

# Showground Station Precinct Proposal

**DECEMBER 2015**





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# Contents

Executive summary	2
 1.0 North West Rail Link Corridor Strategy	4
1.1 North West Rail Link Corridor Strategy Overview	4
1.2 Showground Structure Plan	5
 2.0 Priority Precincts	6
2.1 The Priority Precincts Programme	6
2.2 Changing Preferences and Lifestyles	6
2.3 Community Consultation	7
 3.0 Environmental, Economic and Social Analysis	8
3.1 Transport	8
3.2 Existing Regional and Local Open Space	9
3.3 Water Courses, Flooding and Ecology	9
3.4 Community Facilities and Heritage	10
3.5 Land Ownership	10
3.6 Economic Analysis	11
3.7 Precinct Boundary Change	11
 4.0 The Proposal	12
4.1 Vision	12
4.2 Precinct Plan	14
4.3 Public Open Space Network	16
4.4 Access and Movement	21
4.5 Built Form	23
4.6 Proposed Planning Controls	30
 5.0 Infrastructure Analysis	33
5.1 Infrastructure Schedule	33
5.2 Precinct Support Scheme	34





# Executive summary

This document is a summary of the precinct proposal for the Showground Station Precinct prepared by the Department of Planning and Environment.

The proposal has been informed by the 2013 North West Rail Link Corridor Strategy, which was prepared to guide development of land around the eight new stations on the rail link. Consultation with local councils, State government agencies and the local community has been an integral part of the process.

The Showground Station Precinct is centred on the new Showground Station which will provide excellent transport access to employment centres, 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.

This is a long term project to be delivered over 20 years. Like any renewal area, the precinct will evolve over time. By 2036, it is expected that the Showground Precinct will be transformed into a vibrant, connected and walkable centre which is attractive to live, work and spend time in.

To further assist the provision of local infrastructure upgrades and improvements, the NSW Government has allocated approximately \$15 million across the Showground, Bella Vista and Kellyville Station Precincts through the Precinct Support Scheme. Consultation with the community will help inform which works will be funded, which could include new or upgraded parks, streetscapes and bike paths.

Although this draft plan includes controls such as maximum heights and floor space ratios, all future development proposals will still need to address other relevant controls such as those in *State Environmental Planning Policy No. 65 - Design Quality of Residential Apartment Development*, and the applicable Development Control Plan. This will determine the overall built form of development in the precinct.



Figure 1. Aerial view of the envisioned precinct.





Figure 2. View along Doran Drive looking north towards the Castle Hill Showground



Figure 3. View of the revitalised Cattai Creek corridor, looking north

The precinct proposal will support:

- ▶ a new local centre around the station providing a mix of shops, cafes, restaurants, local services and apartments;
- ▶ a range of housing options including townhouses, detached homes, low, medium and high rise apartments, with the highest buildings closest to the station;
- ▶ employment lands west of Cattai Creek to continue to provide jobs and services for the region;
- ▶ retention of the Castle Hill Showground as an important regional, cultural and recreational facility; and
- ▶ increased areas of open space, community facilities, and schools.

Future development will be supported by a range of infrastructure improvements including:

- ▶ new Sydney Metro Showground Station with bus, taxi, cycle, and kiss and ride interchange facilities and customer car park;
- ▶ new and upgraded intersections including signals at Carrington Road and Middleton Avenue, and Carrington Road and Doran Drive intersections;
- ▶ bus priority measures including bus priority lanes;
- ▶ potential new high school in either Castle Hill, Showground Station Precinct or Bella Vista Station Precinct;
- ▶ new community and recreation facilities at Castle Hill Showground including a multipurpose centre;
- ▶ the potential to expand and improve Chapman Avenue Reserve and/or to provide for a new local park; and
- ▶ new and improved local streets, as well as pedestrian and cycle paths.



# 1.0 North West Rail Link Corridor Strategy

## 1.1 North West Rail Link Corridor Strategy Overview

The \$8.3 billion Sydney Metro Northwest (former known as the North West Rail Link), is Australia's largest public transport infrastructure project currently under construction and a priority rail project for the NSW Government.

Sydney Metro Northwest, due to open in the first half of 2019, includes the 23 kilometre line from Epping to Cudgegong Road, and will deliver eight new railway stations to Sydney's growing North West. Sydney Metro Northwest will also include the existing 13 kilometre Epping to Chatswood rail line.

The second stage of Sydney Metro, the Sydney Metro City and Southwest, will extend from Chatswood, run under Sydney Harbour, the Sydney CBD and west to Bankstown. This section is planned to open in 2024 with the capacity to run a metro train every two minutes each way under the centre of Sydney.

The Department of Planning and Environment and Transport for NSW, in consultation with relevant local councils and State government agencies, finalised the North Rail Link Corridor Strategy in September 2013. The Corridor Strategy, which included Structure Plans for each station precinct, was prepared to guide planning around the stations, and integrate land use and transport planning to meet current and emerging challenges associated with future expected growth in the North West region.

The Corridor Strategy:

- ▶ identified future visions for the precincts 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 change.

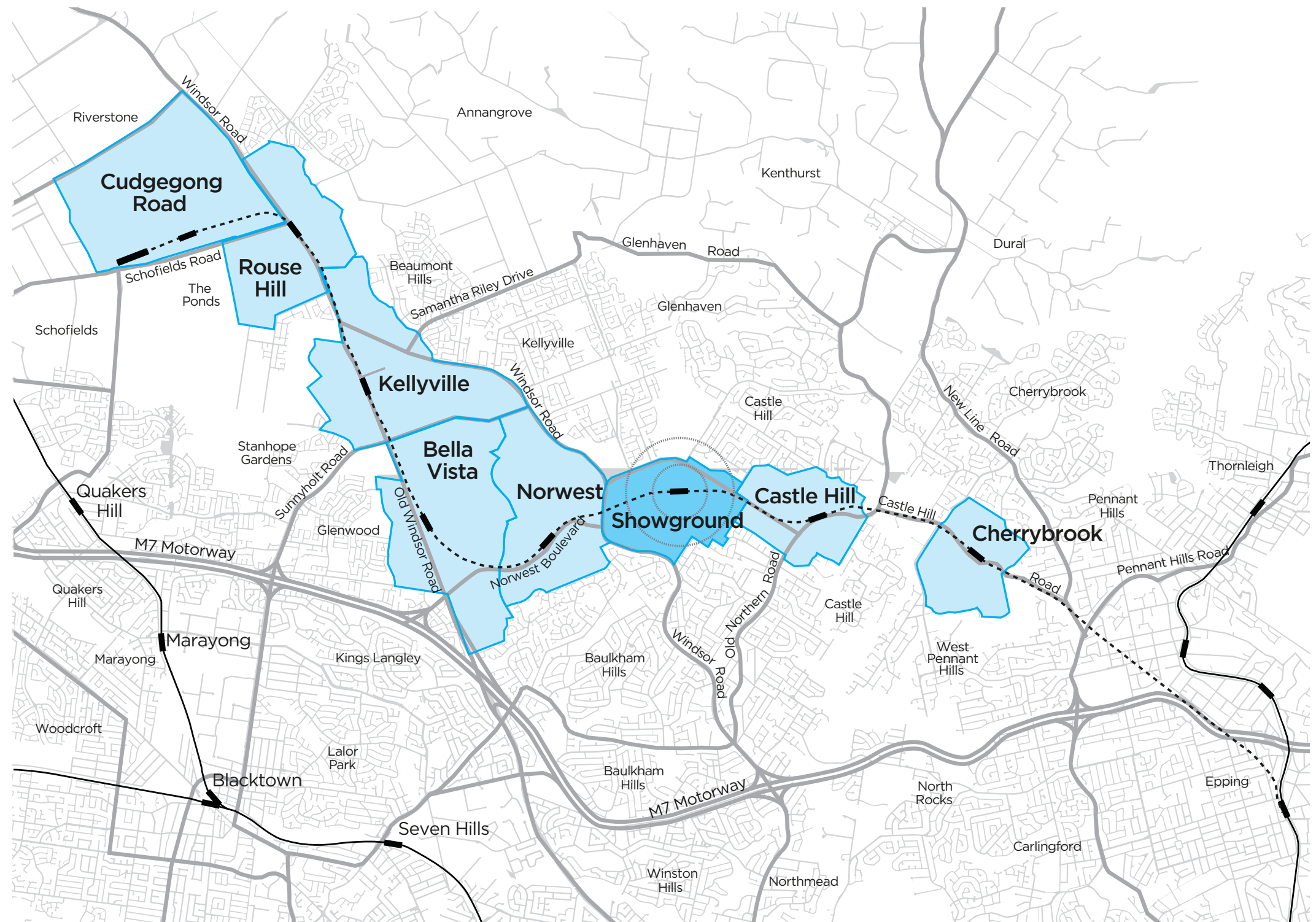


Figure 4. North West Rail Link Corridor Strategy Overview

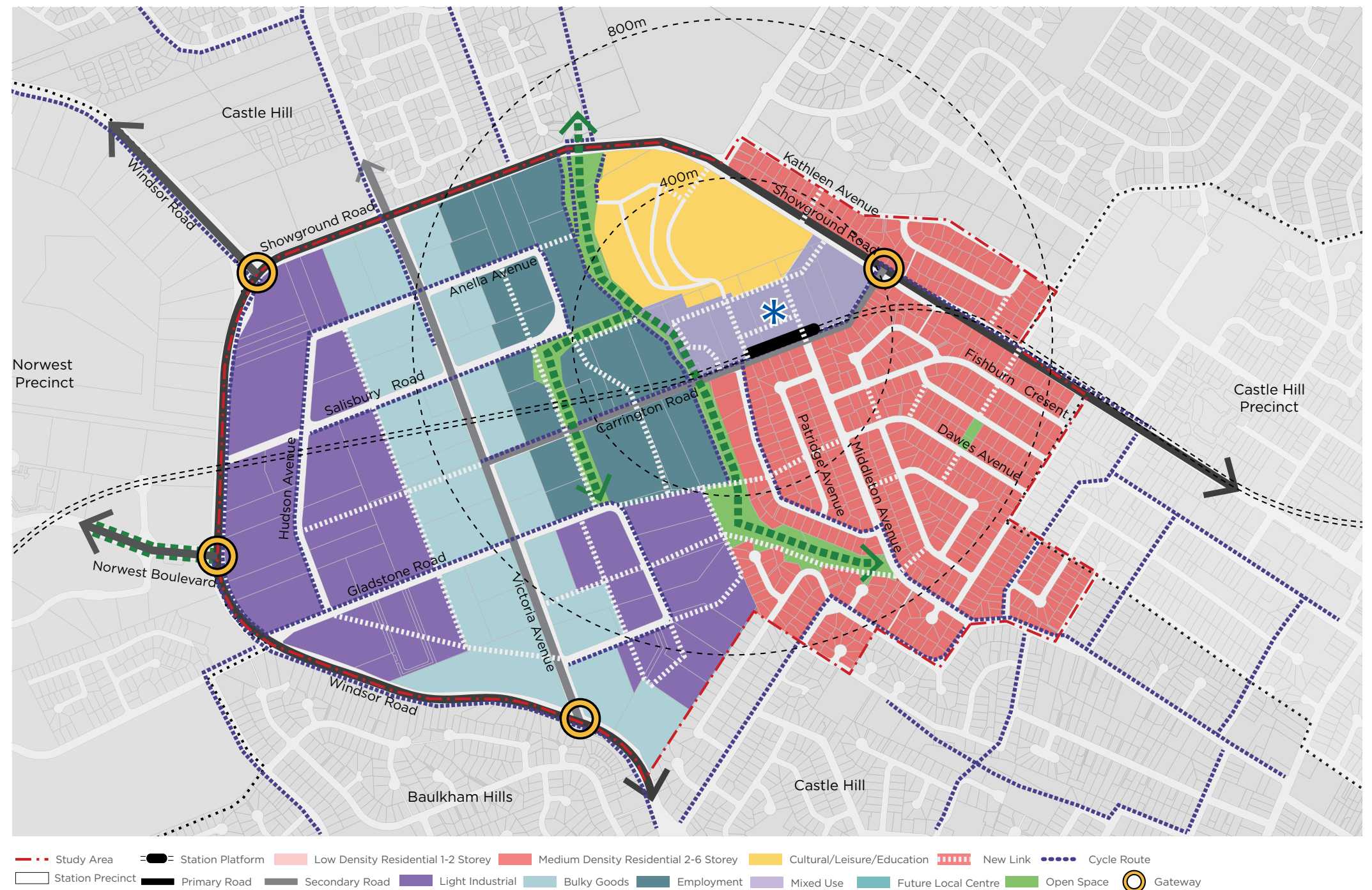


## 1.2 Showground Station Structure Plan

A Structure Plan was prepared for the Showground Station Precinct as part of the North West Rail Link Corridor Strategy. The Structure Plan considered the potential for the Sydney Metro Northwest to transform the Showground Station Precinct by providing a new focal point for the community centred upon the station. Opportunities were identified for more homes and jobs close to the station, a greater mix of housing choice, and mix of neighbourhood shops and services to provide for the daily needs of the community.

The Structure Plan is a high level plan used to guide future planning of the precinct. It relies on further detailed planning to determine the most appropriate planning controls. In this case, it has been used to guide the current rezoning proposal for the Showground Station Precinct.

The Structure Plan boundary includes the area within an 800 metre radius, or roughly a 10 minute walk, of the new Showground Station. The boundary has also taken into account the surrounding road network, natural features, and the development pattern of the area.





# 2.0 Priority Precincts

Our vision for Sydney for the next 20 years is for 'A strong global city ... a great place to live'. This is the key message of *A Plan for Growing Sydney*, the NSW Government's plan for Sydney's future.

The plan has four key goals:

- ▶ A competitive economy with world class services and transport;
- ▶ A city of housing choice with homes that meet our needs and lifestyles;
- ▶ A great place to live with communities that are strong, healthy and well connected; and
- ▶ A sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources.

One of the biggest challenges in meeting these goals is how best to provide the 664,000 new homes and 689,000 new jobs for an extra 1.6 million more residents predicted by 2031. One of these ways is through the Priority Precincts program.

## 2.1 The Priority Precincts Program

The Priority Precincts program aims to provide for new housing and jobs in centres with good existing or planned transport services. The program coordinates the delivery of infrastructure to ensure that the growth will be supported by improved public open space and community facilities to make these areas attractive places to live, and enhance people's lifestyles and living standards.

A major consideration for Priority Precincts is walking distance to public transport, shops and services. Most people are comfortable with a ten-minute walk to public transport and shops and services, which is about a distance of 800 metres.

## 2.2 Changing Preferences and Lifestyles

Sydney is changing all the time. As well as needing to house and provide jobs for an extra 1.6 million people by 2031, we also need to consider the changing preferences and lifestyles of Sydney's residents.

The Priority Precincts program plans for development over the medium to long term and therefore needs to take into consideration these changes, which include:

- ▶ Increased desire to live in centres with good transport connections and proximity to shops and services to make life more convenient and enjoyable;
- ▶ Improved access to public transport, as well as making it easier to cycle and walk, which reduces traffic congestion, exhaust emissions, and results in more pleasant streets and neighbourhoods;
- ▶ Reflect the demand for apartments in centres with jobs, shops, services and transport especially from the growth in single and couple only households; and
- ▶ Allow ageing in place, by providing a range of housing types so people can live close to family and friends no matter what their life stage.



