key Sites incentives will not necessitate further upgrades given the negligible impact to peak hour traffic volumes.



**Figure 49: Future Upgrades to Showground Precinct Road Network**

The TTPP assessment made the following conclusions:

- Traffic capacity analysis indicates that the proposed future development uplift is not expected to create any adverse traffic impacts relative to the traffic conditions arising from the redevelopment of the Showground Station precinct.
- In terms of car and bicycle parking provision, it is recommended that these be provided in accordance with the provisional rates set out in the Showground Station precinct Planning Report and Council's DCP.

## 9.5 Services and Utilities

An Infrastructure Services Assessment prepared by AECOM (July 2014) as part of the Priority Precincts work supporting the Corridor Strategy, assessed the provision of utility service infrastructure to support higher residential densities in the Showground Precinct.

A summary of the investigation's findings and conclusions for the following is provided below:

# Environmental, Social and Economic Impact

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- Sewer services;
- Stormwater services;
- Potable water services;
- Electricity services; and
- Telecommunications.

## 9.5.1 Sewer Services

Future developments will connect to the existing sewer main infrastructure without significant upgrades. The existing Sydney Water sewer network has a high level of capacity to support future development, via an existing carrier mains situated within the Carrington Road and Showground Road corridors. Existing sewer main infrastructure is also located within the Cattai Creek corridor where it intersects Carrington Road, serving as a possible lead-in connection point for future development.

## 9.5.2 Stormwater Services

The existing public stormwater system was identified as having high capacity to accommodate future high density developments, including stormwater infrastructure established within the creek corridor under Carrington Road and within the Cockayne Reserve.

Future developments will incorporate a comprehensive stormwater management system designed and constructed in accordance with Council's local standards and the Upper Parramatta River Catchment Trust handbook. The system will need to include on-site detention and rainwater reuse tanks. Additional treatment and water quality measures in the form of on-site bio-swales or similar may also be appropriate given the sites' proximities to the Cattai Creek and riparian lands.

## 9.5.3 Potable Water

A further detailed investigation of the existing potable water services in the precinct is required. No recycled water utility services existed in the area or immediate surrounds. It is likely that significant investments will need to be made to upgrade local capacities. Future developments in the precinct will likely be dependent upon these upgrade works being undertaken by Sydney Water. Additional augmentation and pipe upgrading of the potable water services will be required for future high density residential developments. On-site stormwater reuse will be required by BASIX and DCP controls will guide development in the precinct.

## 9.5.4 Electricity Services

Endeavour Energy is the local electricity authority in the area. A variety of both above and below ground electricity mains currently services the precinct. The existing capacities of the services in the area will need to be upgraded with services located undergrounded to support future large scale development.

### 9.5.5 Telecommunications

Telstra has historically been the primary telecommunications service provider in the precinct however the NBN is currently rolling out their high-speed broadband network across the North Western sub-region and will be the future provider for new development.

### 9.6 Heritage

GML Heritage Consultants were engaged by the Department to prepare Indigenous and Non-Indigenous Heritage Assessments of heritage items and significance in support of the Precinct Proposal. Whilst the reports identified a select few items of Indigenous heritage in and around the Showground, no items or places of significance were identified in the vicinity of the Key Sites.

The scale and form of the development envisaged as part of the proposal will not adversely impact upon any known heritage items or place.

### 9.7 Social Planning

The Showground Corp Alternative Structure Plan included significant improvements to the movement network, and an enhanced public open space corridor inclusive of publicly accessible through-site links. These urban design opportunities will significantly improve both the public and private domains of a higher density environment.

