Tract
Landscape Architects
Urban Designers
Town Planners

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DRAFT Showground Station Precinct Proposal

Department of Planning and Environment

On behalf of the residents of:
68, 70, 72, 74, 76, 78, 80, 82 & 84 Parsonage Road
51, 53, 55 & 57 Middleton Avenue
2, 3, 4, 5 & 6 Turton Place

Prepared by Tract Consultants
for Department of Planning and Environment

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Prepared By
Reviewed By

Contents

1 INTRODUCTION

This document relates to the Showground Station Precinct Proposal, which outlines the Department of Planning and Environment's (DP&E) guide to development of land around the proposed Showground Station.

The Showground Station Precinct will create new opportunities for residential, retail, educational, employment and open space development.

This submission considers the development potential of land within the Showground Precinct, specifically an area of land comprising 18,000m^2, located approximately 680 metres south east of the proposed Showground Station.

The subject land is currently zoned R2 Low Density Residential pursuant to *The Hills Local Environmental Plan 2012* (THLEP) and is identified within the Showground Station Priority Growth Area.

The public exhibition period for the Showground Station Precinct Proposal commenced on Sunday, 6 December 2015 and concludes on Sunday, 28 February 2016.

Despite excellent proximity and direct access to the proposed station via Middleton Avenue, the Showground Station Precinct proposes an R3 Medium Density Residential Zone, which will permit only single dwellings, attached housing and multi-dwelling housing, but prohibit residential apartment buildings.

The Showground Station Precinct Proposal applies the following built form features to the subject site:

- Maximum building heights of 2 to 3 storeys;
- Minimum lot sizes of 240m^2;
- 5 metre setback on residential streets; and
- Minimum lot widths ranging from 6 metres for attached dwellings and 8 metres for detached dwellings.

The proposed planning controls are likely to result in an insignificant increase to the current density permissible in relation to the subject site. We do not anticipate that there would be any take-up rate in relation to the proposed form of development as a result of high average land values within Castle Hill.

The subject site was not found to contain any constraints within the assessment carried out to inform development of the Structure Plan. Due to the absence of constraints, the subject site was identified as an opportunity site and yet the opportunity for the site afforded by the Showground Station Precinct Proposal provides for a maximum potential of terrace and townhouse development with a very low yield, unviable in the current market.

This submission presents a feasibility study for the subject site, which demonstrates that 3 - 6 storey apartment development could be appropriate on the subject site. The feasibility assessment demonstrates that the subject site is able to make efficient use of land, infrastructure and to contribute towards the availability of future housing in the area.

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The feasibility assessment highlights that a range of building densities and typologies can create a built form outcome that is consistent with the vision of the Showground Station Precinct. It provides scale, form and massing of a residential development within a 3 – 6 storey height limit, in combination with a range of other dwelling stock including manor homes, detached dwellings and townhouses to provide around 200 dwellings on the subject area of land.

The maximum development proposed by virtue of the precinct proposal is typical of historic development patterns within the locality and would permit no increase in density from an average townhouse/villa development, prevalent within Castle Hill and Baulkham Hills.

The feasibility study has also considered an alternate option, which provides for development of the site for the purpose of 2 to 3 storey terrace and town house development, in line with the proposed R3 zone, however with a reduced minimum lot size, down to a minimum of 125m^2. The range of lot sizes and style of development has been developed in line with the Housing Diversity for Sydney's Growth Areas Dwelling Density Guide.

The cost of land within Castle Hill and limits proposed in relation to development would almost certainly result in no land use change or realisation for this form of development.

The planning controls provided in the Showground Station Precinct Proposal not only serve to prevent appropriate land use change, they also disregard the commercial realities of the site and stand to miss an opportunity afforded by an $8 billion infrastructure investment.

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2 SITE ANALYSIS

2.1 Site Description

We represent a collective of residents in the Showground Road Study Area and have been engaged to consider the effect of the Showground Station Precinct Proposal on our client's land and the Showground Precinct.

Our clients own 18 properties located at Middleton Avenue, Turton Place and Parsonage Road, approximately 680 metres south east of the proposed future Showground Road Train Station and as depicted at **Figure 1**.

The subject site comprises one of thirteen collectives that form part of the wider Showground Residents Action Committee.

Figure 1: Location Map

Our clients comprise owners of the following properties:

- 68 Parsonage Road, Castle Hill
- 70 Parsonage Road, Castle Hill
- 72 Parsonage Road, Castle Hill
- 74 Parsonage Road, Castle Hill
- 76 Parsonage Road, Castle Hill
- 78 Parsonage Road, Castle Hill
- 80 Parsonage Road, Castle Hill
- 82 Parsonage Road, Castle Hill
- 84 Parsonage Road, Castle Hill

- 51 Middleton Avenue, Castle Hill
- 53 Middleton Avenue, Castle Hill
- 55 Middleton Avenue, Castle Hill
- 57 Middleton Avenue, Castle Hill
- 2 Turton Place , Castle Hill
- 3 Turton Place, Castle Hill
- 4 Turton Place, Castle Hill
- 5 Turton Place, Castle Hill
- 6 Turton Place, Castle Hill

The site is located in Castle Hill, approximately 680 metres south east of the intersection at Carrington Road and Showground Road. The site is approximately 7 to 8 minutes walking distance via Middleton Avenue to Carrington Road and the future Showground Station in the north west. The subject site includes the consolidation of 18 low density residential properties and comprises approximately 17,400m^2.The site provides around 18,000m^2, with the inclusion of Turton Place.

The site is bound by Middleton Avenue to the north, Parsonage Road to the east and south and a pedestrian walkway and residential land to the west. The subject site, as well as the immediate locality is developed with one and two storey residential dwellings, as depicted in the aerial photograph provided at **Figure 2**.

Figure 2: Aerial Photograph identifying subject lots

A series of images depicting the site and locality are provided and marked **Figure 3 - 8**.

Figure 3: View at intersection of Parsonage and Middleton Avenue looking west across subject land

Figure 4: View of development at Turton Place, looking south west across subject land

Figure 5: View of development on the northern side of Middleton Avenue, opposite Turton Place

Figure 6: View showing existing boundary between subject land and adjoining properties, looking south west from Middleton Avenue

Figure 7: View along Middleton Avenue depicting direction of proposed station (subject site to left of frame)

Figure 8: View of the subject site looking north west from Whitehaven Place across subject land

2.2 Proximity to Showground Station

The subject site benefits from excellent access to the proposed Showground Station, which is located around 680 metres from the subject site, along Middleton Avenue in a north westerly direction.

Middleton Avenue provides direct access and is relatively level for the extent of the road.

A walk was undertaken to ascertain the distance at an ordinary walking pace from the site to the location of the proposed station and the result was 7 minutes and 18 seconds as depicted in the following figure.