Figure 6. North Ryde Station Precinct

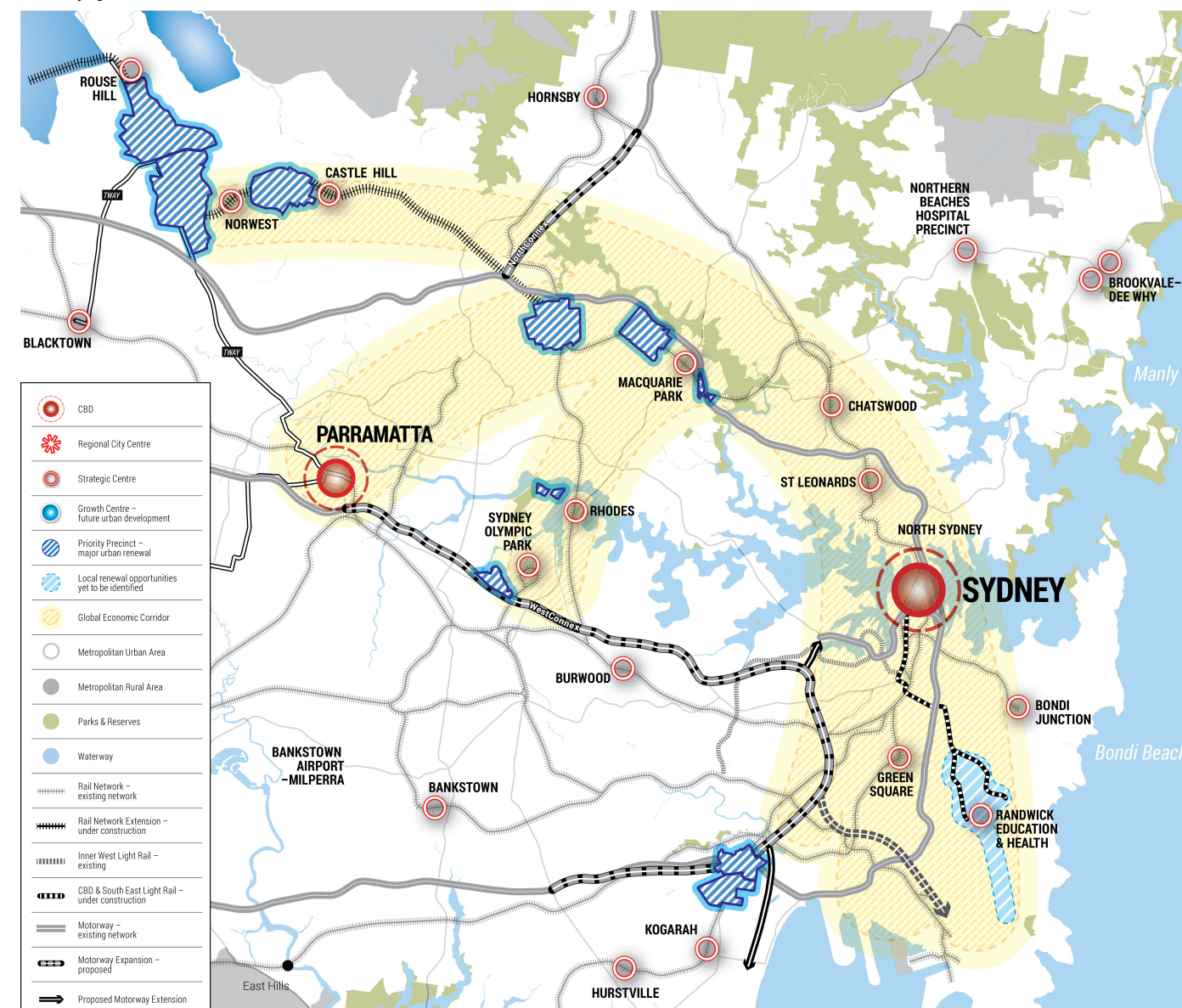


Figure 7. Priority Precincts



## 2.3 Community Consultation

One of the key principles of the Priority Precincts program is extensive community engagement throughout the planning process. Consultation that has been undertaken leading up to the exhibition of the Showground Station Precinct proposal included:

### Community information stalls

- Five events were attended by the Department between August 2013 and April 2014 including Paws in the Park (August 2014), Orange Blossom Festival (September 2014), Hawkesbury Harvest and Food Fair (October 2014), Bella Vista Farm Markets (November 2014) and the Castle Hill Show (March 2015).

### Newsletter

- A precinct specific newsletter was delivered to approximately 5,700 residents within the three precincts in October 2014.

### Telephone survey

- Conducted in April 2014, with 503 randomly selected residents completed the survey.
- Community feedback on the visions for the future of each precinct included vibrant and well-connected communities with good transport links, job opportunities and educational facilities.

### On line survey

- Available for 10 weeks over August to October 2014, and completed by 280 respondents, with 63% living in the Kellyville, Bella Vista or Showground Station Precincts.
- The most important features influencing where people would live were public transport; proximity to cafes, restaurants and shops; and proximity to parks and open space.
- The most popular local facilities to support growth in the area were parks and reserves; community facilities such as libraries and community centres; and bicycle and pedestrian paths.

### Stakeholder Briefing Sessions

- Sessions were held for the Showground Station Precinct on 30 October 2014 and 30 March 2015, and for the Kellyville and Bella Vista Station Precincts on 6 November 2014 and 1 April 2015.
- Information was provided to representatives of community, business and other relevant groups about the planning for the precincts. These sessions provided stakeholders the opportunity to raise issues they may have.



Figure 8. Community information stalls

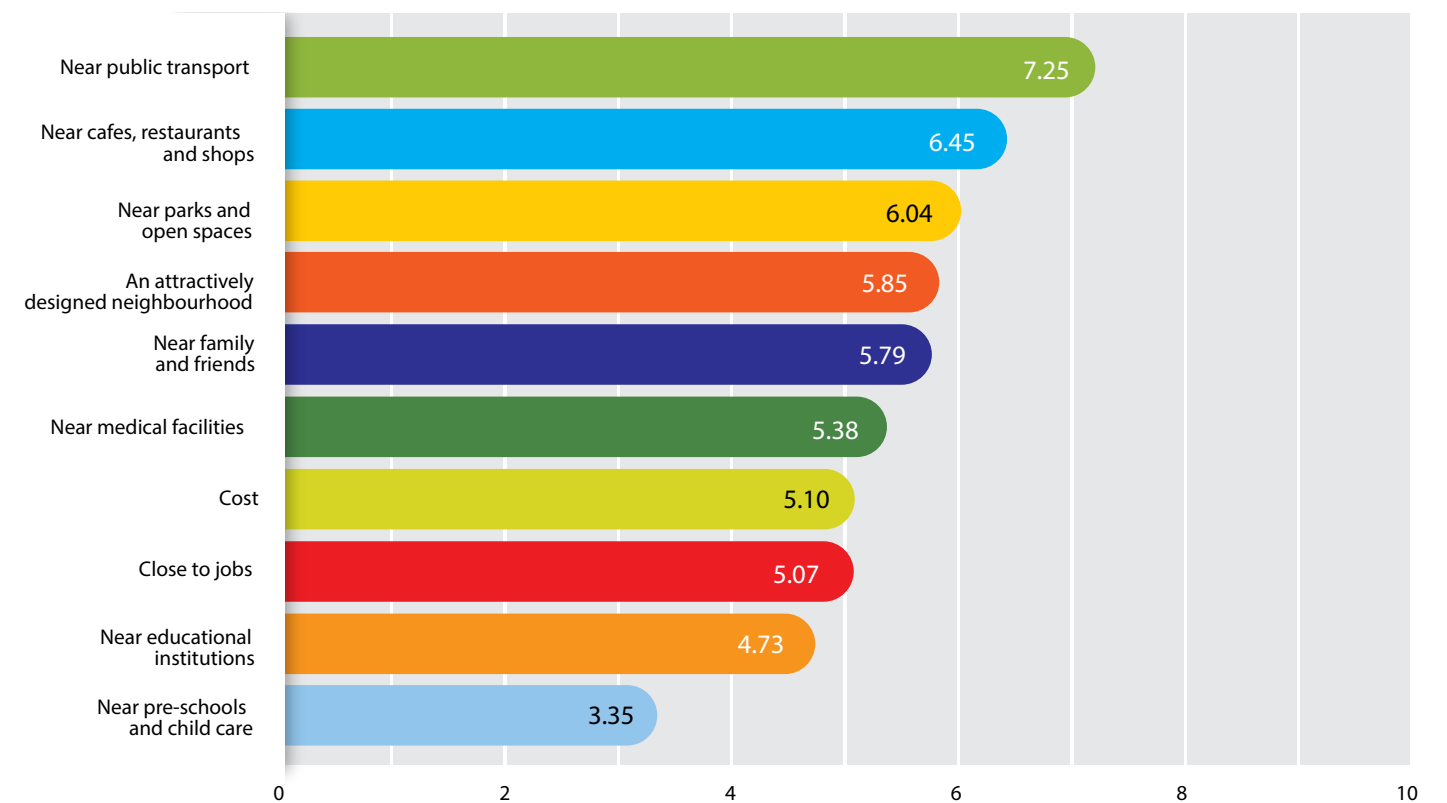


Figure 9. On-line survey result - average ranking for each factor influencing choice of housing location

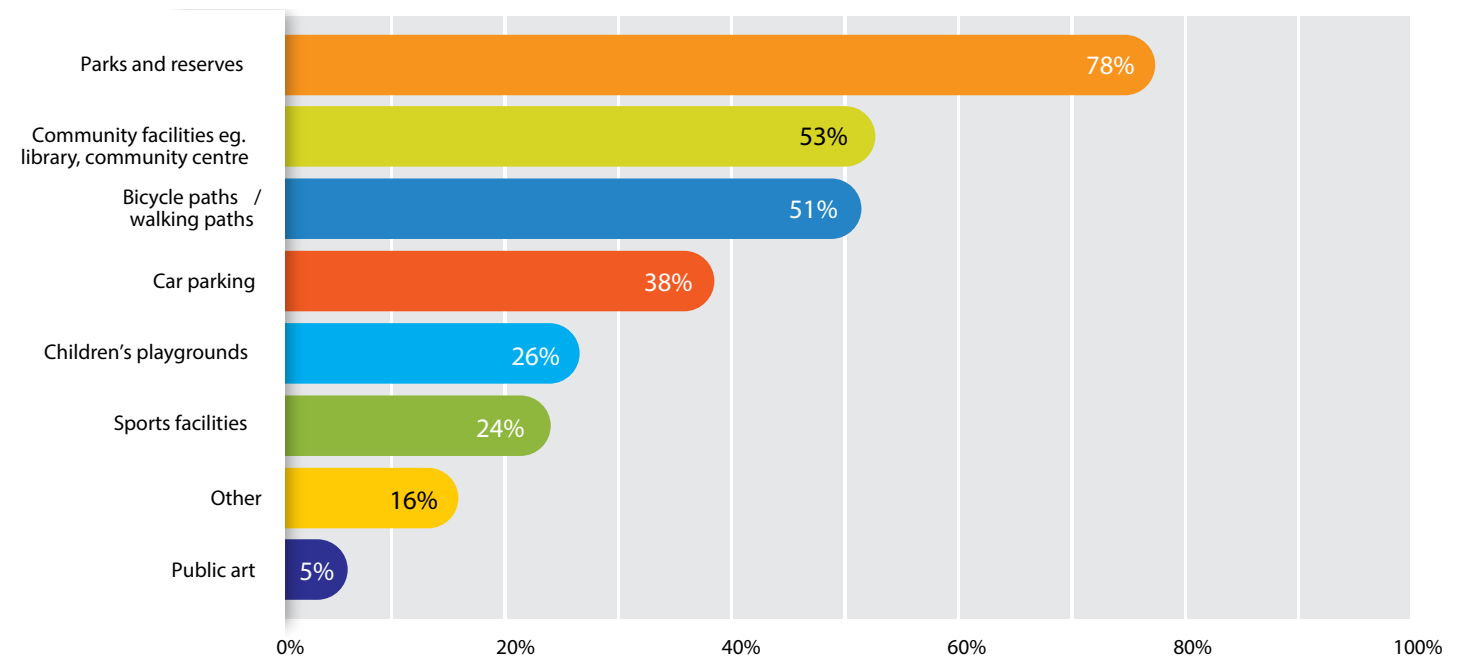


Figure 10. On-line survey result - most popular local facilities to support growth (up to three items could be chosen)



# 3.0 Environmental, Economic and Social Analysis

## 3.1 Transport

Established Street Network and the Sydney Metro Northwest

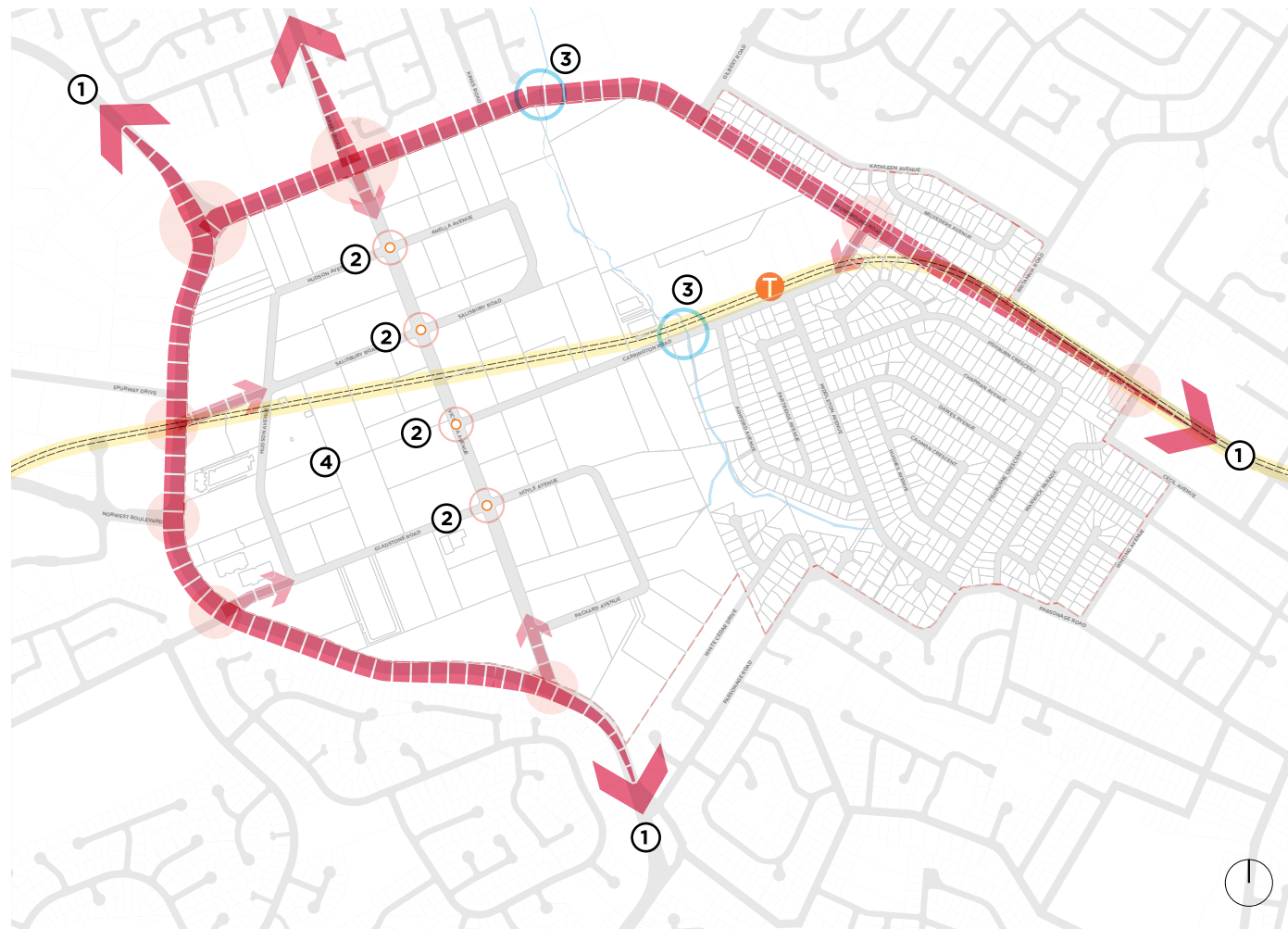


Figure 11. Existing road network and the new Sydney Metro Northwest line

- Site boundary
  - High volume traffic
  - Existing/key site entry points
  - Underground rail line
  - Existing roundabouts
  - Existing crossing points over Cattai Creek
  - Future train station
1. Windsor Road and Showground Road are major arterial roads carrying high volumes of traffic.
  2. Victoria Avenue is a sub-arterial road also carrying high levels of traffic. Roundabouts on this road affect traffic flow and make it difficult for pedestrians to cross.
  3. Flooding risks restrict pedestrian and cycle movement under Carrington Road and Showground Road.
  4. Large block sizes and limited footpath connections restrict pedestrian and cycle movement through the light industrial and bulky goods areas of the precinct.

