

**Chapman Gardens
16 – 26 Chapman Avenue & 17 – 27 Dawes Avenue**

Castle Hill
The Hills Draft Development Control Plan 2017



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1.0 Introduction

1.1 Name of this document

This Section of the DCP must be read in conjunction with Part A – Introduction of The Hills DCP 2012.

This Section of the DCP has been prepared to guide future residential development on the site at 16-26 Chapman Avenue and 17 – 27 Dawes Avenue (subject site) in The Hills Shire, and is to be referred to as “The Hills Development Control Plan 2012 Part D Section 19 – 16-26 Chapman Avenue & 17-27 Dawes Avenue”.

1.2 Land to which this section of the DCP applies

This DCP applies to the area outlined in red on land at 16-26 Chapman Avenue & 17-27 Dawes Avenue as shown in **Figure 1 – Land to which the DCP applies**.



 The Site

Figure 1: Land to which the DCP applies

The site is comprised of 12 properties and legally identified as the following:

- Lot 33 DP 246981
- Lot 32 DP 246981
- Lot 3 DP 583999
- Lot 128 DP 250610
- Lot 127 DP 250610
- Lot 126 DP 250610
- Lot 18 DP 255722
- Lot 19 DP 255722

- Lot 20 DP 255722
- Lot 21 DP 255722
- Lot 22 DP 255722
- Lot 23 DP 255722

1.3 Structure of this Section of the DCP

The DCP provides a performance framework in which to enable consideration of a development application on its merits. To facilitate performance based assessment, the DCP has three (3) key parts:

1. Vision and principles;
2. Objectives and desired future character; and
3. Controls.

1.3.1 Vision and Principles

The vision and principles represent the outcomes that must be achieved for the site.

1.3.2 Objectives and Desired Future Character

The objectives and desired future character provide further, more detailed guidance on the various planning and design matters that are relevant to the site.

1.3.3 Controls

The controls represent the preferred way of achieving the performance criteria. Should development adopt a control, it will be taken that it has achieved the relevant performance criteria.

1.3.4 Figures

All figures in these guidelines are indicative only and are not to scale.

1.4 Objectives of This Section of the DCP

Vision & Principles

The subject site will be a high quality residential development punctuated by new open space areas and improved landscape elements. The redevelopment of the subject site contributes to the realisation of the urban transformation occurring within the Showgrounds Precinct and Castle Hill.

Future development will prioritise enhancements to the public realm including expansion of the Chapman Avenue Reserve and the creation of new through-site pedestrian linkages. The future built form will respond to the strategic significance of the site and balance the transition from an established residential area to a new transit-oriented community.

Objectives

1. Set a framework and clear vision for future planning of the site to ensure that development occurs in a coordinated manner which has regard to the relevant strategic and local planning issues, and achieves a positive outcome for the broader Showground Station area
2. Facilitate high quality development within the Showground Station Priority Precinct that maximises the proximity Sydney Metro Northwest and other public transport infrastructure.
3. Facilitate a high quality residential development with complimentary non-residential land uses that support the needs of the diverse and growing population of Castle Hill and that provides for additional open space areas that is publicly available to the local community.
4. Respond to the strong demand for housing and diversity close to the services and amenities to meet the needs of the growing community and lifestyle preferences.
5. Ensure consistency with the principles, land use and growth directions set out in the Corridor Strategy and the Showground Structure Plan.
6. Promote Transit Oriented Development (TOD) by supporting the redevelopment of a key site in relative proximity to a new Metro station for higher densities and a broader range of land uses in comparison to the existing site and as envisaged by current controls.
7. Develop a new community and residential hub that will set a benchmark for design excellence and provision of community amenity within the Showground Precinct.
8. Promote design principles that achieve improved landscape and visual amenity, solar access and optimal building orientation.
9. Integrate seamless landscape elements that create opportunities for new landscape experiences.
10. Increase the size of Chapman Avenue Reserve to improve the landscape and visual amenity and enhance access to community facilities and public open space within 800m of the Showground Station.
11. Encourage a mix of uses with the focus on residential development making an important contribution to the amount and choice of housing for the broader community, whilst activating key frontages and thoroughfares through the site to surrounding precincts.
12. Promote innovative and high quality architectural outcomes that add to the character of the Precinct with particular emphasis on landmark features to reflect the growing status of the Showground Precinct and Castle Hill.
13. Incorporate a high level of residential amenity, including optimising outlook and views to desirable landscape elements, and respects the amenity of surrounding established residential areas.
14. Improve neighbourhood linkages and external connections to key transport hubs and services, including the Showgrounds Station that will encourage walkable neighbourhoods.
15. Promote urban design that activates community experience.
16. Landscaping and public domain areas to respond to the specific requirements of each space.
17. Loading and services areas to be integrated with the overall development and to reduce possible conflicts with public areas.
18. Incorporate the principles of Crime Prevention Through Environmental Design (CPTED).
19. Incorporate the principles of Ecologically Sustainable Development (ESD).
20. Promote built form that responds to relevant State Government Design Guidelines.
21. Promote development consistent with apartment mix and sizes, as well as car parking rates to respond to Hills Shire requirements.