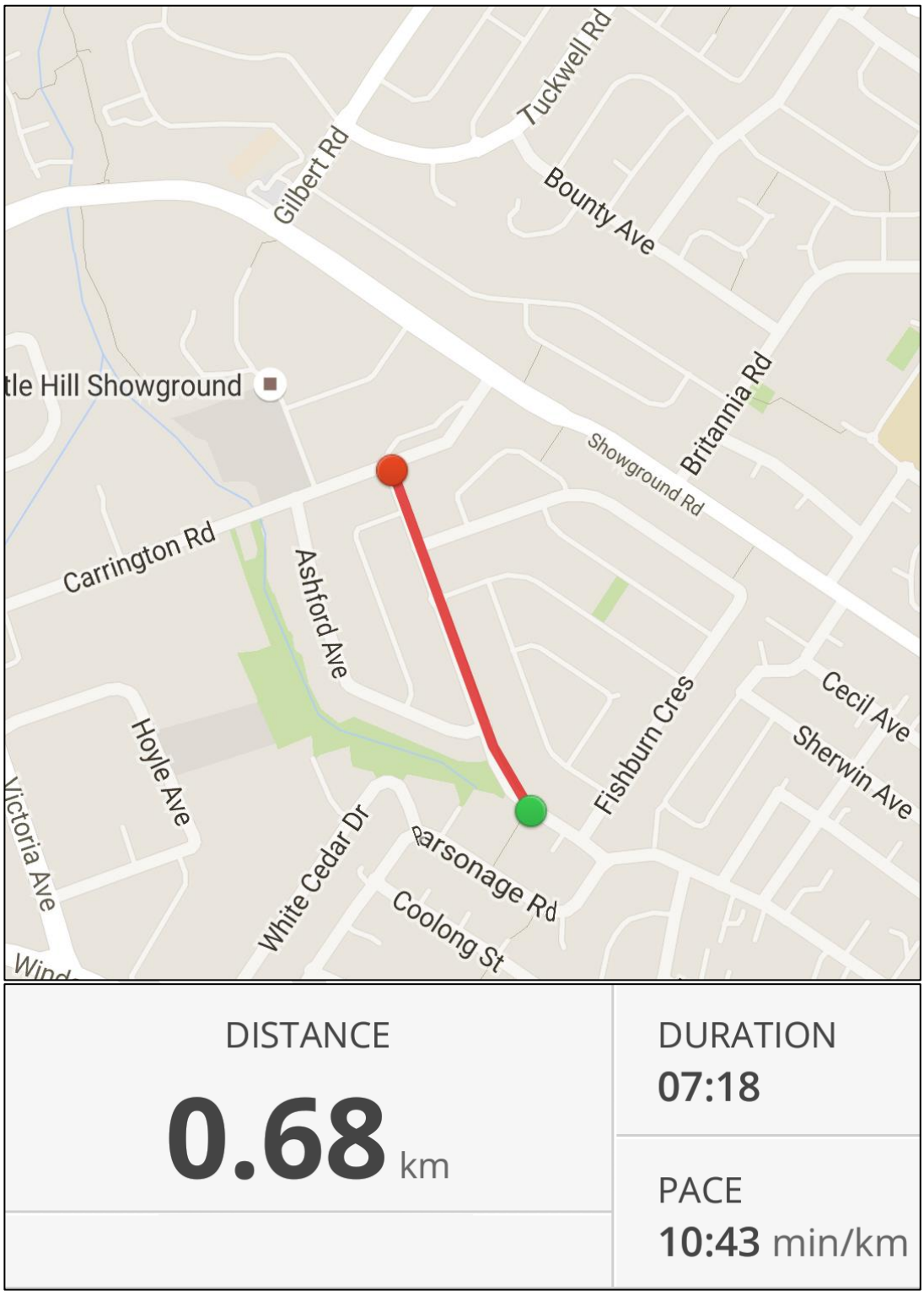

Figure 9: GPS tracker of walking distance from subject site to proposed train station

3 STATUTORY PLANNING FRAMEWORK

3.1 The Hills Local Environmental Plan 2012

The current environmental planning instrument relevant to the property is The Hills Local Environmental Plan 2012 (THLEP).

3.1.1 Zoning

The subject site is currently zoned R2 Low Density Residential pursuant to THLEP.

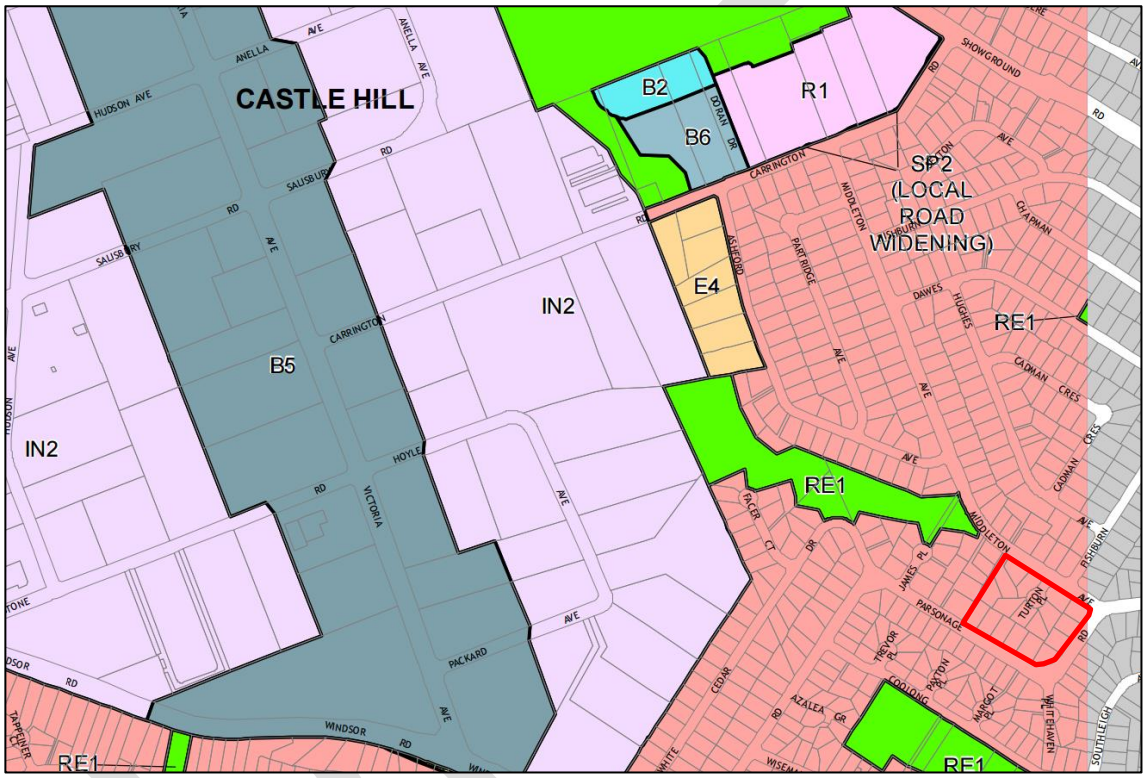

Figure 10: Zoning Map Extract (Source: The Hills LEP 2012)

The zone objectives and development control table for land within the R2 Low Density Residential Zone are as follows:

Zone R2 Low Density Residential

1 Objectives of zone

- *To provide for the housing needs of the community within a low density residential environment.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of residents.*
- *To maintain the existing low density residential character of the area.*

2 Permitted without consent

Home businesses; Home occupations

3 Permitted with consent

Bed and breakfast accommodation; Boarding houses; Building identification signs; Business identification signs; Dual occupancies; Dwelling houses; Group homes; Health consulting rooms; Home-based child care; Roads; Any other development not specified in item 2 or 4

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Amusement centres; Animal boarding or training establishments; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Car parks; Caravan parks; Cemeteries; Charter and tourism boating facilities; Child care centres; Commercial premises; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Entertainment facilities; Environmental facilities; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Function centres; Health services facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Information and education facilities; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Passenger transport facilities; Port facilities; Public administration buildings; Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); Registered clubs; Research stations; Residential accommodation; Respite day care centres; Restricted premises; Rural industries; Service stations; Sewerage systems; Sex services premises; Signage; Storage premises; Tourist and visitor accommodation; Transport depots; Truck depots; Vehicle body repair workshops; Vehicle repair stations; Veterinary hospitals; Warehouse or distribution centres; Waste or resource management facilities; Water recreation structures; Water supply systems; Wharf or boating facilities; Wholesale supplies

3.1.2 Minimum Lot Size

THLEP provides a minimum lot size of 700m^2 in relation to the subject land, as provided by Clause 4.1 and the Lot Size Map extract provided following.