The following design concepts will positively contribute and enhance the liveable environments:

- Residential flat buildings achieving design excellence with site specific architectural responses, exceeding those minimum requirements of SEPP 65 and the ADG.
- Providing new open space located centrally within the precinct to provide future residents with opportunities for recreation and leisure.
- Delivering additional dwelling yields above those originally projected under the Precinct Proposal and recent rezoning to ensure a suitable supply of housing is provided to support the growing community, particularly one which is centred on the Sydney Metro North West rail link.
- Residential apartments designed to maximise solar access, cross ventilation and outlooks to the open space corridor, new parks and streetscapes.
- Strong urban forms within a landscape setting.
- Minimum 55% of the site area as landscaped open space and deep soil zones.
- Publicly-accessible through-site links suitable for pedestrians and bicycles that connect the public street network through to the open space corridor and beyond.
- High internal and external amenity standards, and
- Accommodation diversity to suite a variety of lifestyles, including a proportion of family-style apartments.

# Environmental, Social and Economic Impact

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Additionally, best practice safety by design principles have been considered in the proposals developed for the Key Sites.

Broadly this includes:

- Orientating habitable areas and private open space areas to overlook internal communal open space and landscaped areas as well as the public domain i.e. the public street network and open space corridor;
- Providing clearly defined and accessible entries to the street;
- Creating a street interface which encourages social interaction;
- Providing internal and external communal open spaces for social interaction;
- Delivering clear lines of sight through and across the different areas of the site; and
- Avoidance of hidden or concealed areas.

The design principles and the concept developed for the Key Site will ensure a safe, interactive and accommodative environment is produced which will present enormous social benefits.

The proposal also now includes a **\$5 million** cash contribution to the State Government in a separate VPA towards the provision of a new local school; a significant piece of social infrastructure required to support the future growth of the precinct.

## 9.8 Economic Impact

The Showground Corp proposal strikes a logical and viable balance between the delivery of higher residential densities, the highest standards in construction of product and building finishes and the realisation of significant improvements to the public domain including road widening, profile treatments and landscaping, through-site links as well as dedication of privately held lands for the creation of new parks. The planning proposal also includes a significant contribution to an affordable housing scheme for the precinct which seeks to offer 15% of all new dwellings across the Showground Corp Key Sites as affordable housing for first home buyers, key workers and community housing providers.

The centralising of higher residential densities in close proximity to the station is an excellent example of transit-orientated development which has been the central focus of preceding Government strategies. Such proposals form the backbone of the Departments' Priority Precincts and the Corridor Strategy on the basis that they deliver walkable neighbourhoods which reduce the dependency on private transport use. Additionally, transit-orientated development of the scale proposed represents a strong return on the NSW State Governments' \$8.3 billion investment in the Metro North West Rail infrastructure project.

The Showground Corp development is estimated at \$3 billion in nominal terms which is inclusive of supportive civil works and infrastructure upgrades. These direct inputs are representative of significant

contributions at a local level which will drive opportunities for employment and the growth of the local economy in the longer term. The scale of the construction project will also result in positive direct economic impacts for local retail and commercial businesses in the Castle Hill Business Centre for many years to come. The increased residential densities under the proposal will provide local housing stock to support the ongoing viability and growth of the future Showground town centre comprising new retail and commercial businesses. The increased housing stock in close proximity to the established and future services and infrastructure will also encourage job growth within the established Castle Hill Business Centre and the Norwest Business Park.

The affordable housing component will have positive outputs for first home buyers and local key workers who require affordable housing in close proximity to essential services, jobs and infrastructure. It is the objective of Showground Corp to ensure a majority of people living in the Key Sites developments are owners and long term renters which is produced on the back of affordability, a genuine connect to place and a desirability to live in the area.

The improved urban design outcomes can be achieved at no cost to government for the Key Sites. The proposal dedicates over \$27 million worth of road widening representing a significant saving to government. The proposal will also dedicate the privately owned Cattai Creek corridor lands at no cost, a new 5,000m<sup>2</sup> central park and over 3,500m<sup>2</sup> to create the Middleton Walk. This combined open space offering represents a saving in Section 94 contributions of over \$73 million.