1.5 Relationship with Other Plans and Policies

This section of the Development Control Plan should be read in conjunction with other relevant parts of The Hills Development Control Plan (DCP) 2012, including:

Part A:

- Introduction

Part B

- Section 5 - Residential Flat Building
- Section 6 - Business

Part C

- Section 1 - Parking
- Section 2 - Signage
- Section 3 – Landscaping
- Section 5 - Telecommunication Facilities
- Section 6 – Flood Control Lots

Appendix A - Waste Management Plan

Appendix B - Water Sensitive Urban Design

Where any provision of this Section of the DCP is inconsistent with any provision of any other Section of the DCP, the provisions of this Section of the DCP shall prevail to the extent of that inconsistency.

2.0 Urban Context

The site is located at Castle Hill, within The Hills Shire Local Government Area, approximately 30 km north-west of the Sydney CBD. The site is between the Castle Hill Major Activity Centre and the new Showground Precinct.

Castle Hill is the major civic and retail facility within The Hills Shire Local Government Area and accordingly warrants high quality urban development, an efficient local road network, and the provision of quality civic infrastructure. The North-West Rail Link (NWRL) will strengthen Castle Hill's role as a major centre by supporting growth in and around the centre.

The site is situated approximately 320 m from Showground Station, currently under construction as part of the \$8.3 billion Sydney Metro Northwest (formerly known as the North-West Rail Link), Australia's largest ongoing public transport infrastructure project. The Showground Precinct is currently undergoing a process of rejuvenation as the result of significant State Government investment and associated amendments to planning controls aimed to encourage commercial, mixed-use and residential development in the immediate vicinity of the railway station.

The urban character of this local area is defined by well-established gardens, a mature tree canopy of native trees and well-kept yet undersized pocket parks. North of Carrington Road and west of Cattai Creek, the urban landscape changes dramatically as large footprint industrial buildings predominate the urban pattern.



THE SITE LOCATED WITHIN THE SHOWGROUND PRECINCT



1: 10000 BA3



Figure 2: Urban Context

2.1 Site Context

Located to the south-east of the new Showground Station and its retail centre, this large amalgamated site is positioned mid-block within an area currently consisting of low rise free-standing dwellings.

The subject site forms a consolidation of 12 lots containing detached dwelling houses with frontages to Chapman Avenue to the north and Dawes Avenue to the south. A suburban park known as Chapman Avenue Reserve (2,220m²) is adjacent to the eastern boundary of the site – see **Figure 3**.



Figure 3: The site

2.2 Desired Future Character



Figure 4: Indicative visualisation of the site

2.2.1 Showground Station

The subject site is in a unique position both within the broader urban and regional context of Castle Hill. Future development will consider the context and proximity to key community hubs such as the Showground Station and Castle Hill Major Centre. The orderly planning and economic development of the site will be in line with the growth of the Showground Station Precinct and Northwest Metro Station and presents unique opportunities to enhance the site's strategic location through landmark and high quality, built form and landscaping.

Land Use

- Land uses on the site will be consistent with the strategic plan envisaged for the area and complimentary to the surrounding neighbourhood.
- Focus on increased density with a mix of land uses (at ground level), close to new transport infrastructure to ensure that planning controls reflect a development potential commensurate with the strategic location.
- Reflect the prevailing community need by providing a mixture of housing types.
- Support residential land uses by other appropriate non-residential land uses on the ground level, including enhanced public open space and other community uses.
- Provide housing at a range of densities and scales to increase overall dwelling supply and accommodate new future residents.
- Support high-density residential development with complimentary employment generating uses which are beneficial to the broader community, such as a childcare facility and a café.

Built Form

- The site will be punctuated by a quality modulated skyline with a variety of building heights comprising various levels that will contribute to visual interest and allow for activated ground floor land uses.
- Ensure that density, height, bulk, scale, textures and colours respects the surrounding topography, development and streetscapes with taller buildings located adjacent to Chapman Avenue and Dawes Avenue.

- Built form will be designed to sensitively interface with the surrounding residential dwellings as well as Chapman and Dawes Avenues.
- Built form will be commensurate with the nominal densities and housing/employment growth forecasts contained in the Strategy and Showground Structure Plan
- Residential built form will be designed to be compliant with State Environmental Planning Policy 65 (SEPP 65) and the Apartment Design Guide, to ensure high residential amenity.
- High quality architectural design and landscaping will ensure that future development will complement the surrounding neighbourhood and enhance the amenity of all residents and visitors to the site.
- Ensure buildings are sited, angled and designed to provide high levels of desirable solar access to the subject site and surrounding residential development.

Open Space

- Provide additional open space areas for active and passive recreation, as well as embellishment of those spaces.
- Extend and enhance Chapman Avenue Reserve to improve the only neighbourhood park within 800 m of Showground Station through dedication and embellishment of 2,879 m² of public open space.
- Slender built form and reduced building footprints should seek to maximise opportunities for the provision of shared open space and improved pedestrian connectivity.