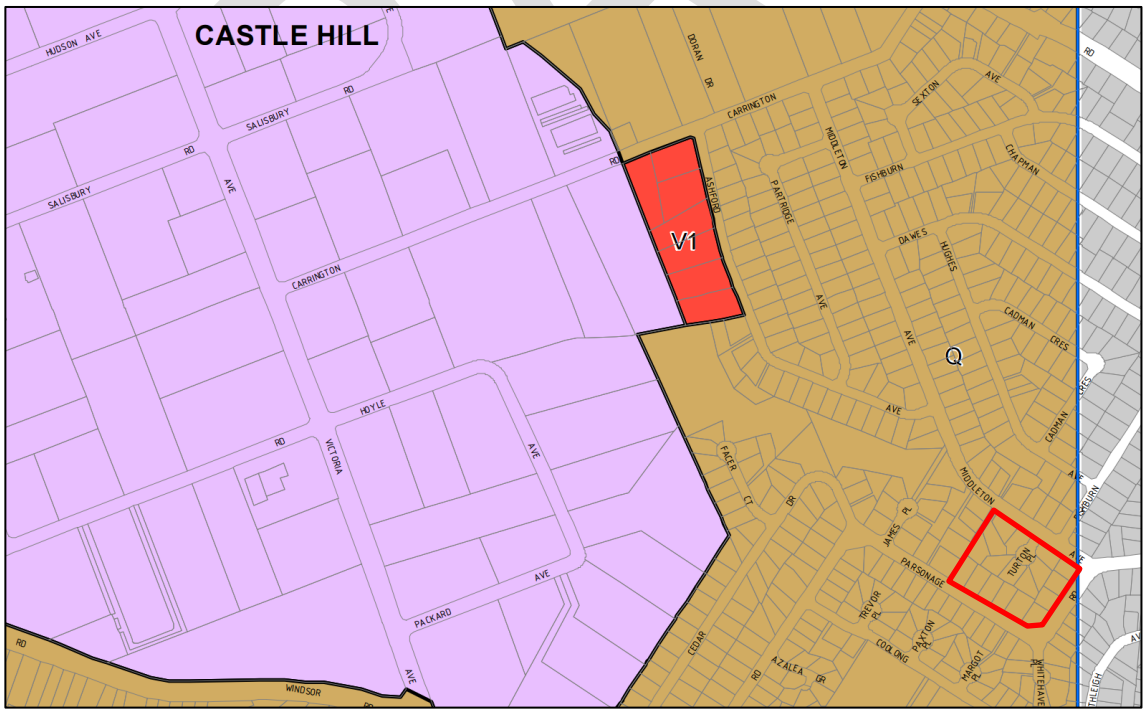

Figure 11: Lot Size Map Extract (Source: THLEP)

With a total site are of 18,000m^2, the maximum lot yield in relation to the subject site is 25 lots, if each lot were 700m^2. Accordingly the total number of detached dwellings which could currently be development on the site would be 25.

Clause 4.1A provides that the minimum lot size of dual occupancy development is 600m^2 for an attached dual occupancy within the R2 zone or 700m^2 for a detached dual occupancy within the R2 zone.

Accordingly, each 700m^2 could be capable of being developed for the purpose of a dual occupancy, based on lot size, although both dwellings would remain in single ownership and not be capable of subdivision.

As a result, the total number of dwellings which could currently be developed on the site is 48 if each lot was 700m^2 and each lot was developed with a dual occupancy. The resultant density of the current low density zone would be 50 dwellings.

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4 PRIORITY PRECINCT

4.1 Showground Road Station

The subject site is located within the area identified as a Priority Precinct by the Department of Planning and the Environment

In October 2013 The Hills Shire Council nominated Showground Station, along with Bella Vista and Kellyville as priority precincts. These were endorsed by the NSW Government in August 2014.

The Priority Precincts are identified within the following Sydney Metro Northwest Priority Urban Renewal Corridor plan.

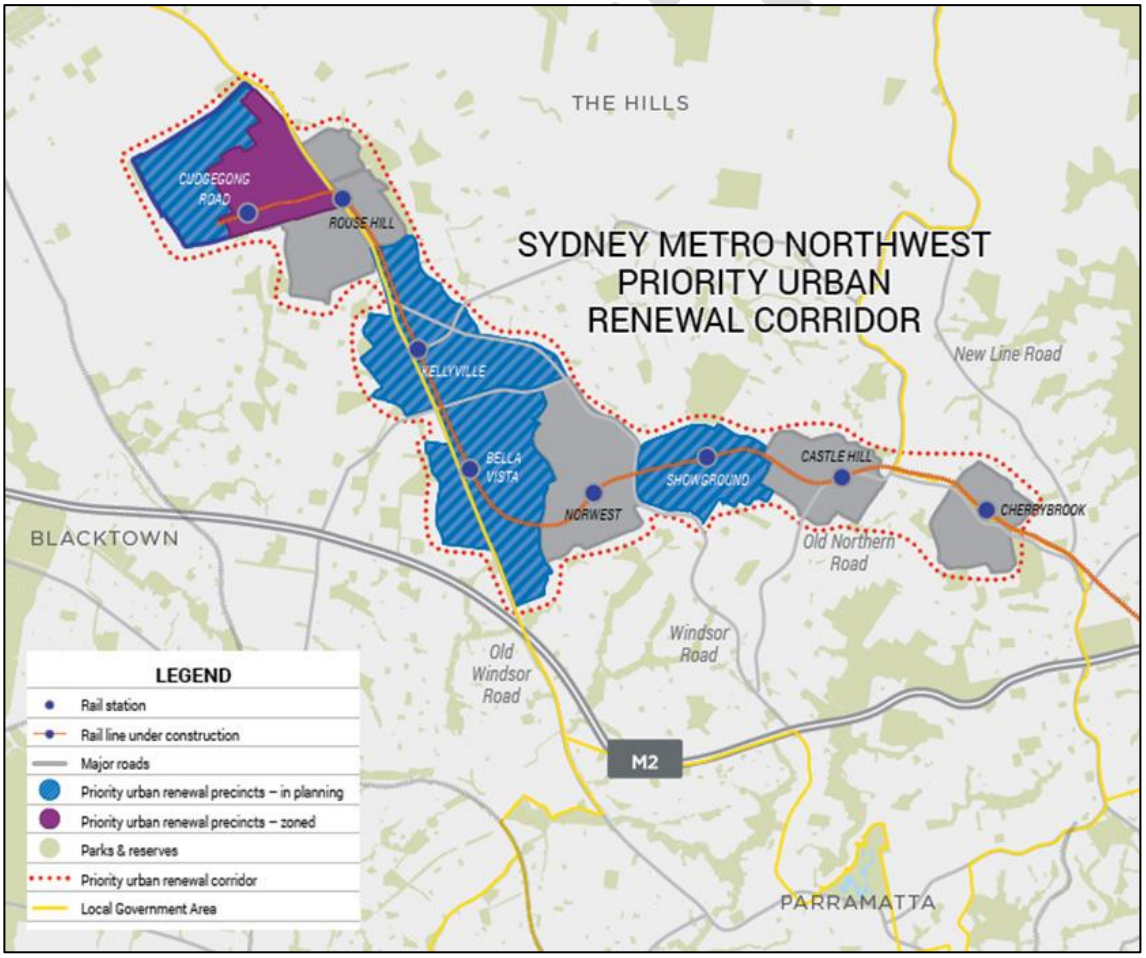


Figure 12: Priority Urban Renewal Corridor (Source: State Strategy)

The Department released the North West Rail Link Corridor Strategy (State Strategy) in October 2013, which provides a Corridor Strategy, including Structure Plans for each station and its surrounding to guide development for a 20-25 year period.

The Study Area relates to an area of land measuring 271 hectares, surrounding the proposed Showground Road Station, as indicated within the Showground Road Station precinct map.

The eastern side of the precinct is characterised by primarily low density residential development, while the western portion is developed as light industrial land, identified as Castle Hill Industrial Area.