Bicycle Paths and Public Transport

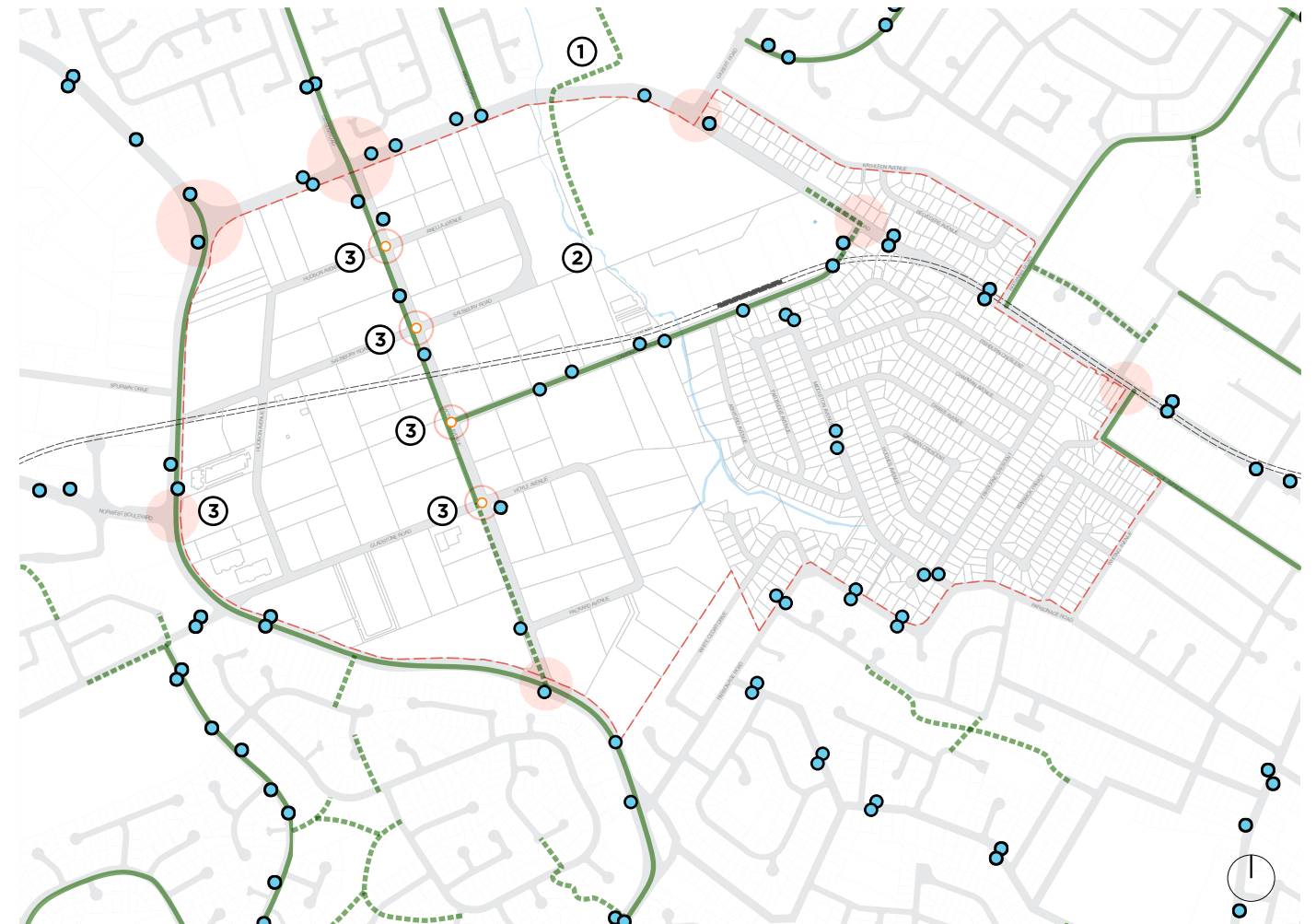


Figure 12. Existing bicycle paths and bus routes

- Site boundary
  - Existing on-road bicycle paths
  - Existing dedicated bicycle path
  - Existing signalised intersections
  - Existing roundabouts
  - Existing bus stops
- Figure 12 shows the bus stops through the precinct as well as bicycle and pedestrian paths. Constraints include:
1. Poor access between the Castle Hill Showground and Fred Caterson Reserve.
  2. Limited pedestrian and cycle links across Cattai Creek.
  3. No formalised crossings at major intersections across Victoria Avenue and other streets within the light industrial and bulky goods area.



## 3.2 Existing Regional and Local Open Space

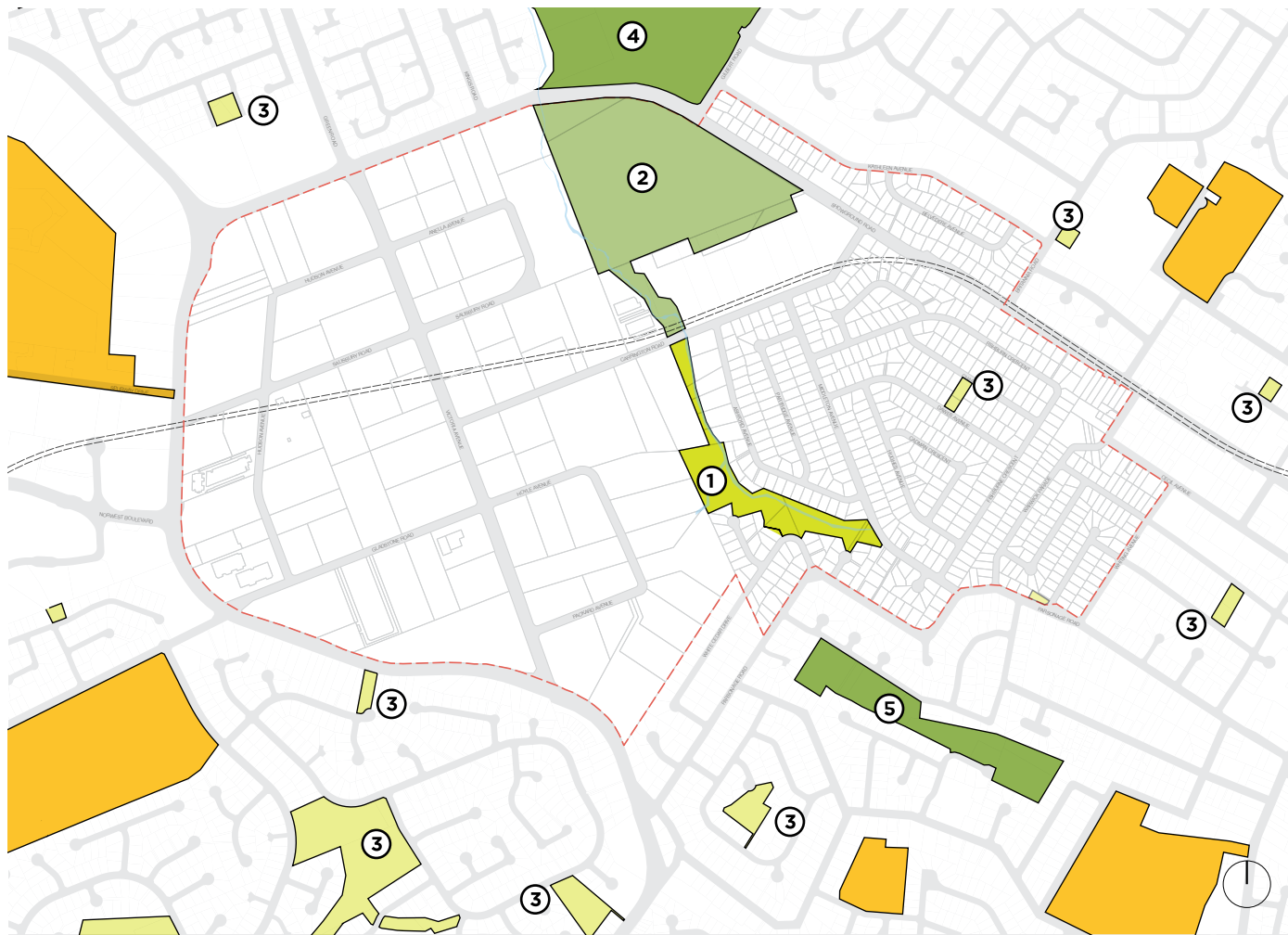


Figure 13. Existing open space

- Site boundary
  - District park
  - Regional park
  - Bushland reserves
  - Neighbourhood park
  - Private open space
1. Cattai Creek corridor (Cockayne Reserve), which also divides the employment and residential areas in the precinct.
  2. The Castle Hill Showground is a regional recreational and cultural facility. It is currently underutilised in terms of recreational, community, and cultural opportunities.
  3. Small neighbourhood parks scattered throughout the residential areas.
  4. Fred Caterson Reserve to the north is a district park.
  5. Coolong Reserve to the south includes sporting and recreational facilities.

## 3.3 Water Courses, Flooding and Ecology

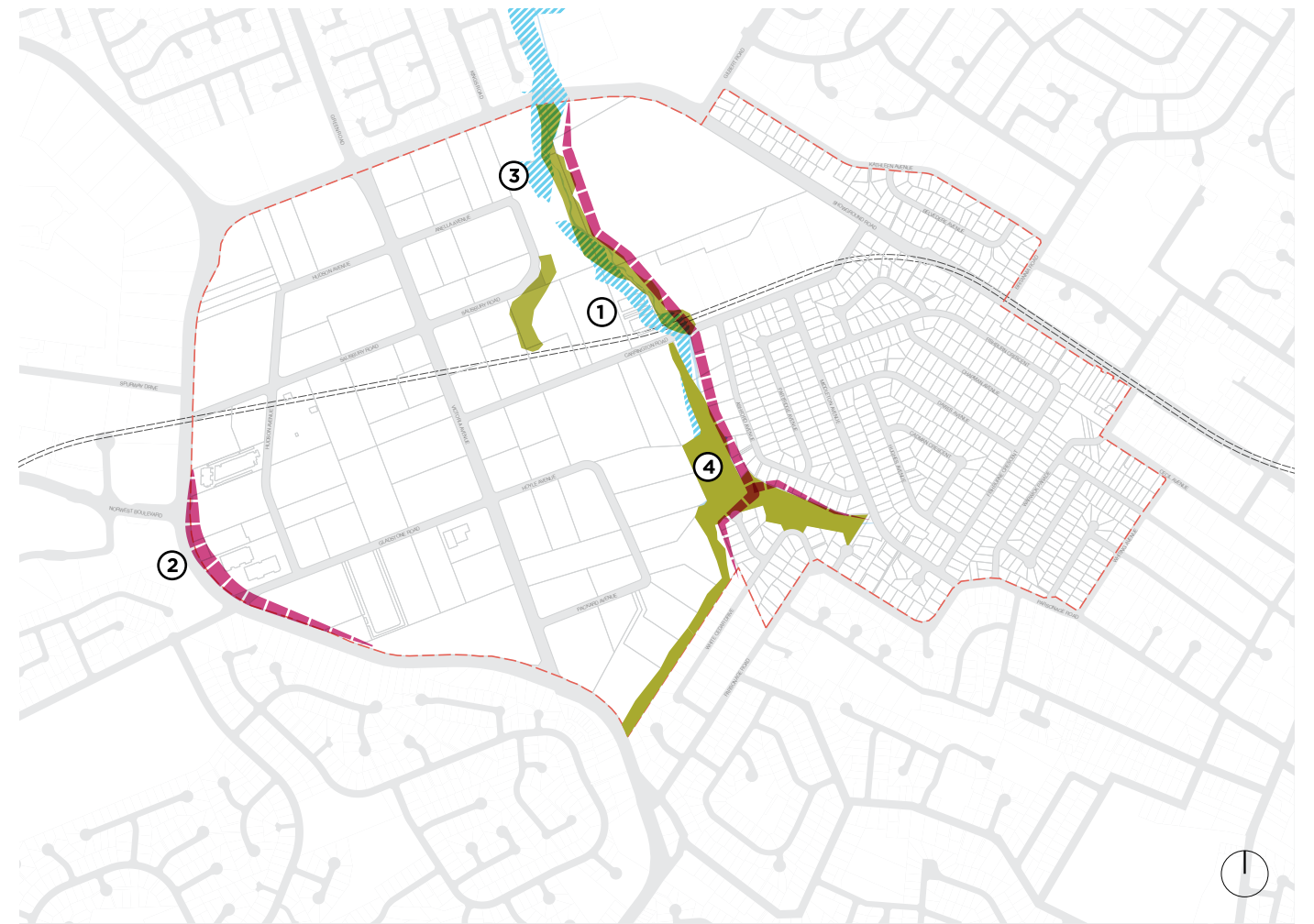


Figure 14. Existing creek lines, flood prone land and significant vegetation

- Site boundary
  - Level change
  - Existing ecological communities
  - ▨ Flood risk area
1. Cattai Creek, including level changes, divides the precinct in two.
  2. Large level change in the west restricting connections to Norwest.
  3. Land adjoining Cattai Creek is at risk of flooding.
  4. Areas of Shale/Sandstone Transition Forest have been identified within the precinct, along with areas of Sydney Turpentine Ironbark Forest, which is an Endangered Ecological Community.



# 3.0 Environmental, Economic and Social Analysis

## 3.4 Community Facilities and Heritage

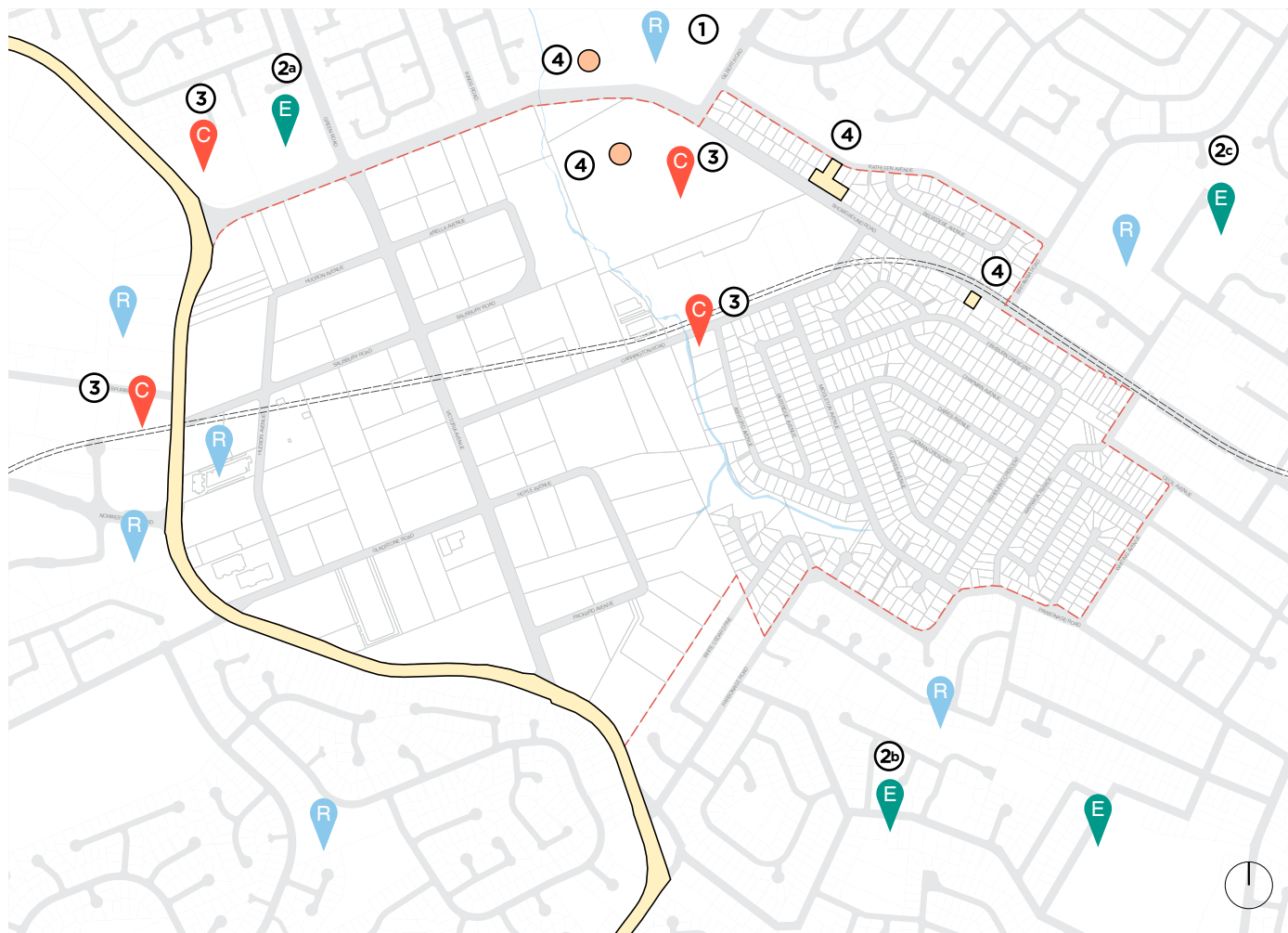


Figure 15. Existing community facilities and heritage items

- Site boundary
- Heritage item
- Aboriginal archaeological site
- Recreation facility
- Education Facilities
- Other community facilities

1. A range of recreational facilities are located within and in close proximity to the precinct. These include sporting facilities at Fred Caterson reserve, a private golf club, and health clubs.
2. The precinct is located near a number of education facilities, including TAFE NSW Western Sydney Institute Castle Hill Campus (2a), Excelsior Public School (2b), Castle Hill High School (2c).
3. Other community facilities within and adjacent to the precinct include the Castle Hill Showground, a childcare centre, and the Powerhouse Museum Discovery Centre.
4. There are a number of local heritage items and known Aboriginal archaeological sites within and immediately adjacent to the precinct.