Public Realm & Landscaping

- Landscaping and improvements to the public realm will provide important casual surveillance for a key neighbourhood park in the centre of an evolving residential precinct for the LGA.
- A clear and appropriate delineation of public and private open space through innovative landscape design will accommodate a range of active and passive recreational spaces to cater for the needs of a diverse and increased population, including children's play spaces, open lawn areas for informal games and communal barbecue areas with shade structures.
- The integration of a north-facing neighbourhood park within the context of a rejuvenating residential precinct will play an important role in supporting the health and wellbeing needs of the community.

Transport, Accessibility & Movement

- Promote non-car methods of travel by facilitating the renewal and redevelopment of a key site for the new Metro Showground station.
- Enhance pedestrian connectivity to the Showground Station and improve neighbourhood linkages between Chapman and Dawes Avenues.
- Provide new linkages will provide stimulus for further renewal within the locality.
- The increase permeability throughout the site and delivery of the attractive open spaces.
- Improved linkages within the Castle Hill neighbourhood and to new transport infrastructure connections within proximity to the site.
- Create opportunities for jobs and housing to be located close to major transport corridors and reduce car dependency and congestion.

The vision and principles for the site as identified in Part 2.0 of this DCP are spatially expressed in the urban structure for the precinct as shown in **Figure 5**.

To ensure that development provides key elements, where variations to Figure 3 – Site Plan are proposed, the development application is to demonstrate how the vision and principles have been achieved.



Figure 5: Indicative masterplan

3.0 Development Controls

3.1 Land Use

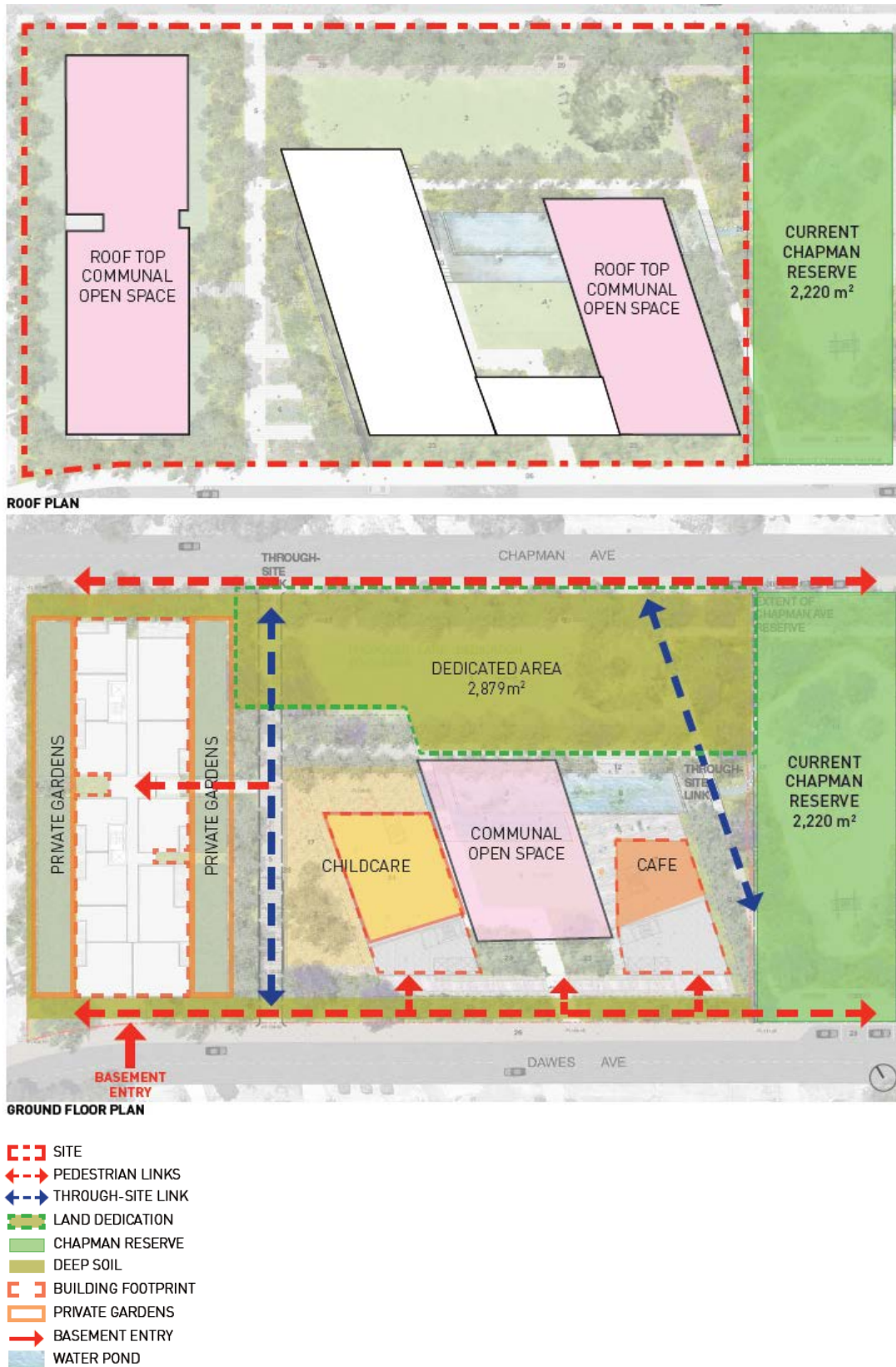


Figure 6: Land use

Objectives

- O.1 To support high-density residential development with complimentary employment generating uses which are beneficial to the broader community and have excellent access to public transport and public open space.
- O.2 To create opportunities for jobs and housing to be located in close proximity to transport in order to reduce car dependency and congestion;
- O.3 To promote Transport Orientated Development by supporting the redevelopment of a key site in relative proximity to a future Metro station for higher densities and a broader range of land uses in comparison to the existing site and as envisaged by current controls;
- O.4 To provide a housing mix in accordance with the expectations of The Hills Shire Council.
- O.5 To provide non-residential land uses that are complimentary to residential land uses and existing interfaces.