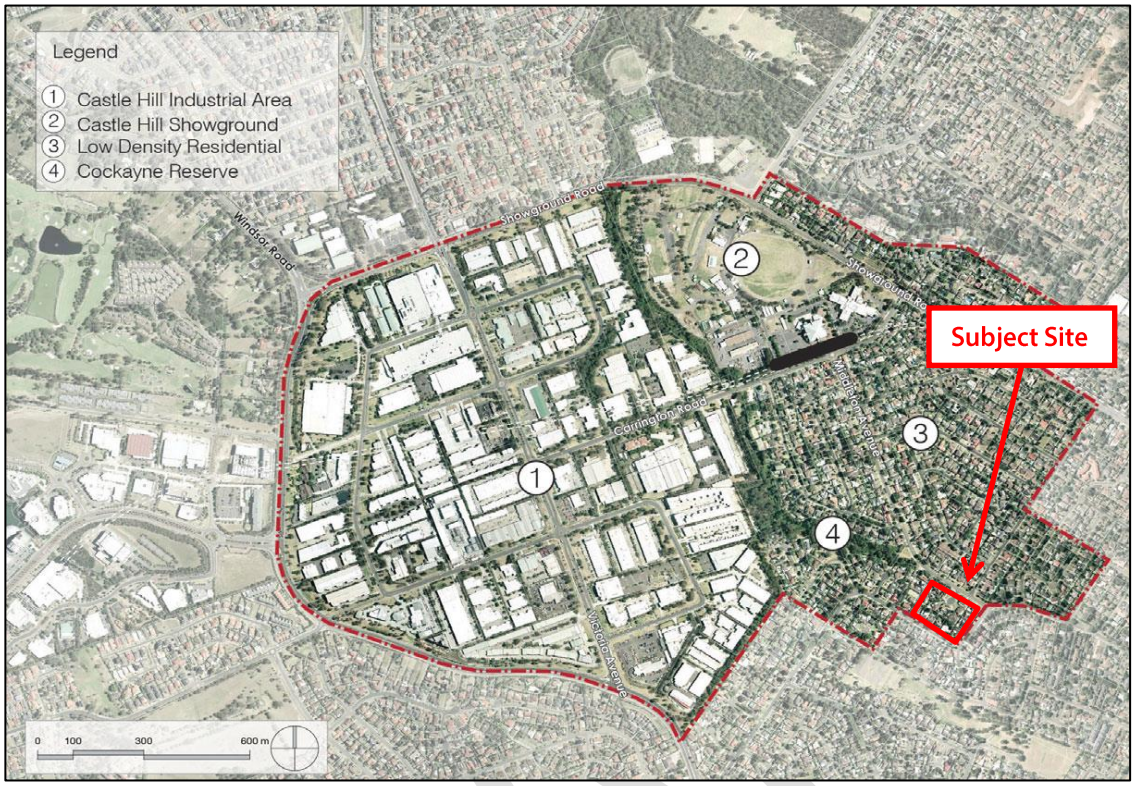


Figure 13: Showground Road Station precinct (Source: State Strategy)

4.2 Structure Plan

Consideration of the Showground Road Structure Plan indicates that the Showground Road Study Area comprises land within a radius of 800m from the proposed Showground Road Station, which generally reflects a 10 minute walking distance from the proposed station.

The Structure Plan is the framework used to guide future planning within the Showground Road Study Area and is the result of an assessment of the natural and built environment, as well as existing planning controls.

A review of opportunities and constraints within the Study Area considered the following:

- Transport, Traffic and Accessibility
- Open Space and Conservation
- Heritage
- Topography
- Drainage
- Recent Residential Development
- Other Constraints i.e. strata and community title ownership, bushfire hazard, etc

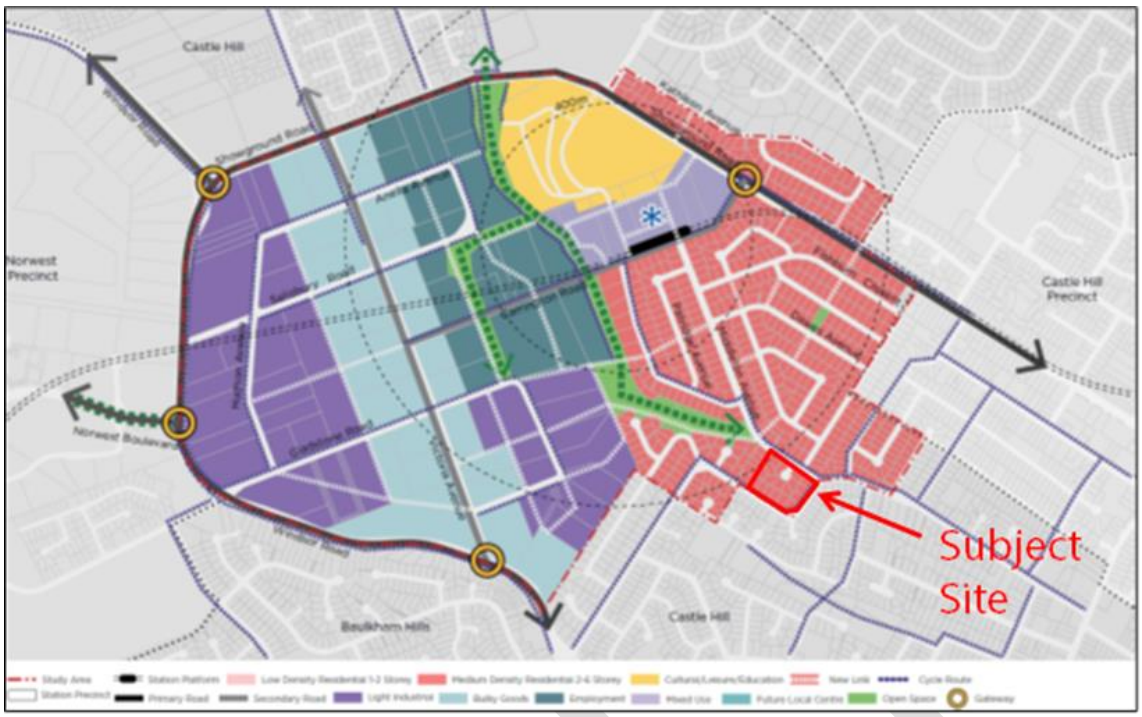


Figure 14: Structure Plan depicting the subject site as 'Medium Density 2 - 6 Storey'

Figure 15: Structure Plan Combined Constraints Map

The Structure Plan provides a combined constraints map, which indicates the subject site to be completely free of all constraints considered.

Opportunity sites were identified within the Study Area, including the subject site.

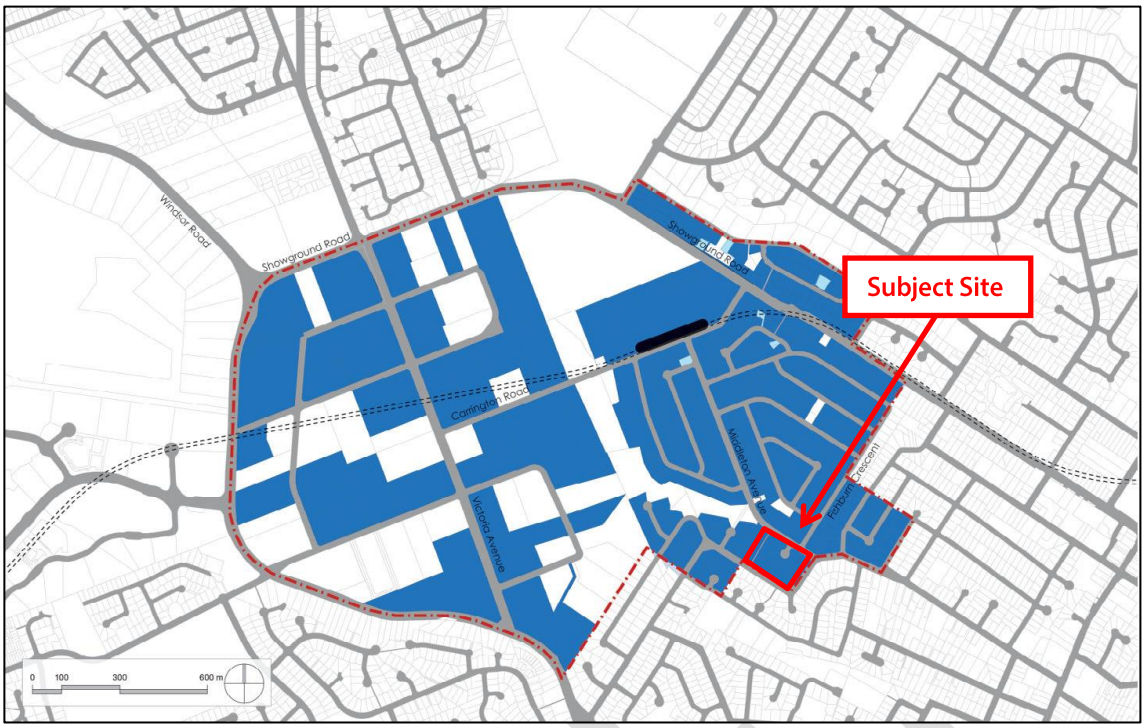


Figure 16: Opportunity Sites within the Study Area (Source: State Strategy)

4.3 Demand Analysis

A high level demand analysis was undertaken in the preparation of the Showground Road Structure Plan to ascertain the demand for potential development scenarios within the Study Area.

The demand analysis assessed the proposed future desired character and built form, against market conditions and demand, as well as identifying take-up realisation rates for each land use within the Study Area, which informed the calculation of projected growth.