The planning proposal can deliver significant opportunities and benefits to the community and government which cannot be realised under the current planning frameworks, or matched by any other developer in the precinct.

Broadly, these include:

- Assurance of maintained biodiversity values and health of the SSGF vegetation community in the RE1 lands within Cattai Creek corridor;
- Improvement and protection of the riparian functions and ecosystem of the Cattai Creek corridor;
- An enhanced road hierarchy and movement network realised through the dedication of privately owned land as public road widening;
- Significant contributions of dedicated lands to create new local parks;
- Improvements to local utility service infrastructure as part of the redevelopment of Key Sites;
- Improved housing affordability, a comprehensive mix of apartment types to meet the needs of the diverse community, in particular family-style apartments and housing for key workers and first home buyers;
- High standards of construction and residential amenity, producing quality high density living environments which are connected, sustainable and environmentally sensitive;
- Safer high density living environments that adhere to and recognise CPTED principles;



## Environmental, Social and Economic Impact

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- Growth of established retail and commercial businesses in the area and the creation of additional supportive retail opportunities;
- A solid population base to drive growth of a new mixed use town centre at the station; and
- Widespread benefits to the community at no additional cost to government.

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## 10. CONCLUSION

## Conclusion

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This report is submitted to The Hills Shire Council to update Showground Corp's original PP, 3/2017/PLP lodged in November 2016. This is the third reiteration of the report following revisions to the original proposal submitted to Council for consideration in November 2017. The Showground Corp planning proposal and accompanying VPA offer has evolved following ongoing consultation and collaboration between the Showground Corp team or architects, urban designers and planners with Council's Forward Planning Team, the Department and the GSC.

This final report is provided to Council to consider proceeding with the proposed Key Sites Amendment to Part 9 of The Hills LEP 2012 for a Gateway determination.

The proposed Key Sites clause and offer to enter into a VPA will deliver the following community benefits:

- Affordable housing for key workers, first home buyers and community housing providers, with 15% (approximately 450 apartments) designated for reduced sale and rental rates.
- Improved road hierarchy, street porosity and proportions between streets and buildings delivered through localised road widening along Middleton Avenue, and a number of other local streets to the value of over \$27 million. The proposal has included acquisition of additional properties along the length of Middleton Avenue to guarantee the delivery of a new Grand Boulevard between Ashford Avenue and Carrington Road. A \$5 million cash contribution is also proposed to be gifted to Council for the reconstruction works associated with the road widening.
- \$5 million towards the provision / creation of a new local school to be negotiated in a separate VPA with the State Government.
- 6,555m<sup>2</sup> of privately held RE1 zoned lands to be dedicated to the Cattai Creek Park, a Section 94 saving of \$14.2 million to Council ahead of developments in the precinct.
- Dedication of R4 zoned lands to create a new 5,000m<sup>2</sup> central park and over 3,000m<sup>2</sup> to create the Middleton Walk public plaza and park, valued at over \$59 million. This includes an offer to purchase a small section of Sexton Avenue to be negotiated with Council.
- Through-site linkages for pedestrians and cyclists to enhance the precinct's alternative transport network with a nominal land value of over \$41 million.
- High quality residential flat developments on master planned sites with enhanced residential amenity. This is to be guaranteed through the demonstration of design excellence, sustainability and apartment diversity as part of future development applications.

Collectively, the Showground Corp VPA offer includes over **\$150 million** in savings to Government and improvements to support the site-specific density uplifts sought.

A comprehensive Strategic Review led by AJ+C and the appointed architects has guided the design of improved built forms, a road hierarchy of connected streets and through-site links, open space in the form of new parks and treatments of the public domain. The proposal demonstrates what can be feasibly offered by Showground Corp to create the cultural and innovation district for The Hills.