Development Controls

- C.1 Provide commercial, retail and other non-residential uses at lower ground and ground floor to activate key thoroughfares and frontages. Preferred non-residential uses include café and childcare centre
- C.2 Residential uses in tower forms above.
- C.3 Non-residential uses are to be generally located in accordance with **Figure 6**.
- C.4 Development provides for a maximum of 506m² of GFA of non-residential uses.

3.2 Building Height and Built Form

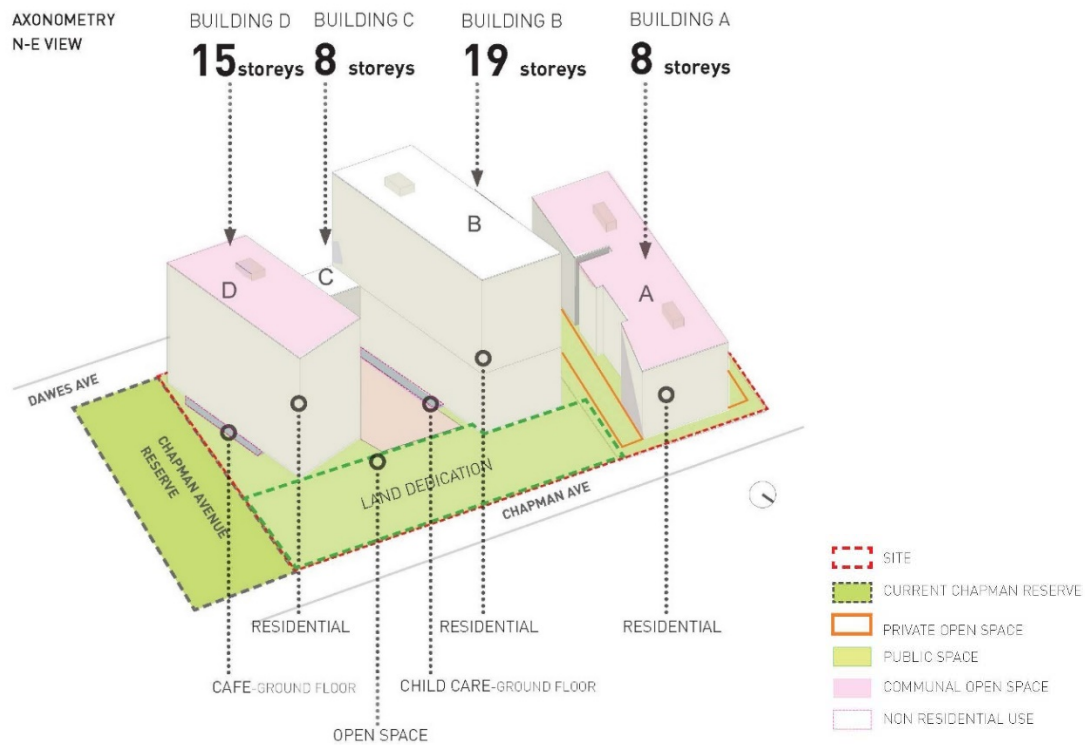


Figure 7: Building heights

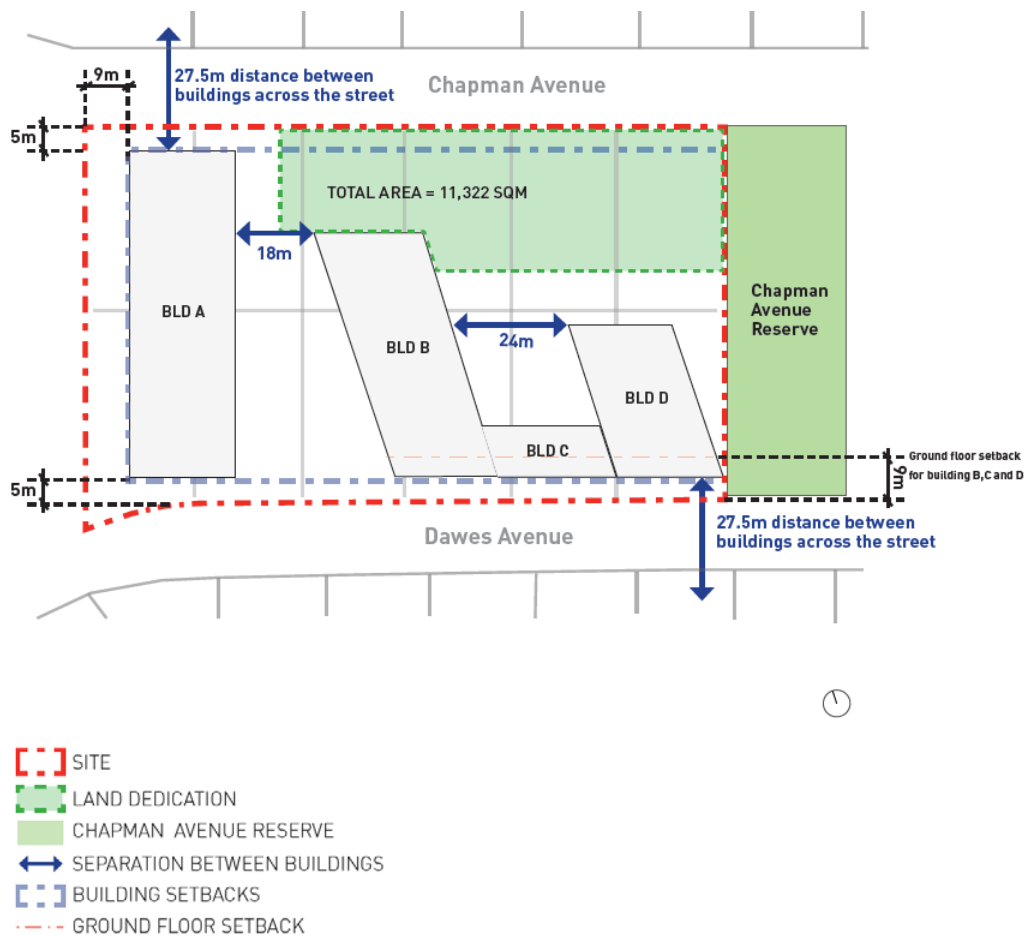


Figure 8: Building Setbacks

Objectives

- O.1 To achieve a 'landmark' development that sets a high standard of design quality, and positively contributes to the surrounding neighbourhood and centre, including the emerging centre of Castle Hill and the Station Precinct, while maintaining an appropriate interface with surrounding residential character.
- O.2 To facilitate good urban design outcomes, with regard to a broad range of outcomes and promotes quality architectural design in new development, and allows for activated ground floor land uses.
- O.3 To deliver a high-quality modulated skyline with a variety of building heights that create visual interest and provide visual permeability through the site.
- O.4 To minimise overshadowing of adjoining properties and open spaces by adopting a height transition principle with taller buildings located in the north of the site transitioning to lower rise buildings in the south.
- O.5 To respond to the topography of the site.

Development Controls

- C.1 Building heights are not to exceed the maximum number of storeys shown in **Figure 7** as follow:
 - (i) Building A – 8 storeys
 - (ii) Building B – 19 storeys
 - (iii) Building C – 8 storeys
 - (iv) Building D – 15 storeys
- C.2 Buildings are sited with their long axis aligned north-south and with the bulk of built form to the south of the site to maximise solar access and amenity for future residents and reduce the overshadowing impact on neighbouring properties.
- C.3 Ground floor building setbacks should be consistent with **Figure 8**, at least:
 - a. 5m from the Chapman and Dawes Avenue frontage; and
 - b. 9m from existing residential lots to the north-west.