The outcome of the demand analysis in relation to additional residential development in the Study Area estimated a demand of 165 dwellings per annum. The breakdown of the future demand provides the following structure:

- 25% 7-12 storey apartments
- 65% 3-6 storey apartments
- 10% townhouses

As provided by the structure plan, the demand analysis supports the provision for 7-12 storey and 3-6 storey apartments within the mixed use station precinct and within close walking distance of the new train station.

The site analysis supports the provision for townhouse development on the periphery of the Study Area, where single lots could accommodate 2-4 townhouses each.

The subject site provides a large landholding of 18,000m^2, located 680 meters from the proposed station, and would be more appropriate to be considered for medium density apartment living. Townhouse living would be likely to render the subject land unfeasible for development, as discussed further within this submission.

5 SHOWGROUND STATION PRECINCT PROPOSAL

Department of Planning and Environment is currently exhibiting the Showground Station Precinct Proposal, which provides a vision to guide development of the areas surrounding future Sydney Metro Northwest stations.

The Showground Station Precinct Proposal is on exhibition from Sunday 6 December 2015 until Sunday 28 February 2016.

5.1 Precinct Plan

As depicted at **Figure 19**, the structure plan identifies the subject site as 'Town Houses and Detached Dwellings" with an identified minimum lot size of 240m^2.

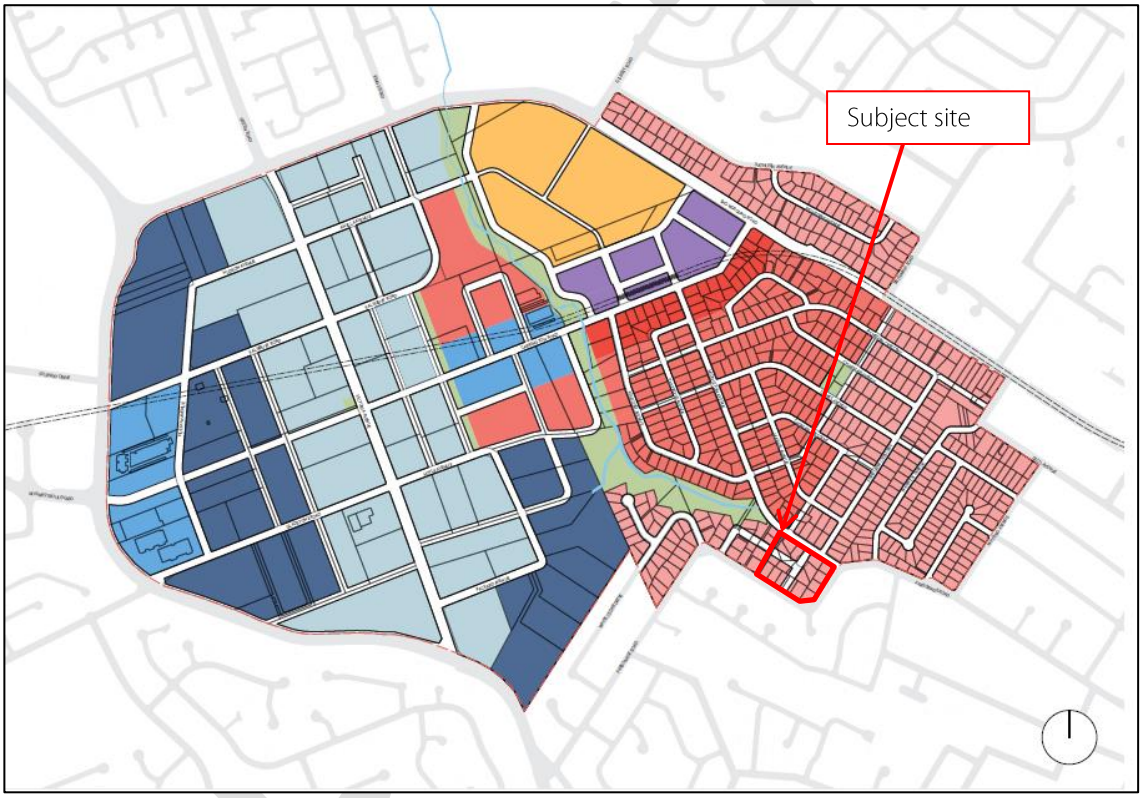


Figure 17: Proposed Precinct Plan

The plan identifies the following sub precinct vision for town houses and detached dwellings:

> *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.*

As identified later in this submission, residential apartment developments of between 3 and 6 storeys are scattered throughout the locality around the proposed Showground and Castle Hill Stations. Additionally, townhouse/ villa developments, already form a large component of the local housing stock, particularly along Parsonage Road, as detailed further following.

In our opinion, our client's land presents an opportunity to permit medium density apartment buildings on the site with a height of 3-6 storeys without any negative impact on the neighbouring land. The site provides excellent proximity to the future Showground Station, is supported by feeder transport networks including bus services, is not found to have any site constraints and has presents over 18,000m^2 to enable wider dwelling mix and greater portion or landscaped area on the site.

Furthermore, our client's land is located on a corner block, with three long street frontages. Corner sites and sites with multiple frontages can be more efficient for development yield than mid-block sites with a single frontage.

5.1.1 Access and Movement

The plan identifies existing road network, cycle paths and bus routes in the Showground Station Precinct.