## 3.5 Land Ownership

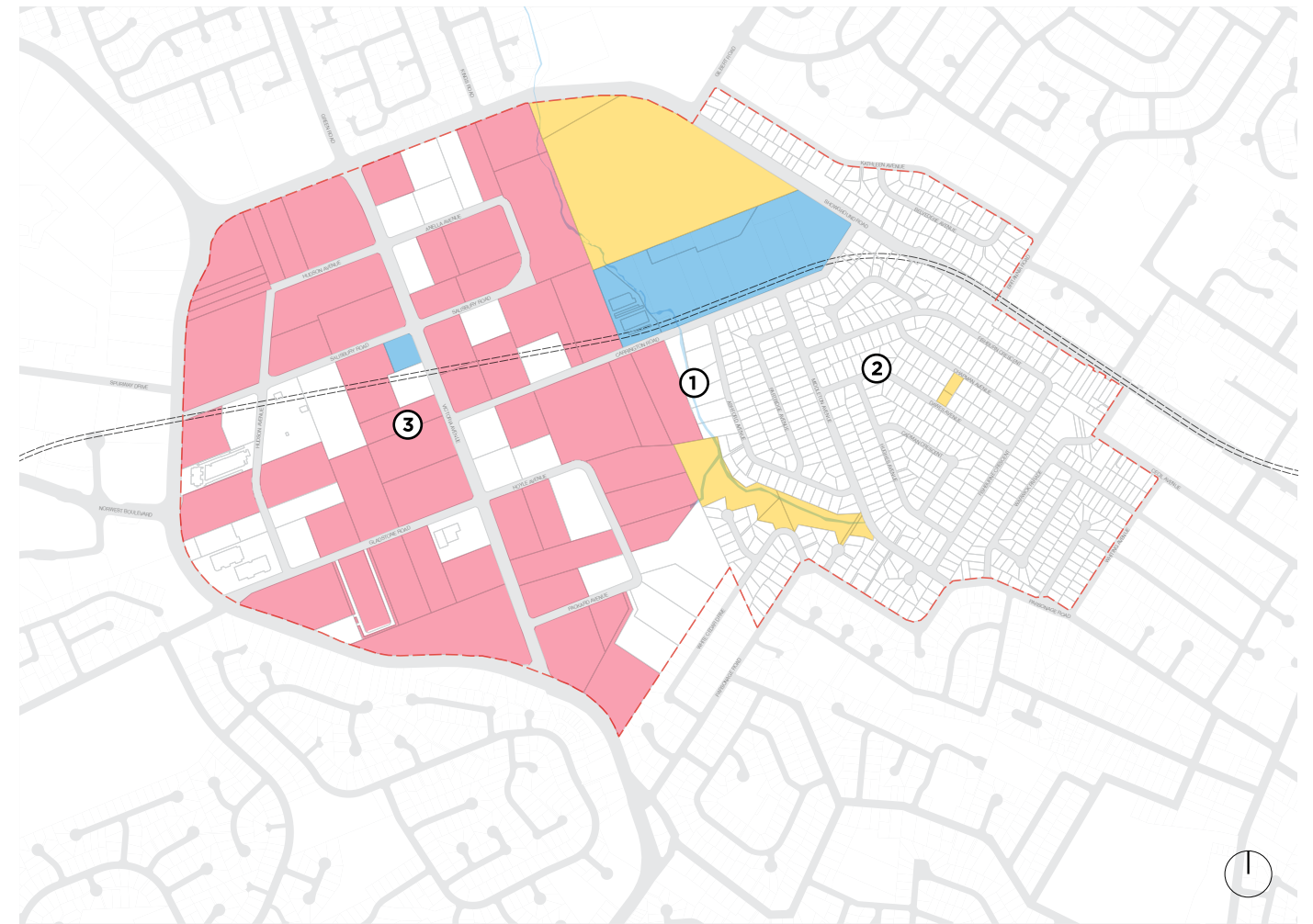


Figure 16. Existing land ownership - large sites

- Site boundary
- State government
- Local government
- Private

The major landowners are shown in Figure 16. Land for the Sydney Metro Northwest construction, south of the Castle Hill Showground, is owned by the NSW Government.

1. Private ownership of the creek line constrains the potential for ecological restoration, and pedestrian and cycle paths along and across Cattai Creek.
2. Land ownership within the residential area is generally restricted to lots less than 900m<sup>2</sup>, and would require consolidation to form lots large enough for apartments or townhouses to be built.
3. Strata titled buildings in the industrial areas make future redevelopment difficult.



## 3.6 Economic Analysis



Figure 17. Economic analysis

An economic analysis was undertaken on behalf of the Department of Planning and Environment which provides an analysis of the residential, commercial office, retail, bulky goods and industrial markets to 2036.

The report's findings include:

- ▶ The growth in commercial offices is likely to be limited to more support type office uses, due to the competition from Norwest Business Park.
- ▶ The precinct plays a vital role in servicing the bulky goods demands within the greater region (large hardware stores, furniture showrooms etc).
- ▶ The precinct has attributes that make it very attractive for residential development. However, the rate of growth needs to consider the medium to long term supply of housing along the entire rail corridor.

## 3.7 Precinct Boundary Changes

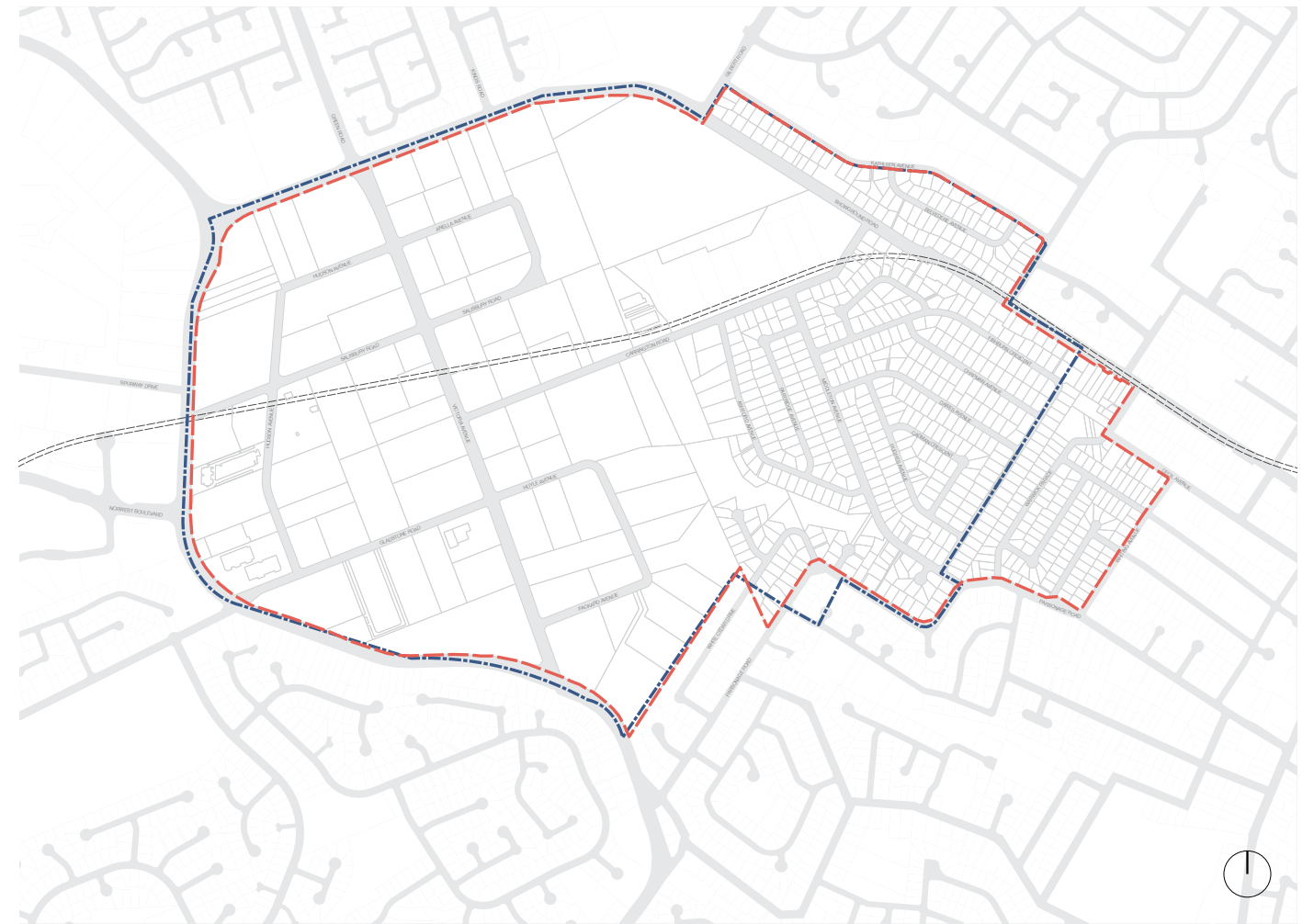


Figure 18. Precinct boundary changes

- Current precinct boundary
- Previous precinct boundary

The boundary of the precinct has been slightly amended compared to the Structure Plan released in 2013. This is so the boundary better aligns with the existing street network and property boundaries.

The boundary changes are generally limited to the eastern parts of the precinct between Showground Road and Parsonage Road.



# 4.0 The proposal

## 4.1 Vision

### “The Hills Cultural and Innovation Precinct”



Figure 19. Aerial view of the envisioned precinct.



**Residential**

- ▶ Approximately 5,000 new homes over the next 20 years.
- ▶ Increase housing supply and housing choice.
- ▶ Walkable neighbourhood with convenient access to the station, jobs, shops, cafés and open space.

**Employment**

- ▶ Approximately 2,300 new jobs created over the next 20 years.
- ▶ Retain most existing employment areas with more flexibility in uses.
- ▶ Create a business spine along Carrington Road connecting Victoria Avenue and the station.

**Open Space**

- ▶ Castle Hill Showground, a regional and cultural open space facility, to be retained and upgraded.
- ▶ Village Square connecting the station with the Castle Hill Showground, with landscaping, seating and lighting.
- ▶ Upgrade of Chapman Avenue Reserve and Cockayne Reserve.
- ▶ Improvements to the Cattai Creek corridor, with greater access and crossings.

**Retail and Community**

- ▶ Local centre at the station to provide 5,000m<sup>2</sup> to 10,000m<sup>2</sup> of shops and services.
- ▶ Active street level uses to provide attractive, vibrant and safe streets.
- ▶ New multi-purpose facility at the Castle Hill Showground.

**Built Form**

- ▶ Higher scale development on the northern side of Carrington Road - ranging in height, up to 16 and 20 storeys.
- ▶ Lower height apartments on the southern side of Carrington Road - ranging in height from 6 to 12 storeys.
- ▶ Detached and town houses 2 to 3 storeys in height in the outer areas of the precinct.
- ▶ Controls for setbacks, building separation and landscaping to achieve good urban design.

**Connectivity and Sustainability**

- ▶ New streets around the station.
- ▶ Improved connections for cyclists and pedestrians through the precinct.
- ▶ Provision for improved public transport connections to the station and employment areas.
- ▶ Measures to promote stormwater management, water quality and energy efficiency.
- ▶ Enhancing and protecting the ecological values of the Cattai Creek corridor.



Figure 20. View of the revitalised Cattai Creek







### Commercial and Light Industrial Sub-precinct

The land west of Cattai Creek will largely be maintained for light industrial, bulky goods retail and other employment uses, retaining but enhancing the existing character of the site. Victoria Avenue will continue to be a major spine for bulky goods retailing.

Employment opportunities will be supported on the western edge of the precinct to encourage greater connections with the Norwest Business Park.

### Carrington Road Sub-precinct

The employment functions of Carrington Road will be expanded through a broader range of employment uses including office and business premises up to six storeys in height. This will create a continuous employment 'spine' that links with Victoria Avenue.

Residential apartments will be permitted directly adjacent to the Carrington Road employment spine. This will encourage the development of the employment uses, to facilitate restoration of the Cattai Creek and provide more public open space along this creek corridor for the community.

### Residential Apartments Sub-precinct

Residential apartments on the southern side of Carrington Road adjoining the local centre will benefit from a high level of accessibility to the station, shops, open space and other facilities and will range in height from 12 to 16 storeys.

The height of apartments further south of these buildings will step down from eight (8) to six (6) storeys to create a transition to the lower scale residential development within the south-eastern portion of the precinct.

### Town houses and detached dwellings Sub-precinct

Residential areas within the south-eastern part of the precinct, and between Showground Road and Kathleen Avenue, will be principally characterised by town houses, attached dwellings and stand-alone dwellings between two (2) to three (3) storeys in height.



Figure 22. Envisioned view along Carrington Street, looking towards the new Local Centre.



# 4.0 The proposal

## 4.2 Public Open Space Network



New public open spaces and improved existing parks and reserves are planned for the precinct, to create an attractive environment for existing and future residents, visitors and workers.

The network of open space and improved connections will also encourage pedestrian and cyclist activity throughout the precinct.

The public open space network will be achieved by:

- ▶ Providing for a variety of new green open spaces within the precinct to perform a range of functions such as active play spaces, relaxation/ leisure spaces, meeting spaces, and improved biodiversity through quality landscaping;
- ▶ Provision of a new village plaza connecting the station to the Castle Hill Showground, in addition to a new station plaza provided as part of the station construction;
- ▶ Revitalisation of the Castle Hill Showground to provide more accessible open space, pedestrian and cycle paths and a variety of uses;
- ▶ Potential to improve and expand existing local parks or provide new local parks as the area develops;
- ▶ Improved accessibility of the Cattai Creek corridor including new links along the length of this corridor;
- ▶ Paved pedestrian paths that link parks and public spaces to encourage safer pedestrian movement and cycling through the area; and
- ▶ Creating 'green streets' by recommending appropriate setbacks to roads and reserves and tree planting.

Figure 23. Proposed open space network



## Village Plaza



Figure 24. Village plaza - indicative concept plan

### LEGEND

1. Doran Drive with parking bays and bus stops
2. Mixed Use Buildings
3. Open lawn
4. Outdoor seating area
5. Raised planter bed
6. Grove of ornamental trees with public seating
7. High quality, durable paved finish
8. Station entrance
9. Location of artist impression illustrated in Figure 25



Figure 25. Impression of the view along Doran Drive looking north towards the Castle Hill Showground.

A village plaza is planned for the local centre to provide the main connection from the new station to the Castle Hill Showground. The proposed design has been included in the recommended Development Control Plan controls for the precinct to include the following:

- ▶ Shops, cafes and restaurants opening onto the plaza, with outdoor seating areas;
- ▶ Central lawn area for workers and visitors to enjoy lunch, or for children's play;
- ▶ A grove of trees at the southern edge for shade for seating; and
- ▶ Additional street trees at the edges of the plaza offering additional year round shading that result in a pleasant green space.