- C.4 Design building footprints to allow for an expanded and enhanced, north-facing Chapman Avenue Reserve.
- C.5 Ensure compliance with the Hills Shire DCP 2012 for apartment sizes, mix and parking.
- C.6 Ensure compliance with SEPP 65, and the Apartment Design Guide for separation, setbacks, solar access and cross ventilation to ensure a high level of residential amenity is provided to future residents and surrounding developments.
- C.7 Provide adequate space between buildings for air flow, view corridor and solar access.
- C.8 Provide appropriate separation to ensure privacy between buildings and to allow for air flow, ventilation and solar access.
- C.9 Buildings shall use a diverse range of visually appealing materials and provide articulation and clear entry points.

3.3 Sunlight / Solar Access



Figure 9: Sunlight/solar access provision

Objectives

- O.1 To allow sunlight access to key areas of the public and private domain on the subject site and surrounding residential development.
- O.2 To improve amenity for residents through realignment of building forms to increase solar access and enhance view corridors.
- O.3 To incorporate energy efficiency principles to ensure sustainability in design.

Development Controls

- C.1 Position the bulk of built form to the south of the site to maximise solar access and amenity for future residents and reduce the overshadowing impact on neighbouring properties.
- C.2 All private open space within neighbouring low density residential zones are to continue to receive a minimum two (2) hours of sunlight access between 9am and 3pm on 21st June, where this is currently the case or as per Hills Shire DCP, as indicated in **Figure 9**.
- C.3 Living rooms and private open spaces of at least 70% of apartments in a residential flat building on the site and adjacent sites receive a minimum of two (2) hours direct sunlight between 9 am and 3 pm at mid-winter, as per SEPP 65 and ADG.
- C.4 Public open space areas to receive a minimum of 50% sun access coverage between 12pm and 2pm on 21st June.
- C.5 Rotate and offset all buildings in a north/south orientation to optimises solar access to the east and west facing building facades, as indicated in **Figure 9**.
- C.6 Utilise stepped massing ensures that solar access can be maintained to neighbouring properties.