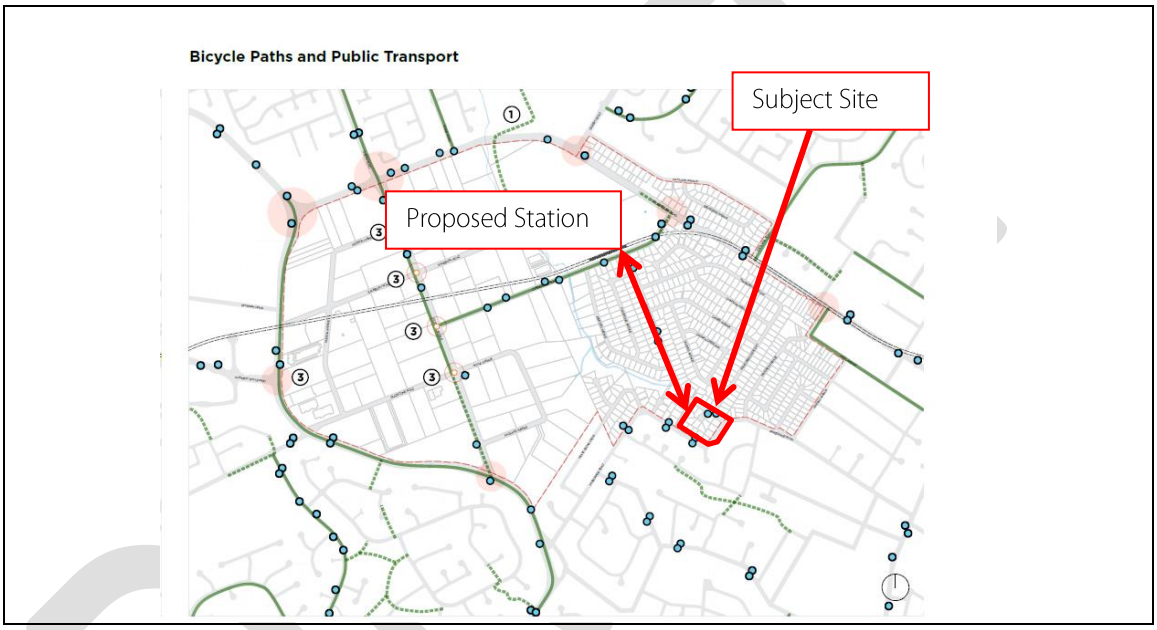


Figure 18: Existing bicycle paths and bus routes

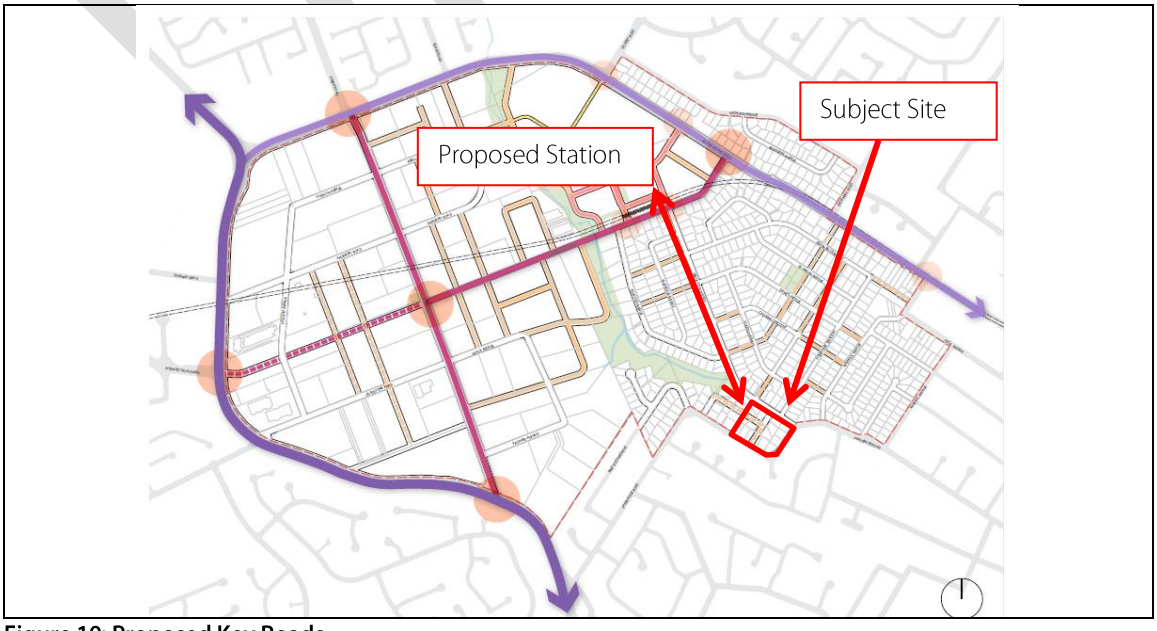
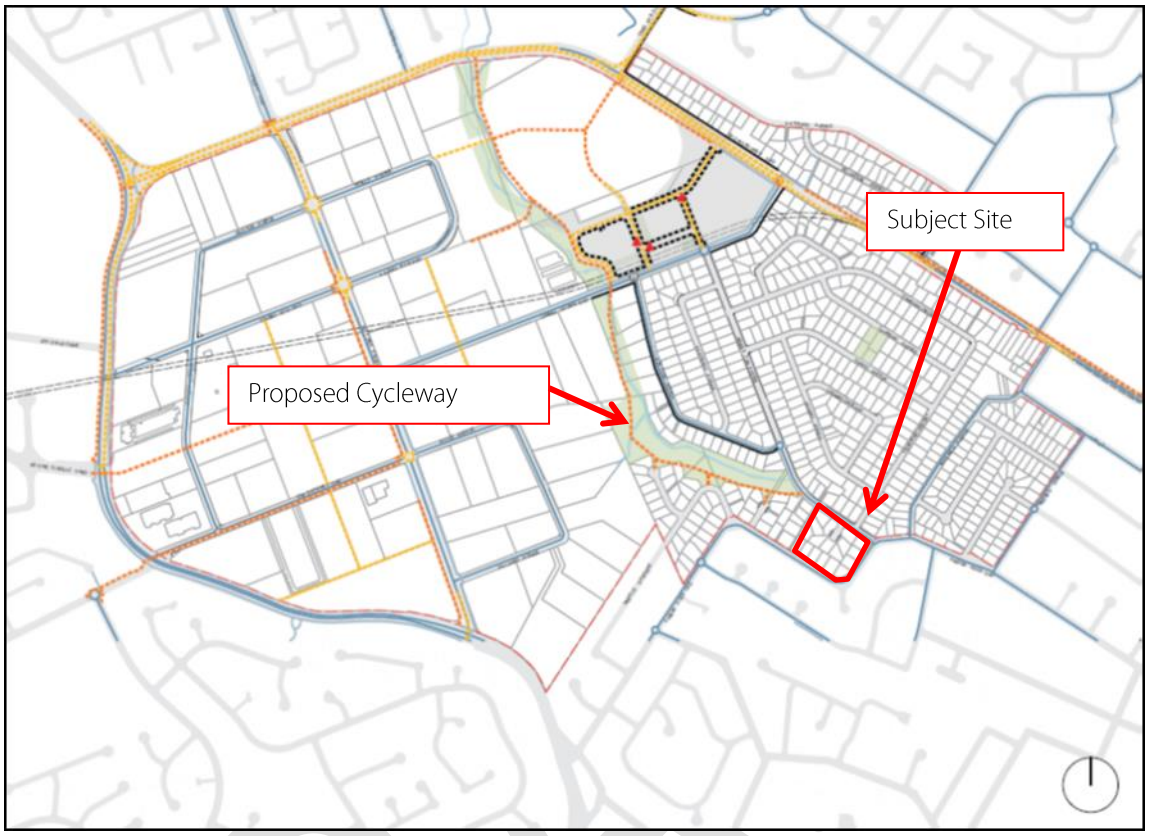


Figure 19: Proposed Key Roads

In addition to direct pedestrian access to the proposed station from the subject site, via Middleton Avenue, the site also stands to benefit from the proposed cycleway which will link the site to the station through the adjoining reserve.



5.1.2 Built Form

The plan identifies a varied built form will be planned to reflect new opportunities to open up the new station.

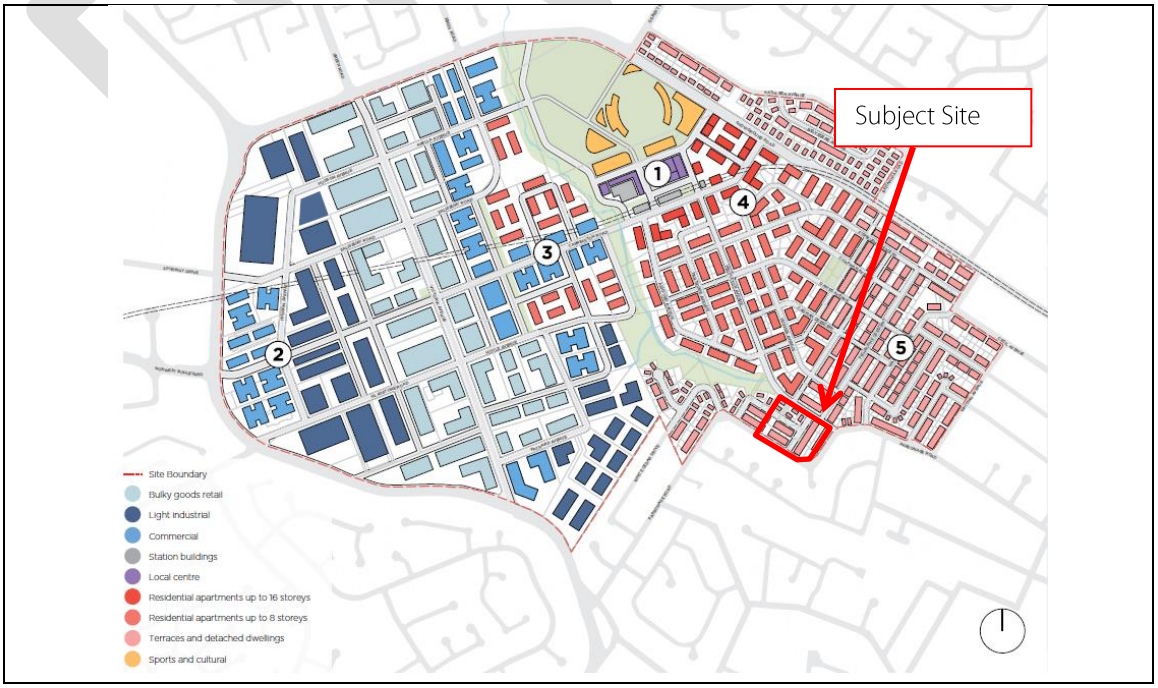


Figure 20: Built Form (Source: Precinct Proposal)

Figure 21: Built Form Map Extract Depicting Subject Site

Our client's land is located in the town houses and detached dwelling sub precinct, which provides the following built form vision.

- *Lower scale two (2) to three (3) storey residential development within the south-eastern portion of the precinct.*
- *Minimum allotment size of 240m2 for detached homes and townhouses.*

An indicative image of the precinct is provided within the Precinct Proposal and within the following figure.