The proposal aligns with the key directions, priorities and principles in the GSC's Greater Sydney Region Plan and the Central City District Plan. It also aligns with the shared visions in the respective Corridor Strategies of the Council and the Department to facilitate walkable, high quality residential developments that are sufficiently supported by new community and social infrastructure to match the envisaged population growth. It contributes to the creation of a highly liveable, sustainable and productive centre that is able to contribute positively to the public domain, community and social infrastructure in the precinct in return for marginal uplift to densities under a new Key Sites incentives provision.



**Figure 50: View of Key Site 2 Carrington Road**

An Amendment to LEP 2012 to include the Key Sites provision would yield significant results and improvements for the precinct ahead of future developments. The changes would ensure delivery of the precinct's public domain improvements and Showground Corp's affordable housing vision. The proposed Key Sites clause produced below has been revised following ongoing consultation with Council's Forward Planning Team and aligns with the shared visions for the future of the precinct:

## **9.9 Key Sites in the Showground Precinct**

### **1) Objectives**

- i) To support design-led, master planned outcomes on consolidated key sites in the Showground Precinct;

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- j) To deliver improvements to community infrastructure, the public domain and ensure high quality residential amenity.
- k) To promote built forms, landscaped settings and high quality public domain that responds to, and is commensurate with the capacity of existing and planned infrastructure in the precinct and aligns with the intrinsic character of the garden shire.
- l) To permit incentive height and floor space ratio controls where buildings exhibit high standards of architectural design excellence and provide affordable housing.

### **2) Land to which this clause applies**

This clause applies to the key sites in the Showground Precinct identified on Key Sites Map 16.

### **3) Affordable housing and community infrastructure**

Consent to development may be granted under (4) and (5) where the development application provides community infrastructure and affordable housing.

***Note:** For the purposes of this clause 'community infrastructure' means development the likes of recreational areas, community / educational facilities, improvement works to the public domain and road widening. Additionally, 'affordable housing' means housing leased or sold to first home buyers, people with a disability and local key workers.*

### **4) Gross Floor Area**

- e) The consent authority may consent to development for a residential flat building or shop top housing on Key Site 1 with a total gross floor area of not more than 114,000m<sup>2</sup> where considered as part of a single concept development application.
- f) The consent authority may consent to development for a residential flat building or shop top housing on Key Site 2 with a total gross floor area of not more than 190,000m<sup>2</sup> where considered as part of a single concept development application.

### **5) Incentives Heights and Floor Space Ratios**

The consent authority may granted consent to development carried out in accordance with (3) and (4) above where the development complies with the incentives building height and floor space ratios shown on the Key Sites Incentives FSR Map 16 and Key Sites Incentives Building Height Map 16.

The population growth resulting from the Sydney Metro North West rail line can be accommodated in the precinct. The proposal's improvements to the local road and open space networks will alleviate pressures on local infrastructure associated with the projected population increase, including those marginal increases now sought on the Showground Corp Key Sites. These improvements, on the scale proposed can only be delivered by Showground Corp at a substantial cost saving to government in time for the opening of the Showground Metro station in 2019.



The Showground Corp proposal provides necessary and desirable public improvements that ensure the Department's and Council's Vision for the Showground Station precinct is achieved. We strongly urge Council and the Department to support the proposed Amendment to the LEP and continue in their negotiations with Showground Corp to formalise the VPAs.

## Conclusion

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## Appendices

**Appendix A.** AJ+C Strategic Review

**Appendix B.** Urban Design Report (Tony Owen Partners) Key Site 1

**Appendix C.** Urban Design Report (Stanisic Architects) Key Site 2

**Appendix D.** Urban Design Report (Aleksandar Design Group) Key Site 2

**Appendix E.** Riparian Assessment

**Appendix F.** Traffic Impact Assessment

**Appendix G.** Landscape Concept

**Appendix H.** Detailed Site Surveys

**Appendix I.** Proposed LEP Maps

**Appendix J.** Responses to Council Assessment & Comments

**Appendix K.** Precinct Maps and Shadow Diagrams

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