3.4 Open Space, Landscaping & Pedestrian Amenity

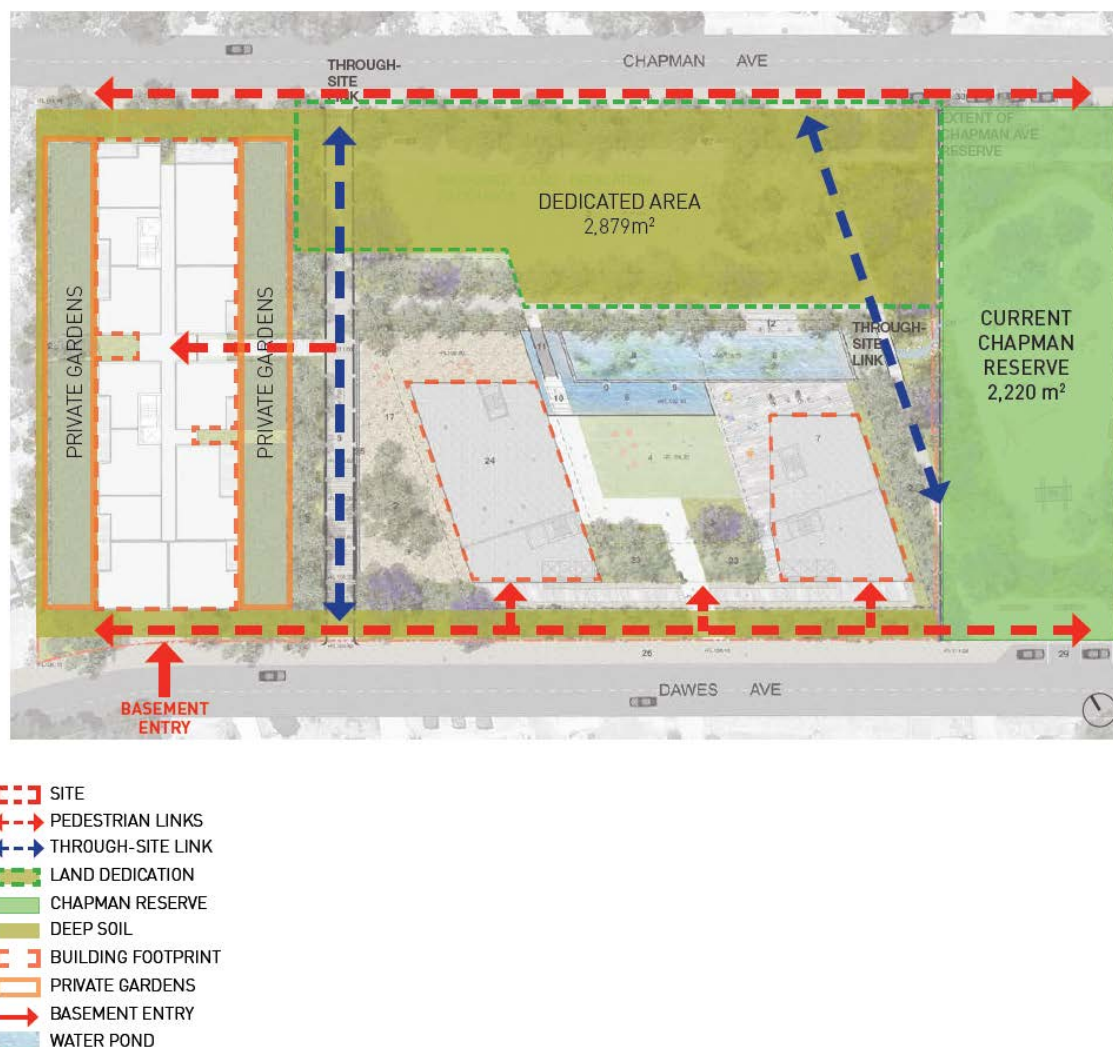


Figure 10: Open space provision

Objectives

- O.1 To provide attractive landscapes, which contribute to the amenity of site and meets user requirements for privacy, solar access, shade and recreation.
- O.2 To provide clear distinction between public and private open spaces which are well located and accessible, forming an interconnected network of green spaces.
- O.3 To facilitate high quality communal open space between buildings for all residents and visitors.
- O.4 To enhance pedestrian connections between Chapman Avenue, Dawes Avenue and Chapman Avenue Reserve and to the wider residential catchment surrounding the site including the Showground Station Priority precinct.
- O.5 Accommodate a range of active and passive recreational spaces to cater for the needs of a diverse and increased population, including children's play spaces, open lawn areas for informal games and communal barbecue areas with shade structures.
- O.6 To deliver appropriate landscaping, including a number of existing and proposed trees, both evergreen and deciduous species, to provide year-round shade, colour and visual interest.
- O.7 To incorporate Water Sensitive Urban Design (WSUD) measures in the management of stormwater in terms of water retention, reuse and cleansing.
- O.8 Provide important casual surveillance for Chapman Reserve and all other public areas.