Figure 22: Townhouses and detached dwellings (Source: Precinct Plan)

The key built form features for this sub precinct include:

- *Maximum building heights of 2 to 3 storeys.*
- *Minimum lot sizes of 240m2.*
- *5m setback on residential streets.*

- *Minimum lot widths ranging from 6m for attached dwellings and 8m for detached dwellings.*

The rationale behind this decision is that this scale of development will provide a transition between apartments closer to the station and detached dwellings beyond the precinct.

However, a locality review of existing apartment dwellings in the Showground and the Castle Hills areas reveals that such transition does not exist in the localities current built form. This is most evident along Cecil and Sherwin Avenue where development presents a scale of 3-5 storeys immediately adjoining detached dwellings. This is detailed later in the submission.

As outlined in the precinct proposal, the rate of growth needs to consider the medium to long-term supply of housing along the entire rail corridor. Medium density apartments are considered entirely appropriate to cater for flexible built form outcomes that maximise land for residential purposes near rail infrastructure and are compatible with adjoining residential development.

While development which would fragment the current site for the purpose of 2/3 storey townhouse development would create a very difficult task with regard to consolidation for redevelopment in the long term.

5.2 Built form Review

If we consider the built form map in relation to the subject site, provided at Figure 21 and calculate the lot yield, based on the depicted built form, we find the following:

Total site area = 18,000m^2
Area allocated for roads = 20%
Site remaining for development = 14,400m^2
Area of site identified for 3 detached dwellings = 2,569m^2
Remaining area for development of townhouses = 11,863.8m^2

Yield = 11,863.8m^2 ÷ 240m^2 (minimum lot size) = 49 lots

Total Yield Depicted = 52 lots

Total development potential of built form = 3 detached dwellings / 49 lots at 240m^2 and 20% proposed roads

5.3 Economic Viability

Consideration of the four most recent land sales reported within the precinct and relating to the sale of a single dwelling are depicted following.

Sale Date	Address	Price	Land Area	Price per m^2
10/09/2015	49 Middleton Avenue	$1,800,000	729m^2	$2,469.14
15/08/2015	7 Sexton Avenue	$2,300,000	913m^2	$2,519.17
4/07/2015	16 Hughes Avenue	$1,856,000	962m^2	$1,929.31
23/03/2015	9 Middleton Avenue	$2,200,000	947m^2	$2,323.13
		$8,156,000	3,551m^2	Average = $2,310.19 per m^2

Based on the average cost per square metre achieved by recent sales, we can determined that the value of the subject site at 18,000m^2 would be:

$2,310.19 per m^2 x developable land is equal to $2,310.19 x 18,000m^2 = $41,583,420 total site value

With a maximum number of lots achieved being 52, the land value would be expressed as:

Land value divided by number of dwellings is equal to $41,583,420 ÷ 52 = $799,681.15 per lot land cost

With the land value of an individual terrace comprising $799,681.15 the potential for development for this purpose is completely unfeasible.

5.4 Conservative Land Value

If we assume the market within the study area surrounding the proposed Showground Station is inflated at present, then it is worth calculating the yield based on a conservative land value.

We have assumed a conservative land value of $1,410,000 based on Realestate.com.au figures, which provides average land value of $1.41 million for 4 bedroom home on lots exceeding 700m^2 around the Castle Hill locality, outside the study area.

This is an average price, which would indicate the cost of any of our client's relocation from within the study area to anther house within Castle Hill.

Assuming the same number of lots being achieved on the site and the reduced land value, the calculation is expressed as follows:

$1,410,000 x 18 existing lots = $25,380,000 total site value
Number of lots proposed to be developed on site = 52
Land value divided by number of dwellings is equal to $25,380,000 ÷ 52 = $488,076.92 per lot land cost

At $488,076.92 redevelopment of the subject site for the purpose of townhouse development is still not economically viable.

This figure represented a raw land cost and does not account for any construction, contribution, consultancy or infrastructure costs associated with development of the site for the purpose of town houses.

5.5 Proposed Planning Controls

5.5.1 Zoning

As identified in the precinct plan, the subject site is proposed to be zoned R3 Medium Density.

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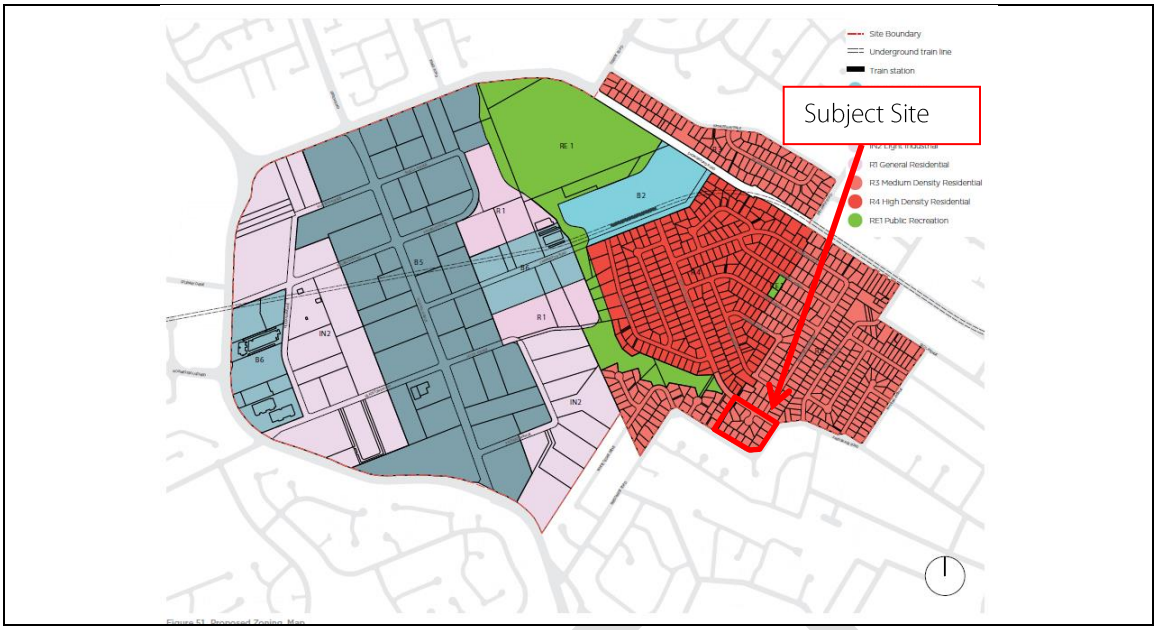

Figure 23: Proposed Zoning Map

The precinct plan describes the R3 Zone as:

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.

The R3 Zone land use table from The Hills Local Environmental Plan 2012 provides:

Zone R3 Medium Density Residential

1 Objectives of zone

- *To provide for the housing needs of the community within a medium density residential environment.*
- *To provide a variety of housing types within a medium density residential environment.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of residents.*
- *To encourage medium density residential development in locations that are close to population centres and public transport routes.*

2 Permitted without consent

Home businesses; Home occupations

3 Permitted with consent

Attached dwellings; Boarding houses; Building identification signs; Business identification signs; Child care centres; Community facilities; Dual occupancies; Dwelling houses; Group homes; Home-based child care; Multi dwelling housing; Neighbourhood shops; Places of public worship; Respite day care centres; Roads; Seniors housing; Any other development not specified in item 2 or 4

4 Prohibited

Agriculture; Air transport facilities; Airstrips; Amusement centres; Animal boarding or training establishments; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Commercial premises; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Entertainment facilities; Environmental facilities; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Function centres; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Industrial retail outlets; Industrial training facilities; Industries; Information and education facilities; Jetties; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Passenger transport facilities; Port facilities; Public administration buildings; Recreation facilities (indoor); Recreation facilities (major); Recreation facilities (outdoor); Registered

clubs; Research stations; Residential accommodation; Restricted premises; Rural industries; Service stations; Sewerage systems; Sex services premises; Signage; Storage premises; Tourist and visitor accommodation; Transport depots; Truck depots; Vehicle body repair workshops; Vehicle repair stations; Veterinary hospitals; Warehouse or distribution centres; Waste or resource management facilities; Water recreation structures; Water supply systems; Wharf or boating facilities; Wholesale supplies

We can see from the land use table that application of the R3 zone will restrict dwelling density to the form of the proposed townhouse development, as residential flat buildings are prohibited within the zone.