# 4.0 The proposal

## Castle Hill Showground



Figure 26. Castle Hill Showground - preliminary concept plan

### LEGEND

- |   |   |
|---|---|
| 1. Showground Station   | 11. Parkland including barbecue and picnic facilities                                     |
| 2. Local Centre   | 12. Community garden  |
| 3. Residential Apartments   | 13. Dog off leash/training area   |
| 4. Educational/Cultural Uses  | 14. Village green with ornamental tree plantings  |
| 5. Castle Hill Showground arena   | 15. Equestrian area   |
| 6. Indoor Sports Uses   | 16. Flexible market/event pavilion  |
| 7. New north-south connections to Showground Road   | 17. Grove of trees for possible expansion of market                                       |
| 8. New east-west connection from Showground Station to existing development to the west of Cattai Creek | 18. Cattai Creek corridor with pedestrian/cycle path connecting to Fred Catterson Reserve |
| 9. Children's playground  | 19. Location of the artist impression illustrated in Figure 27                            |
| 10. Skate park  |   |



Figure 27. Impression of the envisioned Castle Hill Showground

While the Castle Hill Showground is a significant regional facility that is used by a range of clubs and community associations, it is currently underutilised and has the potential to accommodate a much broader range of open space, sporting, recreational, cultural, and community activities to meet the needs of existing and future residents, workers and visitors.

The future planning of the Castle Hill Showground will be determined through a Master Planning process by The Hills Shire Council. However, to ensure an integrated approach to the planning of the precinct, a preliminary concept plan has been prepared for the Castle Hill Showground to assist Council's planning and to encourage community discussion.

The concept plan retains the main arena but provides a new stadium and seating. A range of recreational and cultural activities can be provided for outside the arena including children's playgrounds, dog walking/training areas, skate and other youth facilities, community gardens, picnic and barbecue areas, and facilities for weekend markets.



## Cattai Creek Corridor



Figure 28. Cattai Creek corridor - potential enhancements

### LEGEND

- |   |  |
|---|--|
| 1. Cattai Creek                                 | 8. Showground Station                                      |
| 2. Cockayne Reserve                             | 9. Fred Caterson Reserve                                   |
| 3. Upgraded playground                          | 10. Location of artist impression illustrated in Figure 29 |
| 4. Shared pedestrian/cycle path                 |  |
| 5. Potential for an enlarged neighbourhood park |  |
| 6. Vegetated drainage corridor                  |  |
| 7. Castle Hill Showground                       |  |



Figure 29. Impression of the revitalised Catti Creek Corridor, looking north.

There is an opportunity for the Cattai Creek corridor to be revitalised and made more accessible to the community. Significant tracts of the creek corridor are currently held in private ownership. The redevelopment of land adjacent to the corridor provides the opportunity for these parts to become public open space, with greater linkages over the creek linking Cockayne Reserve, the Castle Hill Showground, and Fred Caterson Reserve beyond.



# 4.0 The proposal

## Local Parks

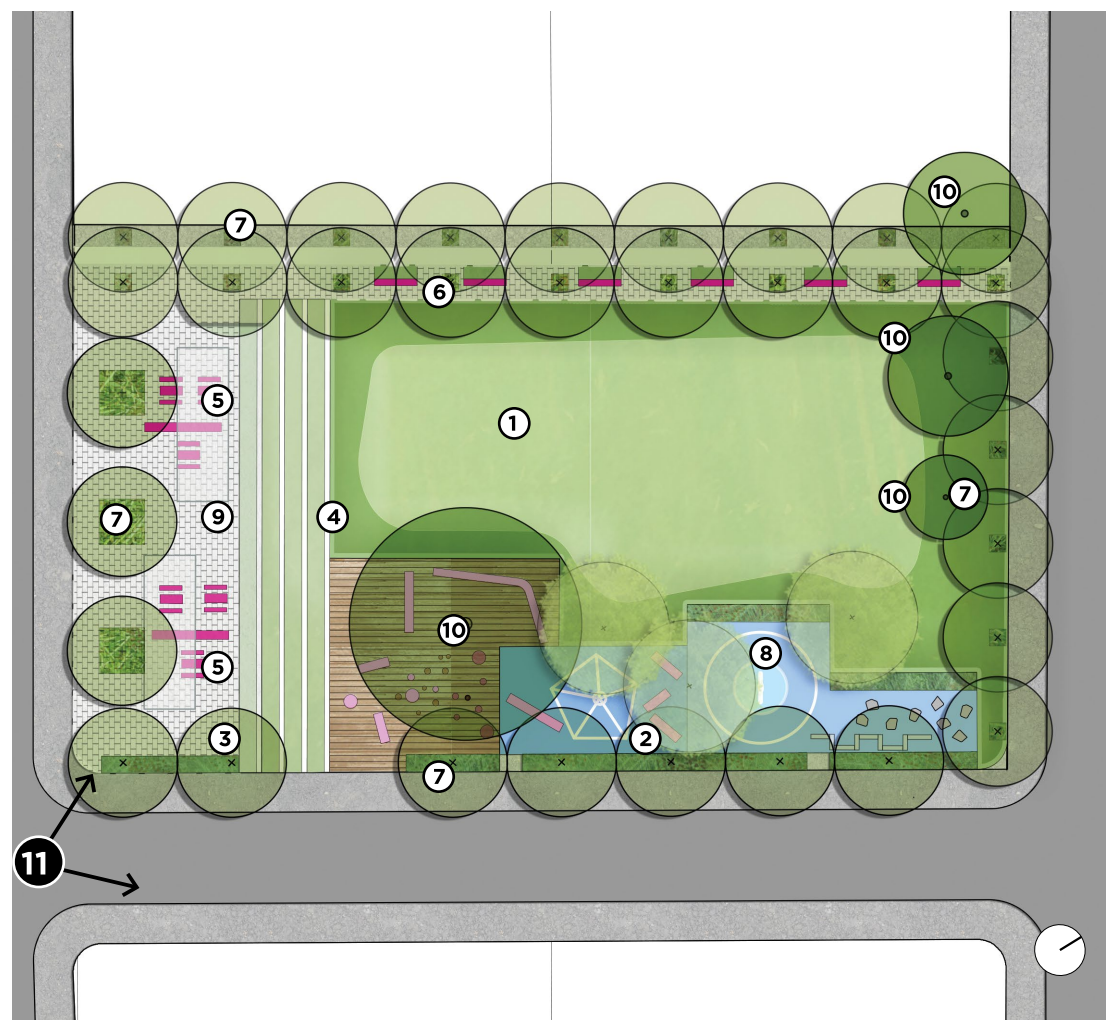


Figure 30. Local park - indicative concept plan

### LEGEND

- |  |  |
|--|--|
| 1. Open flexible lawn for informal games and possible dog off leash area | 6. Seating under trees at park edge  |
| 2. Children's playground   | 7. Native evergreen trees within planted tree pits                             |
| 3. Raised timber deck with seating under existing tree                   | 8. Feature trees shading playground  |
| 4. Terrace/seating steps at lawn edge                                    | 9. High quality, durable paved finish  |
| 5. Picnic/barbecue facilities under shade structures                     | 10. Existing trees retained  |
|  | 11. Location of the artist impression of a local park illustrated in Figure 31 |



Figure 31. Impression of a local park

There is potential for Chapman Avenue Reserve to be expanded and/or upgraded to accommodate a range of activities for the existing and new community, and/or for a new local park to be provided in the residential area of the precinct. The purpose of an expanded or a new local park is to provide a place for residents to gather, socialise and enjoy open space.

There are opportunities for children's play equipment, open lawn area for games, and communal barbecue areas with shade structures to be included in local parks. Existing and new trees could provide year round shade and colour. The use of high quality materials and low maintenance planting would ensure the park's longevity and value to the community.

Opportunities to enhance existing playground equipment in Cockayne Reserve (see Figure 29) as well as providing urban public spaces within existing employment areas along Victoria Avenue can also be investigated.



## 4.4 Access and Movement

### Proposed street network and public transport

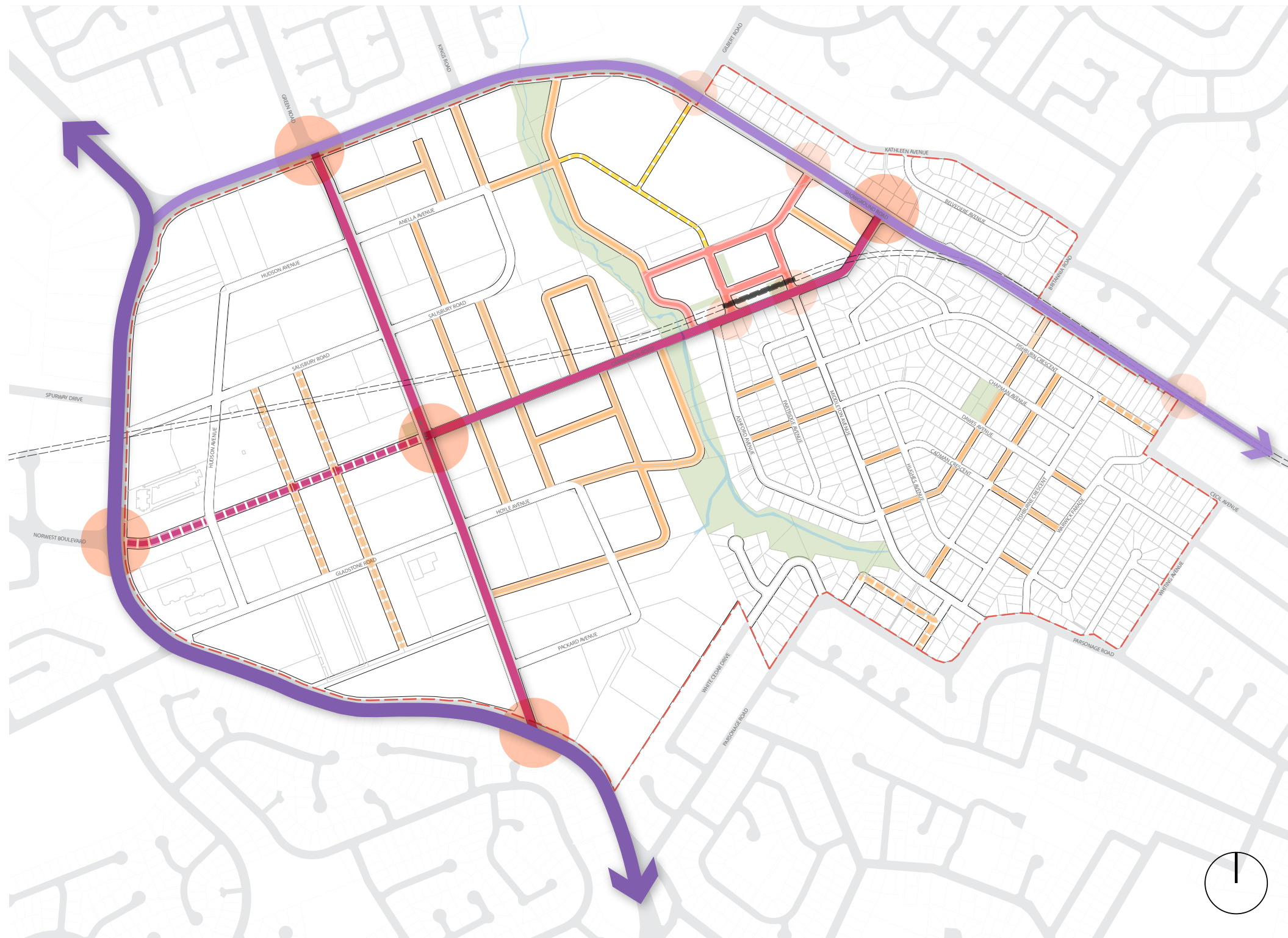


Figure 32. Proposed key roads

A number of transport initiatives are proposed for the precinct including:

- ▶ New Sydney Metro Showground Station with bus, taxi, cycle and kiss-and-ride interchange facilities;
- ▶ Customer car park for 600 spaces;
- ▶ New and upgraded station precinct access streets;
- ▶ Several new and upgraded intersections including Carrington Road and Middleton Road, Carrington Road and Doran Drive, additional signalised intersections on Showground Road, as well as upgrades to Showground Road, Green Road and Victoria Avenue intersection;
- ▶ Extension of Carrington Road between Victoria Avenue and Windsor Road to provide for buses, pedestrians and cyclists only;
- ▶ Showground Road upgrade;
- ▶ Extension of Fishburn Crescent to Cecil Avenue; and
- ▶ New local roads within residential and employment areas to provide greater access and permeability.

- Site boundary
- Showground Station
- Primary arterial road
- Arterial road
- Sub-arterial road
- - - Possible bus only connection
- New roads delivered by Sydney Metro Northwest
- Proposed new roads
- Proposed new roads for further investigation
- Limited access road (pedestrian and events only)
- Key signalised intersections



# 4.0 The proposal

## Pedestrian and Cycle Paths

Pedestrian and cycle connections are planned within the precinct, to be integrated with the public transport network.

The planned improvements include:

- ▶ Safe, accessible and attractive routes to encourage pedestrians and cyclists to travel throughout the precinct and beyond;
- ▶ Integrate pedestrian and cycling facilities with the open space network and improve linkages to open spaces outside the precinct, such as Fred Caterson Reserve to the north;
- ▶ Maximise cycling facilities within new developments, around the station, the local centre and the Castle Hill Showground;
- ▶ Providing traffic calming measures to minimise conflict between vehicles and pedestrians;
- ▶ Integrate road safety and traffic control measures in the design of new streets; and
- ▶ New and/or upgraded footpaths on both sides of streets within key areas.

- Site boundary
- Existing infrastructure
  - Footpath
  - Off-road cycleway
  - On-road bike lane
- Proposed infrastructure
  - Footpath
  - Off-road cycleway
  - On-road bike lane
  - ▲ Zebra crossing

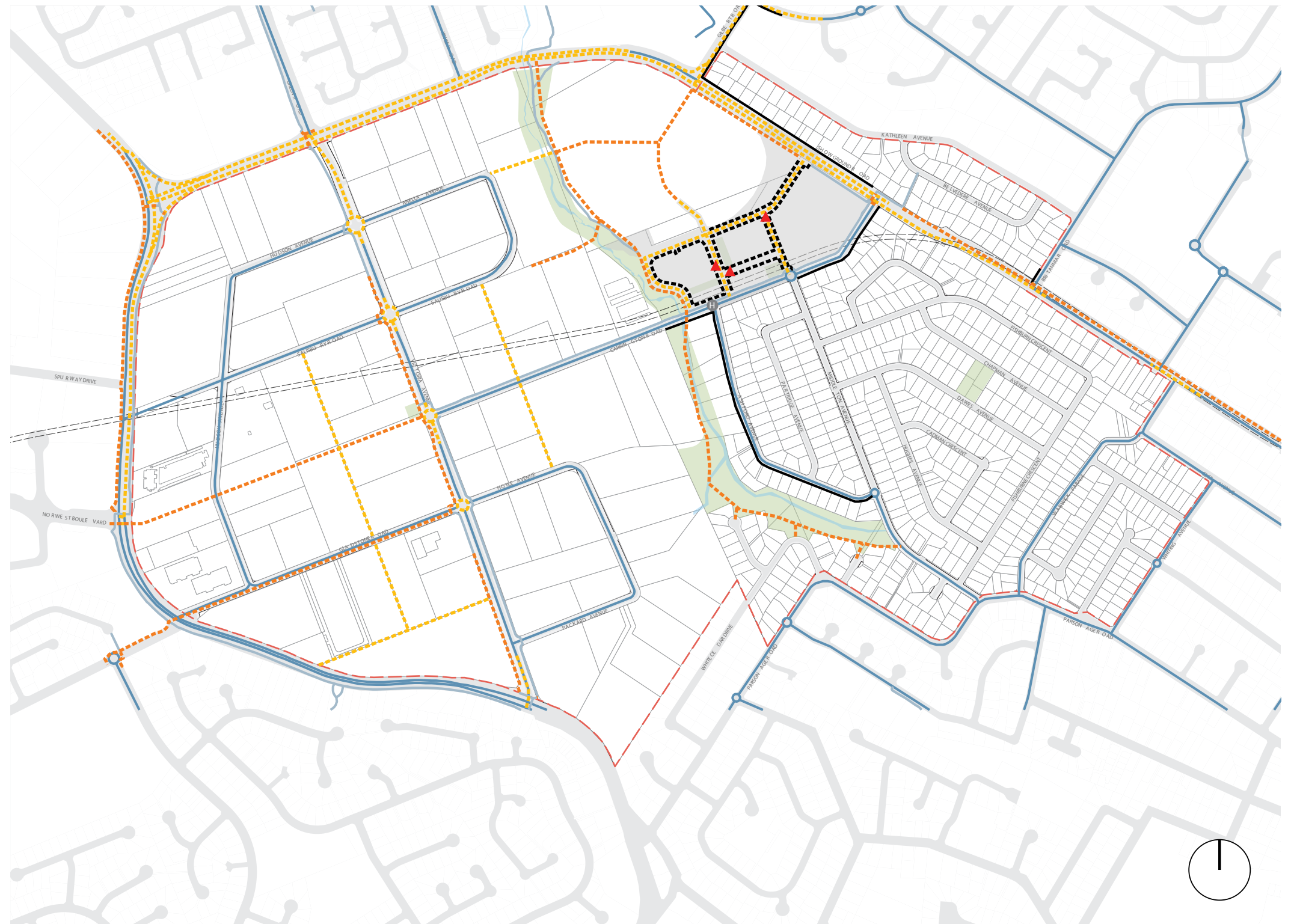


Figure 33. Pedestrian and cycle paths



## 4.5 Built Form

### Overview



Figure 34. Built Form

A varied built form is planned for the precinct to reflect the new opportunities created by the opening of the station, and the different characters of the sub-precincts.