Development Controls

- C.1 Provide a minimum of 2,879m² of accessible, unencumbered public open space, as indicated in **Figure 10**.

- C.2 Provide a north-south/east-west pedestrian link to increase connectivity and permeability within the site and provide a more direct connection to Showground Station for properties surrounding the development.
- C.3 A minimum 28% of the site area is to be communal open space including:
 - (v) A natural playground area
 - (vi) Open lawn areas
- C.4 A minimum of 40% deep soil landscaped area at ground level must be provided.
- C.5 Soft landscaping is to include a mix of mature and semi mature trees, shrubs, lawn turf and ground cover planting.
- C.6 Hard landscaped areas are to be provided, including stairs connecting paved terraces on various levels.
- C.7 Paving is to have falls to allow rainwater to flow towards drainage points.
- C.8 On level access and paved pathways to be provided to allow for the equitable movement of people across the site, in accordance with DDA.
- C.9 Provide opportunities for casual surveillance, enhancing safety of pedestrians moving within the site.
- C.10 Incorporate Crime Prevention through Environmental Design (CPTED) principles and lighting in accordance with Council's requirements.
- C.11 Street furniture is provided in the through site link and includes:
 - (vii) High quality, durable and co-ordinated selection of paving, seating, lighting, rubbish bins, and signage.
 - (viii) A minimum of 5 bench seats and 3 waste bins.

Note: The Apartment Design Guide prescribes the minimum area requirements for private open space in Residential Flat Buildings.



Figure 11: Indicative visualisation of landscape character

3.5 Parking, Access and Circulation

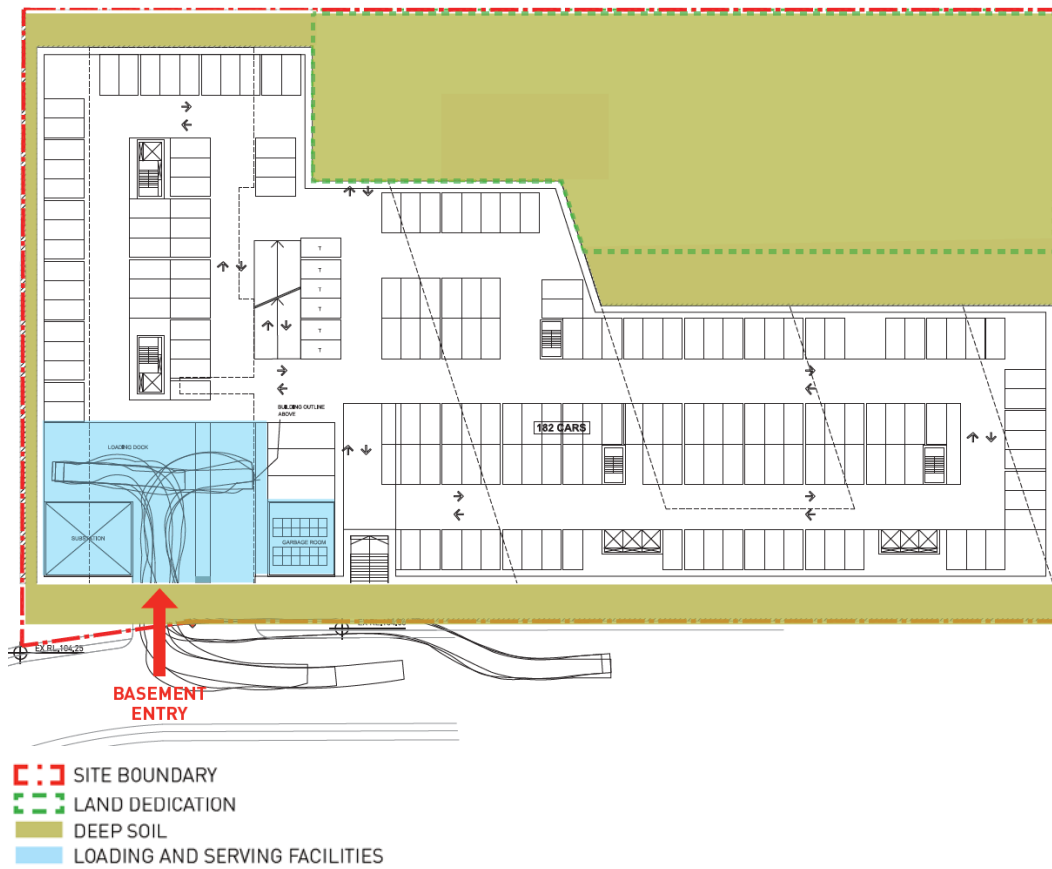


Figure 12: Parking and access network

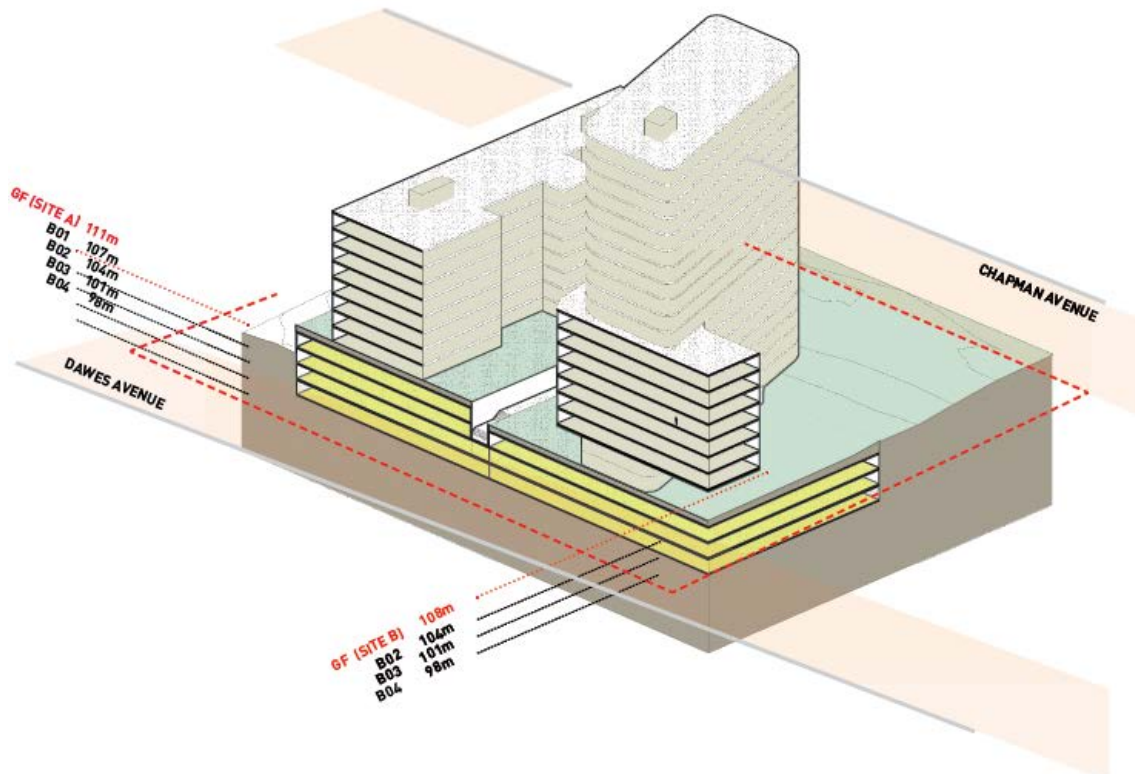


Figure 13: Indicative three-dimensional parking provision

Objectives

- O.1 To provide on-site carparking at a rate that balances the need to provide for the convenience needs of residents and visitors, with encouraging more sustainable forms of movement such as the public transport, walking and cycling for commuter and recreational trips and to reflect Hills Shire DCP.
- O.2 To design on-site carparking in a form that does not increase overall building size and enables the creation of a positive relationship between buildings and the adjoining public domain, through high levels of integration at the ground level.
- O.3 To ensure that access to the site supports the safe and efficient circulation of pedestrians, bicycles and motor traffic, as well as on street parking requirements.
- O.4 To minimise conflicts and provide separation between servicing and loading facilities and private vehicles, pedestrians and cyclists.

Controls

- C.12 Carpark access should not adversely affect pedestrian movement or the visual amenity of the public domain on Dawes Avenue.
- C.13 All car parking will be provided via a single access driveway to Dawes Avenue only, as indicated in **Figure 12**.
- C.14 All on-site carparking is provided in basement form only and in accordance with the car parking requirements, and as indicated in **Figure 13**.
- C.15 The design and access of the internal car parking shall comply with relevant Standards (AS2890 series).
- C.16 All loading and servicing facilities are to be detailed and must show adequate precaution to private vehicle movements, pedestrians and cyclists.
- C.17 All loading areas are to be located as far as possible from key pedestrian areas.
- C.18 The proposal will make satisfactory arrangements to provide its proportionate share of necessary road works to enable satisfactory road access to meet the demands of the development cognisant of the existing situation and broader growth of the centre around a future Metro Rail station.
- C.19 Car parking rates are to be provided as per the Mayoral Minute shown below:

Land Use	Type	SEPP 65 (RMS Guide)	Showground Station Precinct Plan	The Hills DCP 2012	Mayoral Minute No.9/2016
Residential	1 Bedroom Unit	0.6 spaces / unit	1 space / unit	1 space / unit	1 space / unit
	2 Bedroom Unit	0.9 spaces / unit	1 space / unit	2 spaces / unit	1 space / unit
	3 Bedroom Unit	1.4 spaces / unit	1.5 spaces / unit	2 spaces / unit	1 space / unit
	4 Bedroom units	n/a (adopt 3-bedroom rate)	2.0 spaces / unit	n/a (adopt 3-bedroom rate)	1 space / unit
	Visitors	1 space / 5 units	1 space / 10 dwellings	1 spaces / 2.5 units (rounded up to the nearest whole number)	1 space / 5 unit
Non-residential	Cafe	n/a	n/a	1 space / 5 seats; PLUS 12 spaces per 100m ² GFA	n/a
	Child Care	n/a	n/a	1 space / employee; PLUS 1 space / 8 children	n/a

Figure 14: Car Parking Rate