#### 1. Local Centre

- ▶ Highest buildings in the precinct (up to 16 and 20 storeys).
- ▶ Zero setback to the street, so shops directly front the street.
- ▶ Street front/podium heights up to four (4) storeys.

#### 2. Commercial and Light Industrial Sub-precinct

- ▶ Equivalent to four (4) storeys
- ▶ Opportunities for additional height, up to six (6) storeys are provided within the employment areas opposite Norwest Business Park.

#### 3. Carrington Road Sub-precinct

- ▶ Opportunities for additional height, up to six (6) storeys are provided within the employment areas focussed along Carrington Road.

#### 4. Residential Apartments

- ▶ Residential development on the southern side of Carrington Road will benefit from a high level of accessibility to the station, shops, open space and other facilities, and will be up to 12 storeys in height.
- ▶ Further south the scale of residential development steps to eight (8) and six (6) storeys to create a transition to the lower scale housing
- ▶ Minimum allotment size of 1,500m for apartment buildings

#### 5. Town houses and detached dwellings

- ▶ Lower scale two (2) to three (3) storey residential development within the south-eastern portion of the precinct.
- ▶ Minimum allotment size of 240m<sup>2</sup> for detached homes and townhouses.



# 4.0 The proposal

## Local Centre

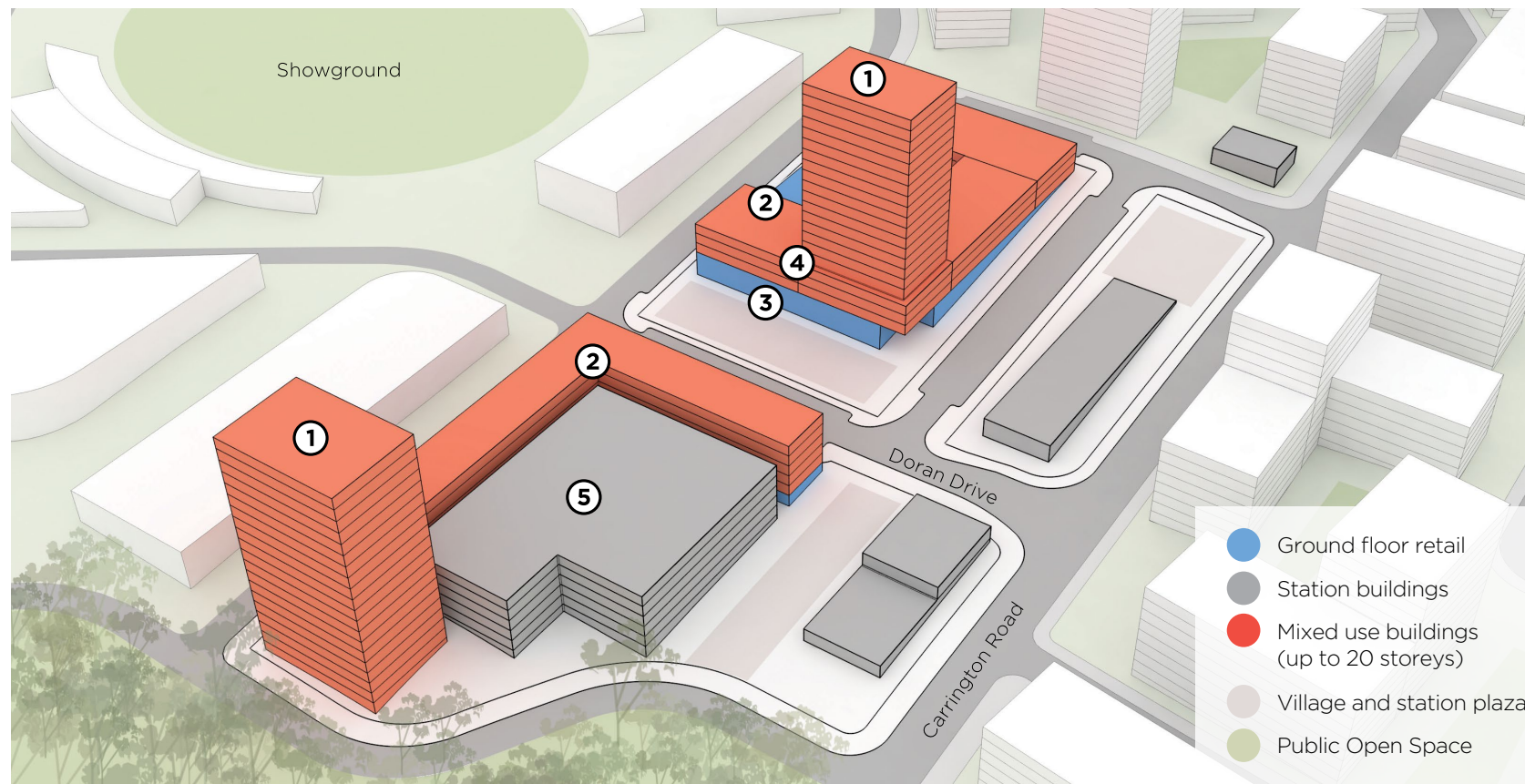


Figure 35. Built form within the Local Centre



A vibrant and active local centre will be focused around the station. The centre is planned to accommodate shops, cafes and restaurants, and various other services and facilities for residents, workers and visitors. Residential apartments will be located above retail and commercial levels of mixed use buildings to maximise pedestrian activity and surveillance around the station and provide trade for shops and businesses within the centre.

Urban plazas are planned to be incorporated in the centre to provide places for residents, workers and visitors to gather, play, relax or dine.

Key built form features of this precinct:

1. Maximum heights up to 20 storeys in the local centre.
2. Street front podium heights of 4 storeys to frame the street and define activity areas.
3. Minimal street setbacks at ground and podium levels to maximise activation of the streets and public domain within the centre.
4. Minimum 3m setbacks above 4 storey podium levels.
5. The customer car park for the station is planned to be 'sleeved' within retail and residential uses to ensure an attractive built form, avoiding large areas of blank walls.

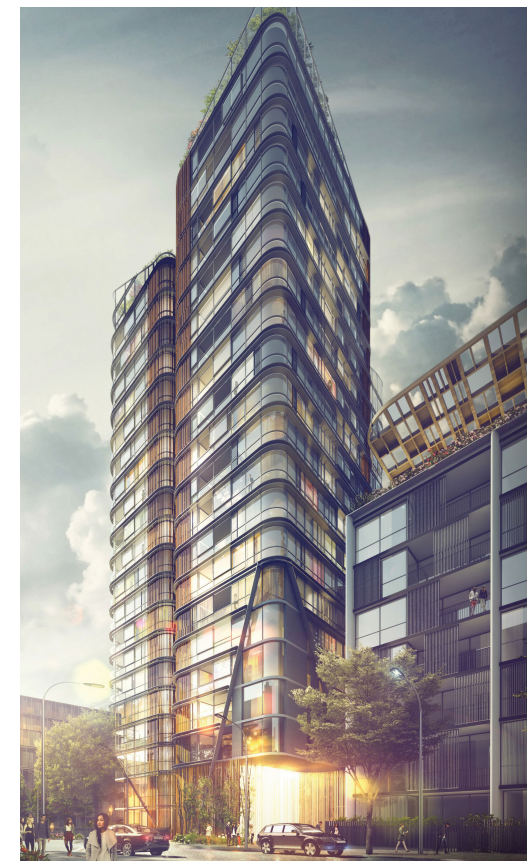


Figure 36. Examples of high density residential within the Local Centre (Waterloo and Surry Hills)

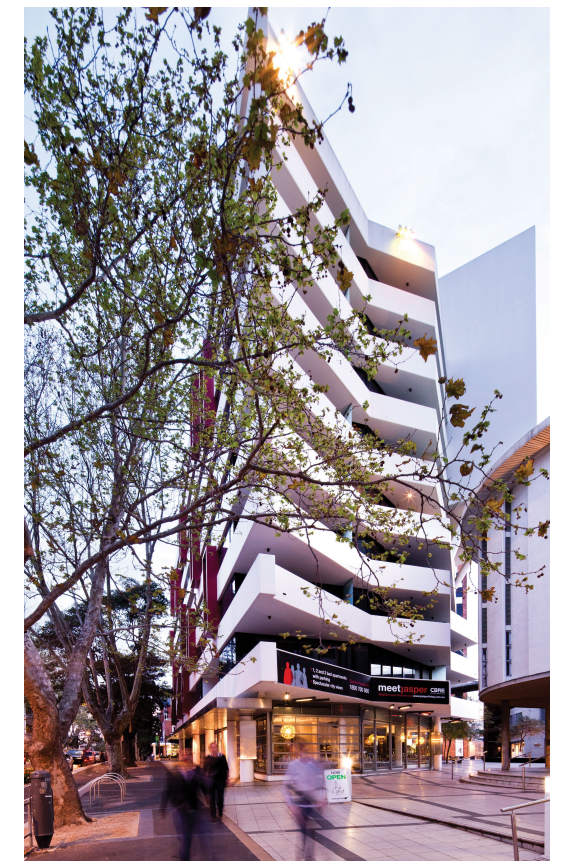


Figure 37. Example of ground level retail within the Local Centre



### Commercial, Business and Light Industrial Sub-precinct

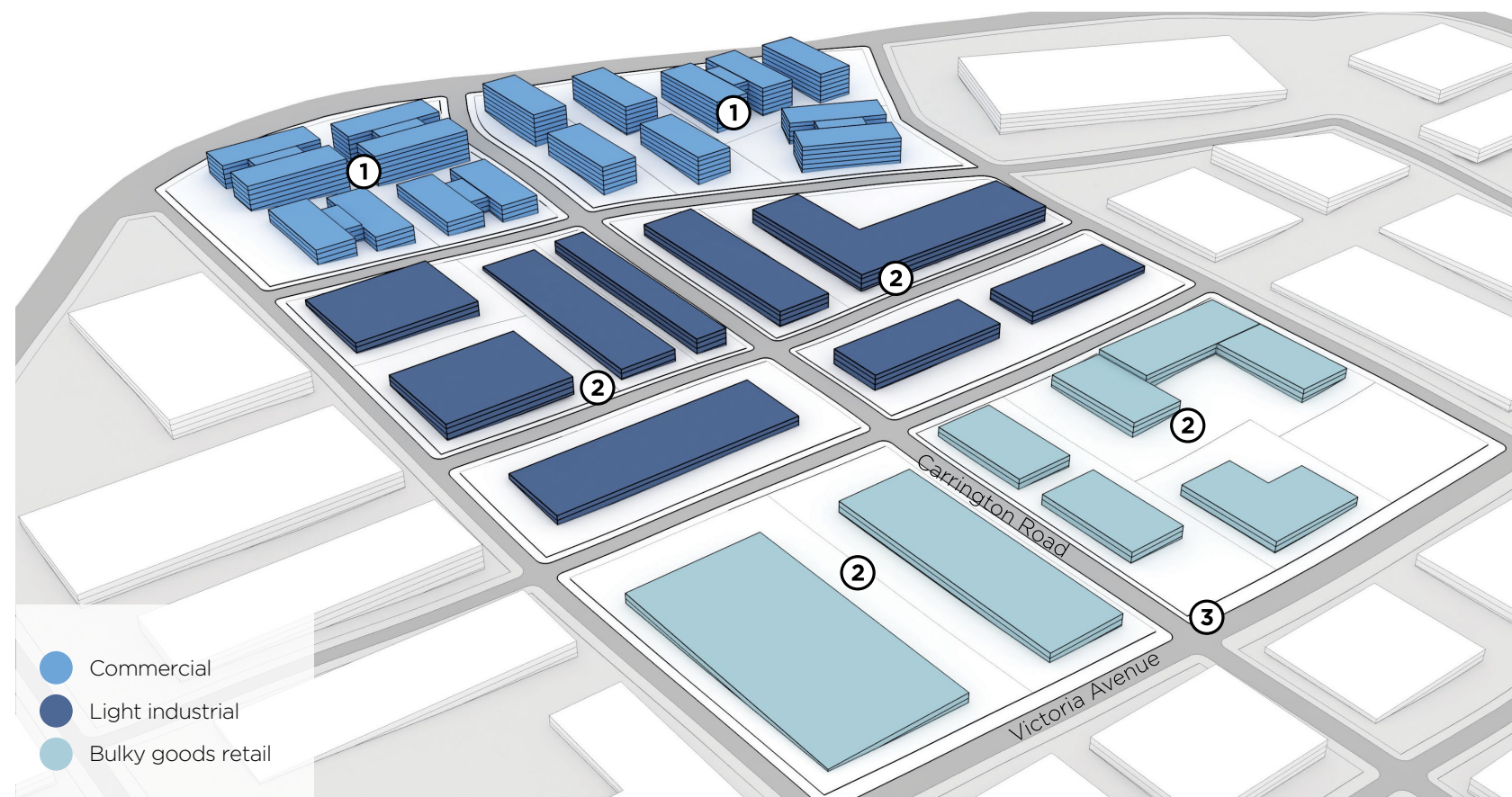


Figure 38. Built form within the Commercial, Business and Light Industrial sub-precinct



The existing light industrial and bulky goods sub-precinct will be retained and enhanced to reflect the importance of this area for jobs and bulky goods retailing in the area. Victoria Avenue will be reinforced as a major bulky good retailing centre with opportunities to include sites along Showground Road for these uses as they benefit from a high level of exposure to passing trade.

A broader range of commercial uses, including offices and business premises will be permitted within the western area of the precinct to foster a close relationship with Norwest Business Park.

Key built form features of this precinct:

1. Heights of up to 6 storeys within the area adjacent to Norwest Business Park.
2. Heights of up to 4 storeys within areas zoned for light industrial and bulky goods retail purposes.
3. Setbacks along main streets (Victoria Avenue and Carrington Road) are to be a minimum of 15m.



Figure 39. Example of light industrial precinct built forms



# 4.0 The proposal

## Carrington Road Sub-precinct

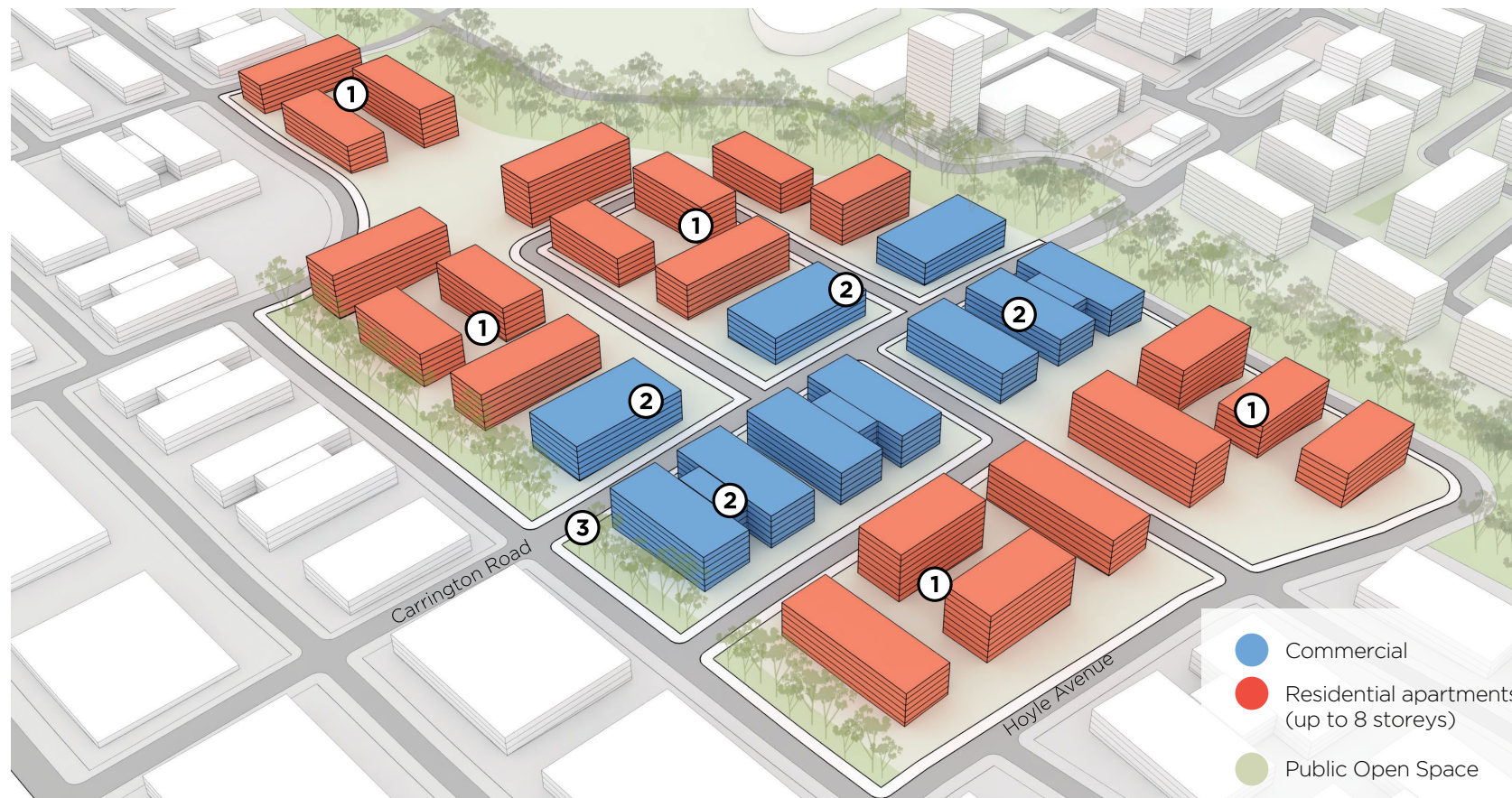
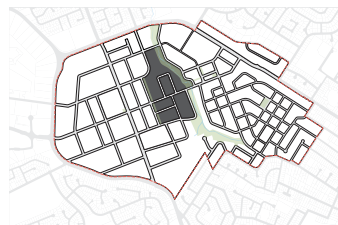


Figure 40. Built form within the Carrington Road sub-precinct



The Carrington Road Sub-precinct is planned to be a vibrant mixed use precinct accommodating a broad range of commercial uses and employment opportunities, including office and business premises along Carrington Road, which will be adjoined by residential apartment buildings.

Key built form features of this precinct:

1. Heights of up to 8 storeys in areas zoned for residential development.
2. Heights of up to 6 storeys in areas zoned for commercial/business development.
3. 5m landscaped setback along Carrington Road, to allow for retention of existing vegetation and new landscaping.
4. 5m setbacks for residential apartments along other streets.



Figure 41. Example of commercial development adjacent to a creek corridor



Figure 42. Example of residential development envisioned in this precinct



## Residential Apartments Sub-precinct



Figure 43. Residential apartment built form



The character of this sub-precinct is the residential area around the local centre, for apartment buildings.

Key built form features of this sub-precinct:

- ▶ A range in heights, reducing further from the station to transition building heights down, and provide for a range of building forms to provide greater housing choice.
- ▶ Buildings up to 16 storeys in height on the northern side of Carrington Road and 12 storeys immediately to the south.
- ▶ Building heights reducing to 8 storeys adjoining these tallest buildings and 6 storeys further again from the station.
- ▶ 5m landscaped setbacks.
- ▶ Private open space and landscaping requirements for a high level of residential amenity and improved appearance of new buildings.



Figure 44. Examples of residential development up to 16 storeys in this precinct



Figure 45. Example of residential development up to 8 storeys in this precinct (Erskineville)



# 4.0 The proposal

## Town houses and detached dwellings



Figure 46. Terraces and detached dwellings built form



To provide for increased housing choice in the precinct, this area will allow for a broad range of dwelling types including town houses, attached dwellings and smaller lot dwelling houses. It is proposed that the character of this sub-precinct will retain the lower building heights that are currently found in this area to provide for a transition between apartments closer to the station and stand-alone dwellings beyond the precinct.

Key built form features of this precinct:

- ▶ Maximum building heights of 2 to 3 storeys.
- ▶ Minimum lot sizes of 240m<sup>2</sup>.
- ▶ 5m setback on residential streets.
- ▶ Minimum lot widths ranging from 6m for attached dwellings and 8m for detached dwellings.



Figure 47. Examples of residential development up to 3 storeys envisioned in this precinct (Blackwattle Bay and Glebe)



## Overshadowing



Figure 48. Shadow at 9:00am on 21 June.



Figure 49. Shadow at 12:00 pm on 21 June.



Figure 50. Shadow at 3:00 pm on 21 June.

An overshadowing analysis has been undertaken to demonstrate that the proposed built form controls will not result in unreasonable overshadowing impacts during mid winter (the shortest day of the year and the longest shadows) as illustrated in the shadow diagrams and summarised below:

- ▶ The Castle Hill Showground lies to the north of the proposed local centre and therefore will not be impacted by overshadowing of the new buildings in this centre.
- ▶ The existing and proposed open space along the Cattai Creek corridor will be partly affected by overshadowing from the proposed buildings at certain times in the morning, but not in the afternoon.
- ▶ Overshadowing to an upgraded Chapman Avenue Reserve will be minimised, with the majority of the park to receive sunlight for the most part of the day.

The overshadowing impacts of the proposed built form are mitigated through the provision of taller, narrower buildings with smaller floor plates and spaced well apart. The separation of buildings that results from the existing and new street network also minimises overshadowing, along with the application of current best practice methods for building separation.

More information about overshadowing can be found in the Planning Report that has been prepared for the precinct.

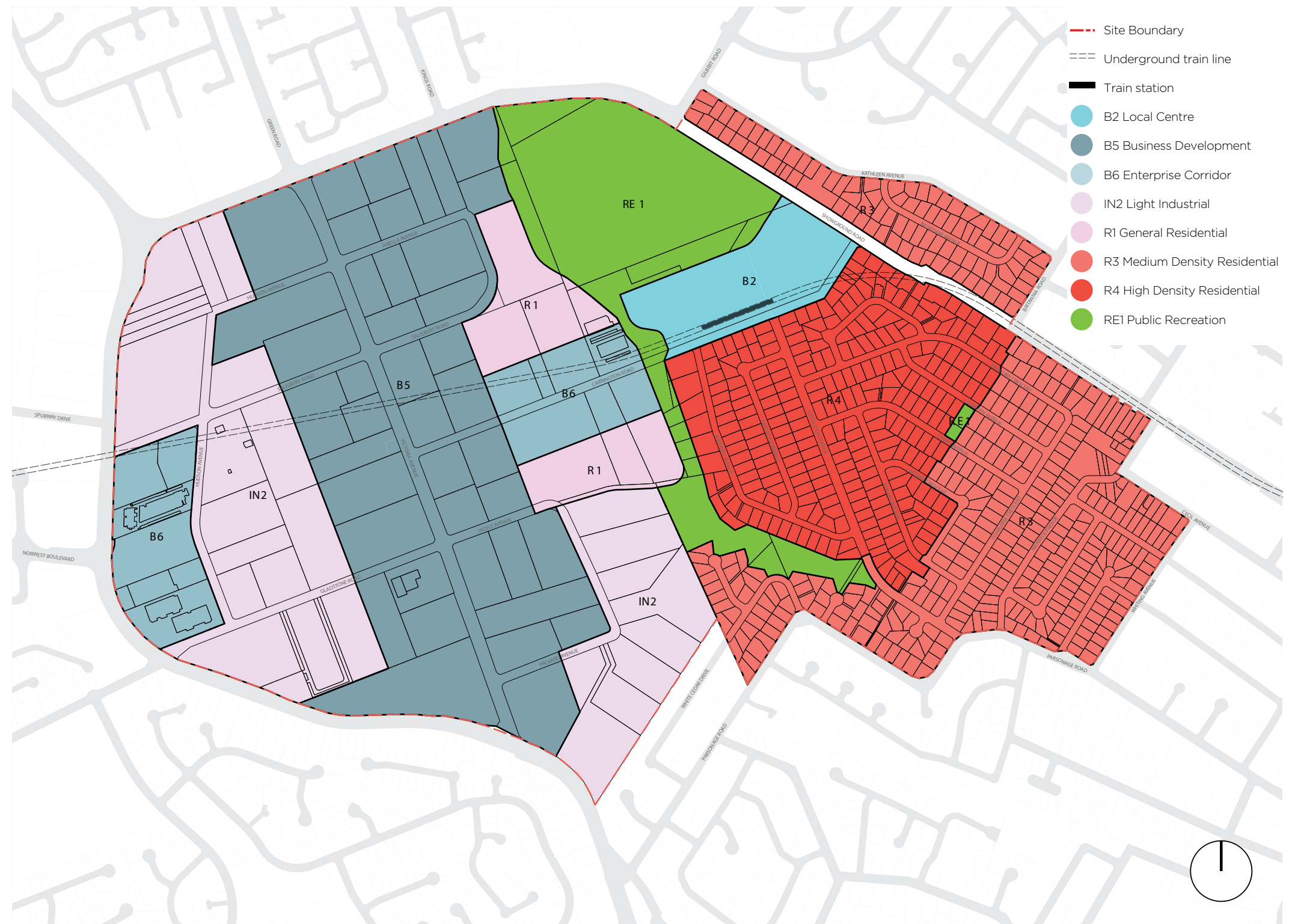


# 4.0 The proposal

## 4.6 Proposed Planning Controls

### Zoning

- ▶ **B2 Local Centre:** The new local centre at the station will be zoned B2 to permit a broad range of commercial and community uses, as well as residential apartments above lower levels.
- ▶ **B5 Business Development:** The existing B5 zone will be retained along Victoria Avenue and expanded to include land fronting Showground Road to provide additional opportunities for bulky goods retailing and other employments uses.
- ▶ **B6 Business Enterprise:** The B6 zone will apply to land fronting Carrington Road west of Cattai Creek and land in the west adjoining Windsor Road, opposite Norwest Business Park. The B6 zone will encourage additional employment and business opportunities by allowing a broader range of commercial uses including offices and business premises, but will exclude shop top housing.
- ▶ **IN2 Light Industrial:** The existing IN2 zone will be retained within the majority of the western part of the precinct as well as within the southern portion of the precinct west of Cockayne Reserve.
- ▶ **RE1 Public Recreation:** The Castle Hill Showground, Cockayne Reserve, and the proposed parkland along Cattai Creek will be zoned RE1.
- ▶ **R1 General Residential:** The R1 zone will apply to the land located to the north and south of the B6 land fronting Carrington Road. All types of residential development are permitted within the R1 zone, including residential flat buildings (apartments). Office and business premises are also permitted.
- ▶ **R3 Medium Density Residential:** The R3 zone will apply to the residential area further from the station in the south-east, and on the north-eastern side of Showground Road. Dwelling houses, attached housing and multi-dwelling housing are permitted within the R3 zone, but residential flat buildings are prohibited.
- ▶ **R4 High Density Residential:** The R4 zone will apply to the residential area to the south of Carrington Road up to the R3 zoned land. All types of residential development are permitted within the R4 zone, including residential flat buildings.





## Heights

The proposed height controls are consistent with the built form as described in Section 4.5 of this document.

The tallest buildings in the precinct will be located around the station in the local centre, between Carrington Road and the Castle Hill Showground. The maximum height is 68m, approximately 20 storeys.

The proposed height controls are maximums, and all future development proposals will still need to address other relevant controls such as overshadowing and privacy in *State Environmental Planning Policy No. 65 - Design Quality of Residential Apartment Development*, and the applicable Development Control Plan. This will determine the overall built form of development in the precinct.

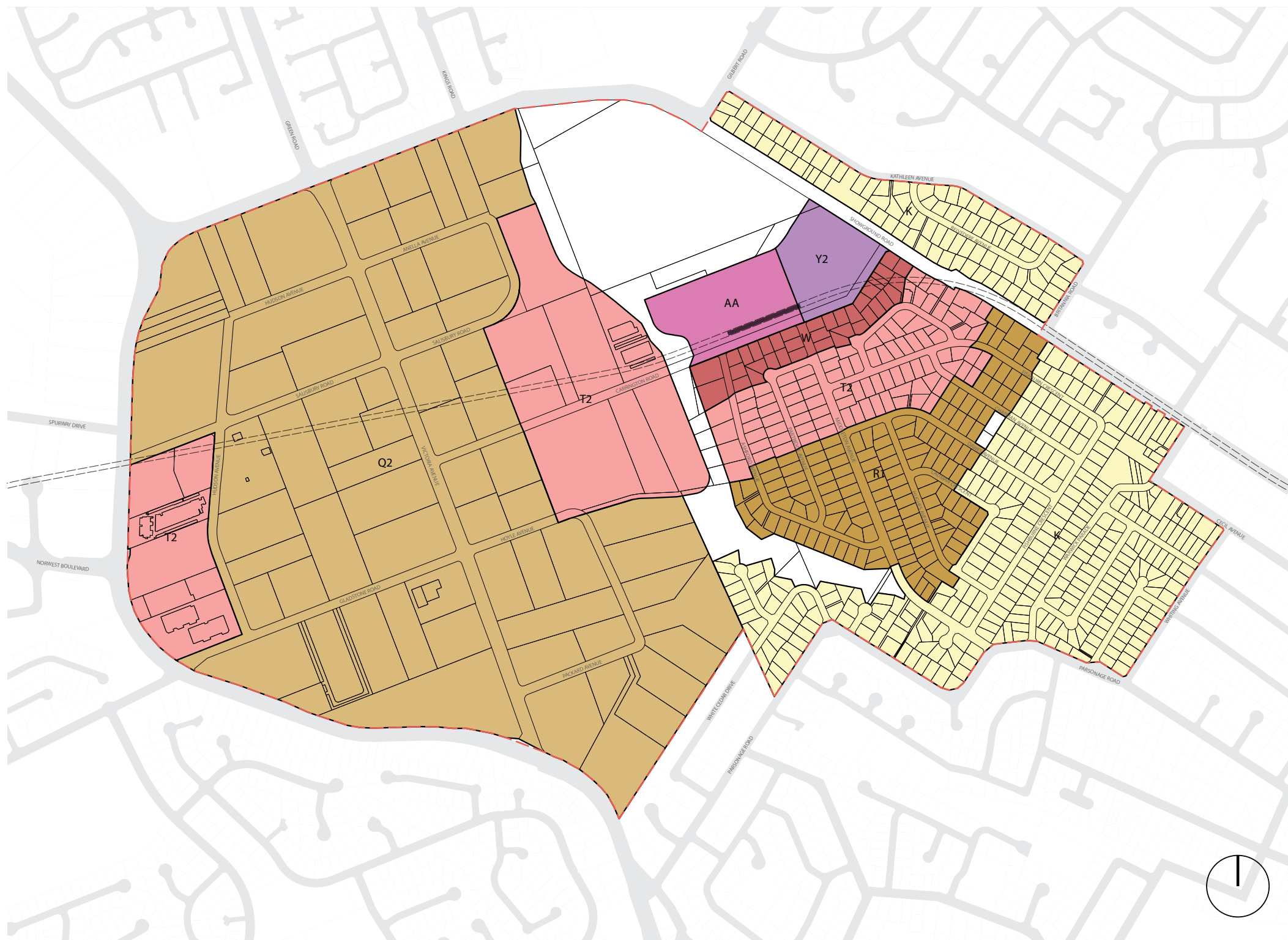


Figure 52. Proposed Heights of Buildings Map

- Site Boundary
- Underground train line
- Train station
- AA 68m (Approx. 20 storeys)
- Y2 52m (Approx. 16 storeys)
- W 40m (Approx. 12 storeys)
- T2 27m (Approx. 6 storeys commercial or 8 storeys residential)
- R1 21m (Approx. 6 storeys)
- Q2 20m (Approx. 4 storeys for employment uses)
- K 10m (2–3 storeys)



# 4.0 The proposal

## Floor Space Ratio

The FSR of 1.0:1 is maintained for the majority of the employment lands west of Cattai Creek.

For areas zoned B6 Enterprise Corridor, the FSR has been increased up to 2.3:1 to maximise employment opportunities on these lands.

FSRs have been increased across the residential areas to facilitate redevelopment of existing detached dwellings houses for new apartment buildings, consistent with the vision and proposed land uses for the precinct.

The highest FSRs have been provided within the local centre to enable the establishment of an active and vibrant mixed use centre around the station.

The proposed FSR controls are maximums, and all future development proposals will still need to address other relevant controls such as setbacks and open space provision in *State Environmental Planning Policy No. 65 - Design Quality of Residential Apartment Development*, and the applicable Development Control Plan. This will determine the actual built form of future developments.

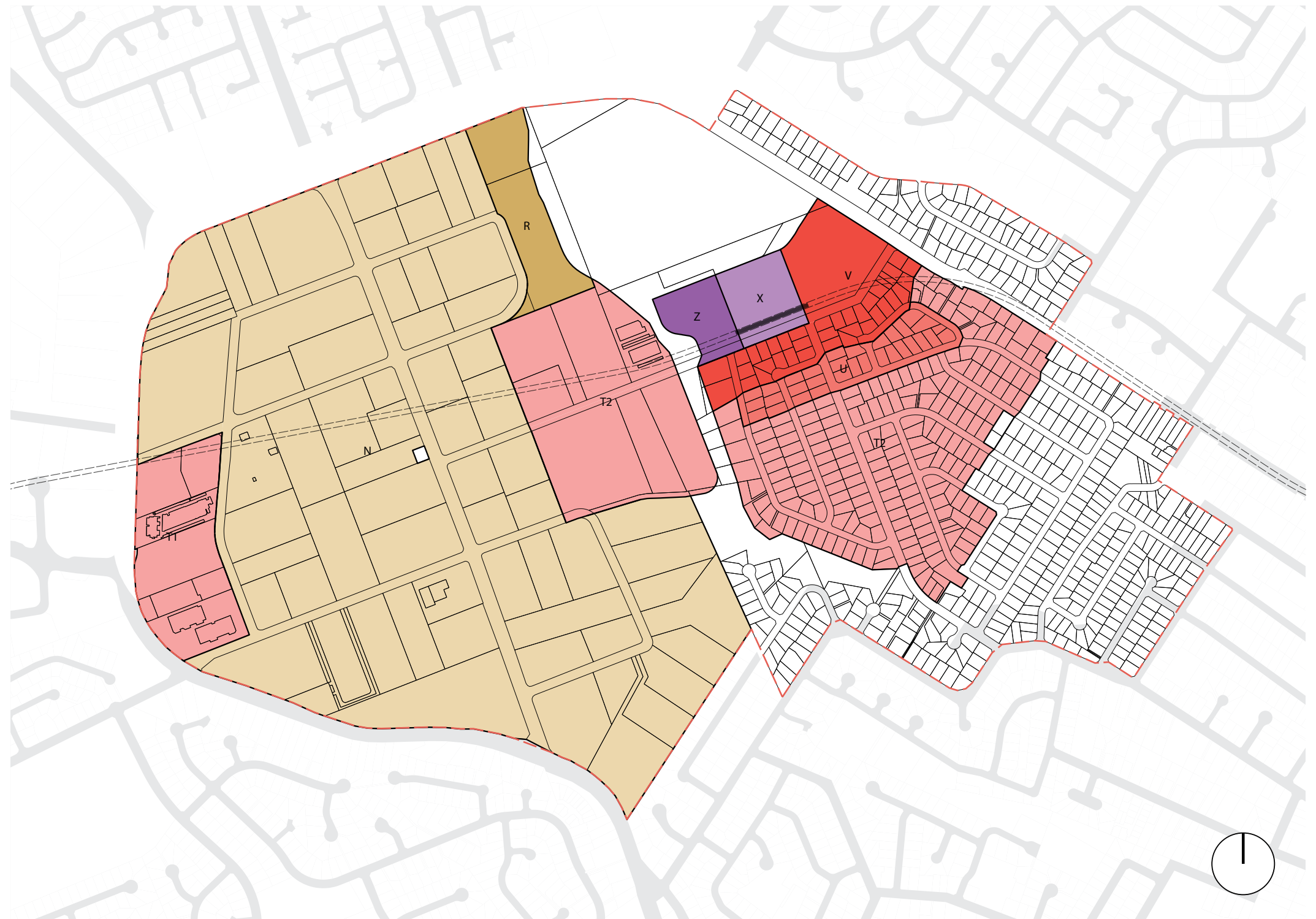
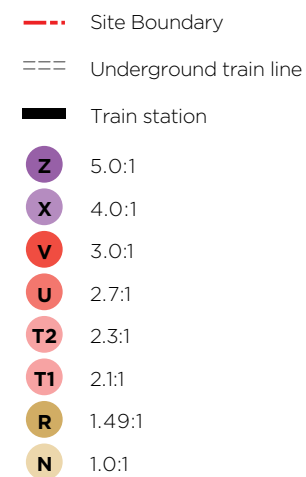


Figure 53. Proposed Floor Space Ratio Map



## 5.1 Infrastructure Schedule

The table below provides a summary of the key infrastructure items identified to support the forecast growth in the precinct. This includes public transport, walking and cycling upgrades, roads, community infrastructure and open space. The infrastructure items would be funded and delivered by a range of sources as identified in the table. Further details are available in the Planning Report.

Item	Measure	Responsibility	Timing	Funding Mechanism
<b>Public Transport</b>				
1	Construction of the Sydney Metro Northwest including new Showground Metro Station; station plaza; public domain; bus, taxi, cycle and kiss and ride facilities; customer car park with a total of 600 spaces; new precinct access streets and new and upgraded intersections.	Transport for NSW (TfNSW)	Sydney Metro Northwest to be completed in 2019.	TfNSW delivery responsibility
2	Improvements to the rapid bus and suburban bus network to create a more connected system that provides direct routes to, from and through the precinct to areas such as Rouse Hill, Blacktown via Norwest Business Park and Bella Vista and Castle Hill.	TfNSW	Bus service levels are reviewed continually by TfNSW and Roads and Maritime Services. Detailed planning for location of bus stops would occur as the area redevelopments.	TfNSW delivery responsibility
3	Investigate the potential for a new bus, pedestrian and cycle only connection from Windsor Road to Carrington Road connecting the precinct to Norwest Business Park.	TfNSW	Further investigations required.	TfNSW delivery responsibility
<b>Walking &amp; Cycling</b>				
4	Footpaths on all new streets, as well as Victoria Avenue, Salisbury Road, Anella Avenue and Hoyle Avenue; new pedestrian crossings on new and existing streets as required; extending footpaths on existing roads including Showground Road, Carrington Road, Middleton Avenue and, Ashford Avenue.	Relevant road authority/ developer	To be determined as precinct develops	TfNSW funding responsibility
5	Pedestrian and cycle paths along Cattai Creek and through Castle Hill Showground connecting through to Fred Catterson Reserve and Cockayne Reserve.	Relevant road authority/ developer/Sydney Water	To be determined as precinct develops	Delivery as part of Council's Section 94 Plan
6	Cycle paths/lanes along new access roads around the Showground Metro Station, Showground Road, Windsor Road and connecting the Castle Hill Showground to Anella Avenue and Salisbury Road.	Relevant road authority/ developer	To be determined as precinct develops	Delivery as part of Council's Section 94 Plan
<b>Roads</b>				
7	Upgrade of Showground Road (detailed design complete), with an additional two new signalised intersections proposed between Carrington Road and Green Road providing access to the precinct.	Relevant road authority/ developer	To be determined as the precinct develops	TfNSW delivery responsibility
8	Upgrade a number of intersections in the precinct including where Showground Road intersects with Carrington Road, Victoria Road and Windsor Road, along with the Norwest Boulevard and Windsor Road intersection.	TfNSW/Relevant road authority/developer	With the first subdivision for residential areas to the north of Memorial Road	TfNSW delivery responsibility or Council's Section 94 Plan, as relevant
9	New local roads as development occurs to provide greater access within the precinct and surrounding areas.	Relevant road authority/ developer	As the precinct develops	Delivery as part of Council's Section 94 Plan
<b>Education &amp; Community Infrastructure</b>				
10	Investigate potential for a new high school to be provided in Castle Hill, Showground Station Precinct, or Bella Vista Precinct.	Department of Education and Communities (DEC)	To be determined as precinct develops	Delivered as part of DEC's School Cluster Asset Plan
11	Expansion of existing primary schools (and out of school hours facilities where possible).	Department of Education and Communities (DEC)	To be determined as precinct develops	Delivered as part of DEC's School Cluster Asset Plan
12	New multipurpose community centre at Castle Hill Showground, to include youth and community needs.	Council/ developer	To be determined as precinct develops	Delivery as part of Council's Section 94 Plan
<b>Open Space</b>				
13	Improvements to Castle Hill Showground such as new stadium and sports field, market pavillion, children's playground and picnic and barbeque facilities, as well as a new public plaza adjacent to the Showground Metro Station.	Council	To be determined as precinct develops and subject to Council preparing a Master Plan.	Delivery as part of Council's Section 94 Plan
14	Expanding and improving Chapman Avenue Reserve or provide for a new local park, as well as improving facilities at Cockayne Reserve.	Council/ developer	To be determined as precinct develops	Delivery as part of Council's Section 94 Plan
15	Revitalising Cattai Creek including zoning 4.3ha of land currently in private ownership as public open space.	Council/ developer	To be determined as precinct develops	Delivery as part of Council's Section 94 Plan



## 5.2 Precinct Support Scheme

Through the Precinct Support Scheme, the NSW Government has allocated approximately \$15 million across the Showground Station, Bella Vista Station and Kellyville Station Precincts to fund local infrastructure upgrades.

The funding is to enable Councils to provide local infrastructure that will directly benefit the community. The funding is additional to development contributions (i.e., Section 94 contributions), and could be used by Councils to develop a new local park, upgrade existing open space, improve the local streets or provide additional community facilities, amongst other things.

The precinct planning process, along with community

consultation has identified a number of projects which could be funded through this scheme for the Showground Station Precinct. This funding could be allocated towards:

- ▶ the upgrade of facilities at the Castle Hill Showground including a contribution towards a multipurpose facility, playground facilities, sporting facilities, arena grandstand, walking and cycling paths, a market pavilion, lighting and park furniture such as tables, seating and barbecues (see Figure 26 which outlines a preliminary concept plan for the Castle Hill Showground);
- ▶ walking and cycling paths including along existing streets such as Victoria Avenue, Showground Road, Barina Downs Road and Salisbury Road (see Figure 33 for the location of proposed walking and cycle paths);
- ▶ walking and cycling paths along the Cattai Creek corridor (see Figure 33 for the location of proposed walking and cycle paths);

- ▶ enlarging and improving Chapman Avenue Reserve (see Figure 30 for an indicative concept plan);
- ▶ improving Cockayne Reserve such as new playground facilities, lighting and park furniture; and/or
- ▶ improving existing/planned playing fields such as Fred Caterson Reserve and Coolong Reserve.

Projects have also been identified for the Bella Vista Station and Kellyville Station Precincts including:

- ▶ pedestrian and cycle paths through Bella Vista Farm, connecting residents to the Circa Shopping Centre (Bella Vista Station Precinct);
- ▶ walking and cycling paths including along existing streets and Elizabeth Macarthur Creek and Caddies Creek corridors (Bella Vista Station and Kellyville Station Precincts);
- ▶ improvements to existing/planned sports fields

- such as Arnold Avenue Sports Complex, Balmoral Reserve, Kellyville Park and Stanhope Gardens Reserve (Bella Vista Station and Kellyville Station Precincts);
- ▶ new sports fields at Caddies Creek, Kellyville (Kellyville Station Precincts); and/or
- ▶ community centre at either Kellyville or Bella Vista town centre (Bella Vista Station and Kellyville Station Precincts).

Through the exhibition process, the Department is seeking community feedback on the types of projects the community would like to see funded through the Precinct Support Scheme.

Following public exhibition, the Council and the Department would work together to review the shortlisted projects and reach agreement on the recommended project(s) to receive Precinct Support Scheme funding for each precinct.



Figure 54. Figure 64: Example of walking and cycle paths along a creek corridor (Jacobs Ridge Queensland)



Figure 55. Figure 65: Example of a community facility (Surry Hills Library and Community Centre)





Figure 56. Impression of the proposed Showground Station on Carrington Road



Figure 58. Impression of the Local Centre sub-precinct

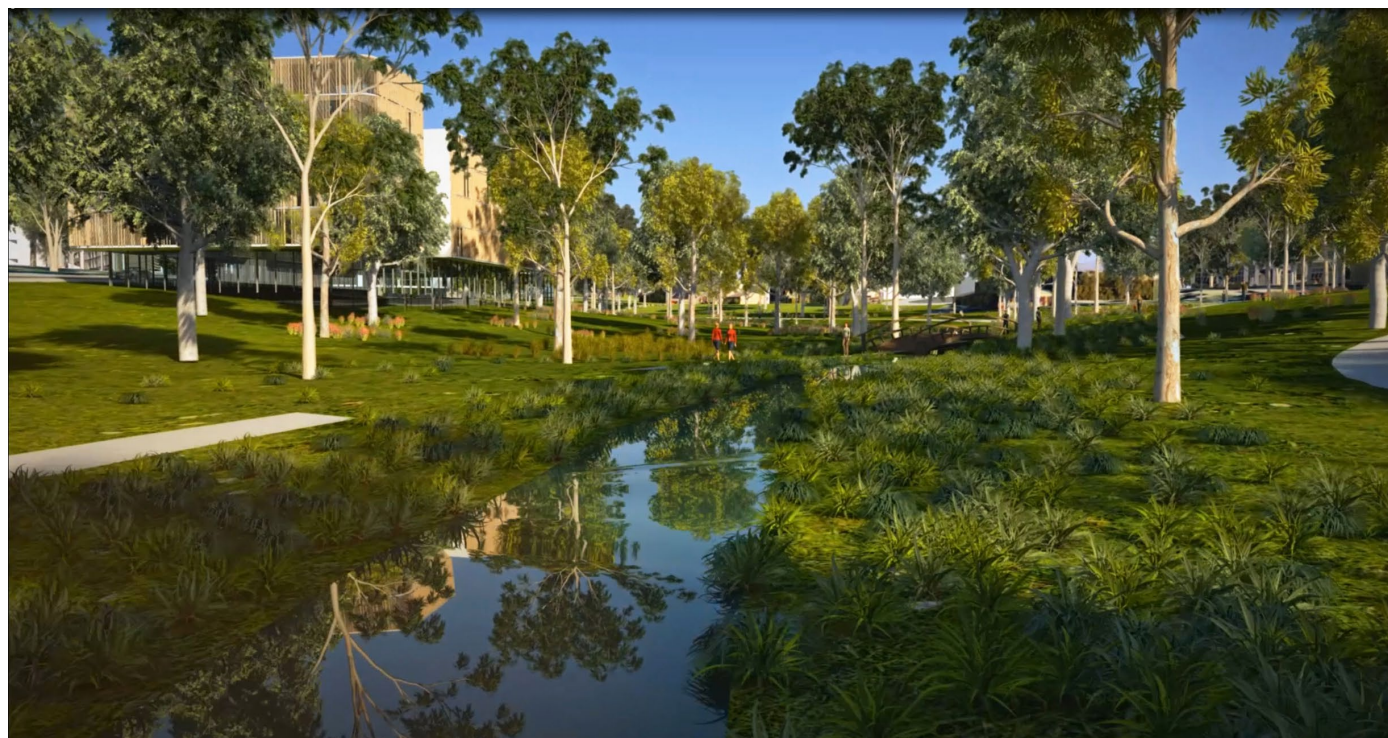


Figure 57. Impression of the revitalised Cattai Creek



Figure 59. Impression of Carrington Road looking west towards the station