5.5.2 Heights

The subject site will be prescribed a building height control of 10 metres and is marked "K" on the proposed height of buildings map.

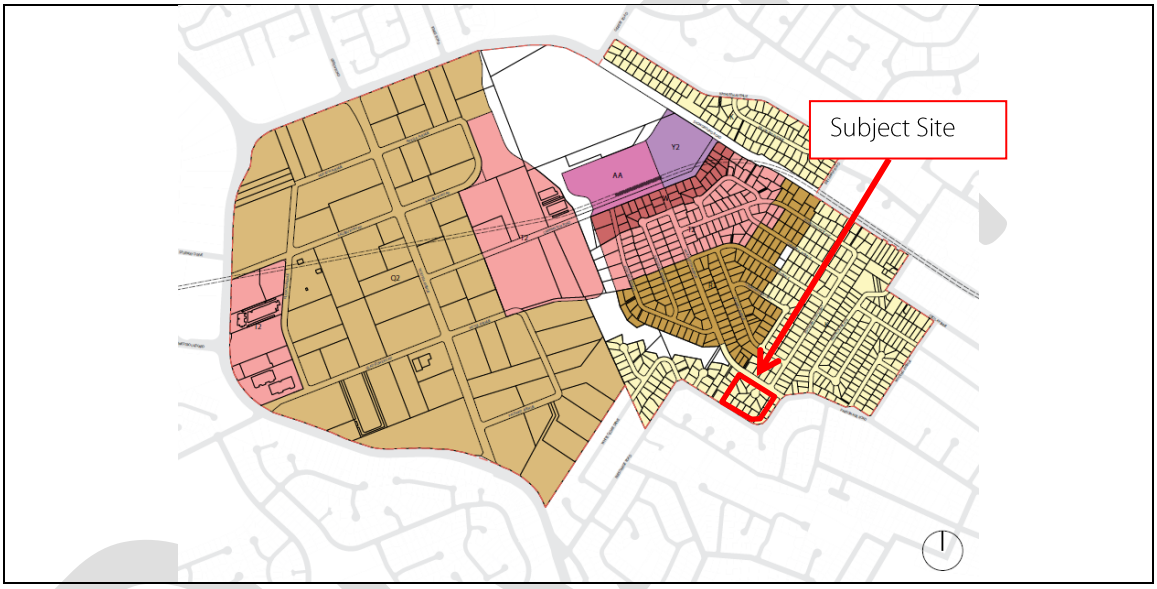

Figure 24: Proposed Heights of Building Map

6 EXISTING DEVELOPMENT AND DENSITY

With a maximum height of 2/3 storeys and a minimum lots size of 240m^2, the development opportunity being afforded by the proximity to a train station is less than that established heavily throughout the subject locality.

The density of the proposed development is typical of the townhouse and villa development prevalent throughout Castle Hill and Baulkham Hills.

One such existing example of a similar density is provided following and relates to a development at 19-23 Chelsea Avenue, Baulkham Hills (SP74108).

Figure 25: View of development at 19-23 Chelsea Avenue, Baulkham Hills demonstrating density of 39 dwellings per hectare

The subject site measures approximately 3,151m^2 and is developed with 13 x two storey town houses. A basic calculation indicates that the townhouses occupy, on average, 242m^2 each, which equates to a density of 41 dwellings per hectare within the R3 zone.

Dozens of other example of such density are littered across the Castle Hill and Baulkham Hills locality, and would appear typical of the development throughout the suburbs.

The density is not reflective of the style of development which would be appropriate within the 800 metre walking catchment of metro station in order to encourage transit oriented development.

Instead the proposed density is reflective of what is already commonly developed townhouse style of development available throughout the LGA and with no particular proximity to any services or infrastructure.

6.1 Existing Residential Flat Buildings

Consideration of the existing built form within the locality zoned R3 Medium Density and R4 High Density; indicate a building form far more dense than currently provided by the Precinct Proposal, in relation to the subject land.

The following map indicates a series of existing residential flat buildings, developed over recent years within the locality and all located within the R3 Medium Density and R4 High Density Zones.

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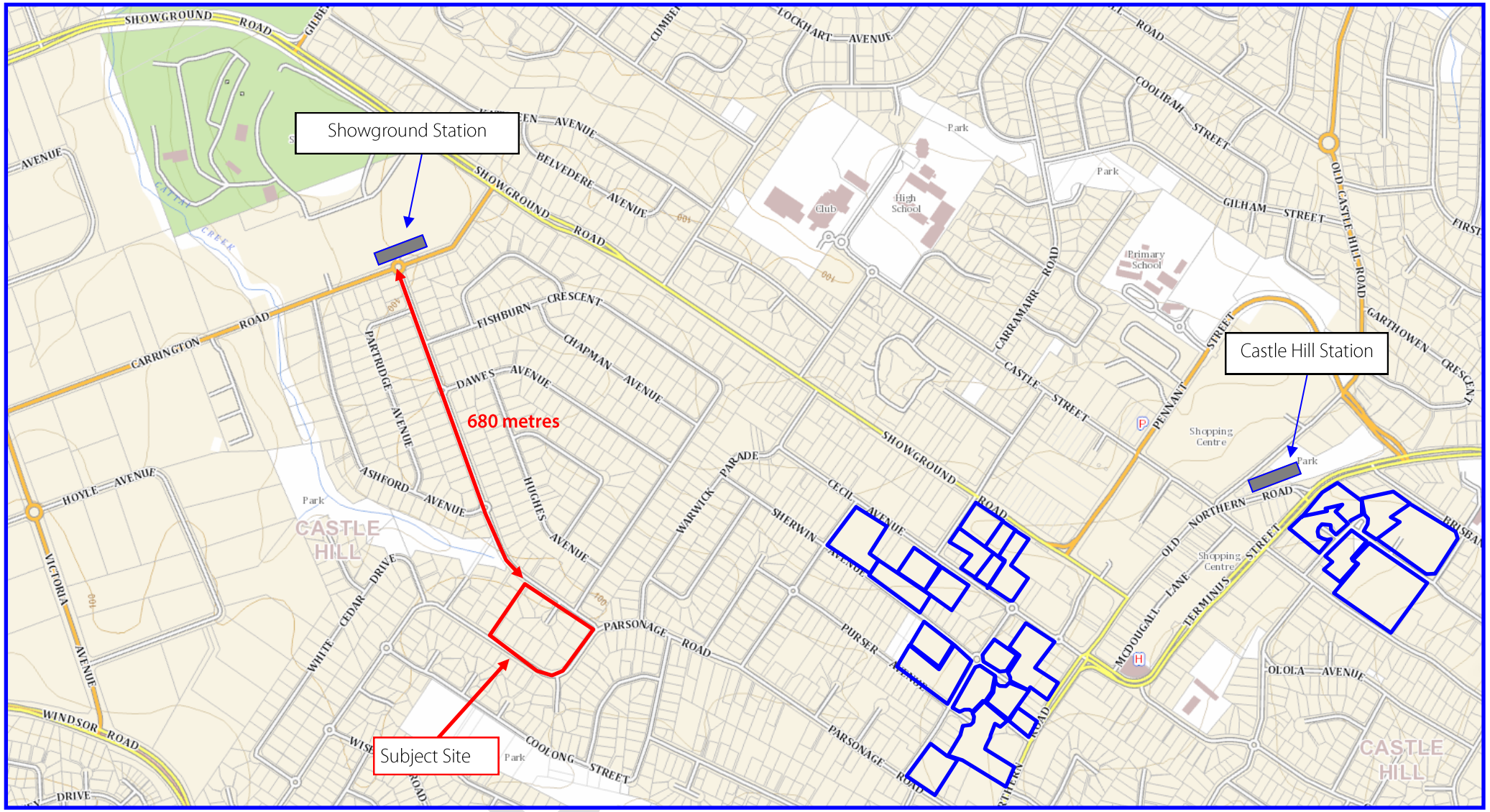

Subject Site

Existing Residential Flat Buildings

The existing apartment buildings provide examples of development within the locality and immediately adjoining existing low density residential dwellings.

A series of photographs are provided following which depict the existing form of residential flat development in Castle Hill and the immediate locality.

Figure 26: View of development at 2-4 Purser Avenue. Approximate lot size is 1.03ha and yield is 101 dwellings. Density equates to 98 dwelling per hectare.

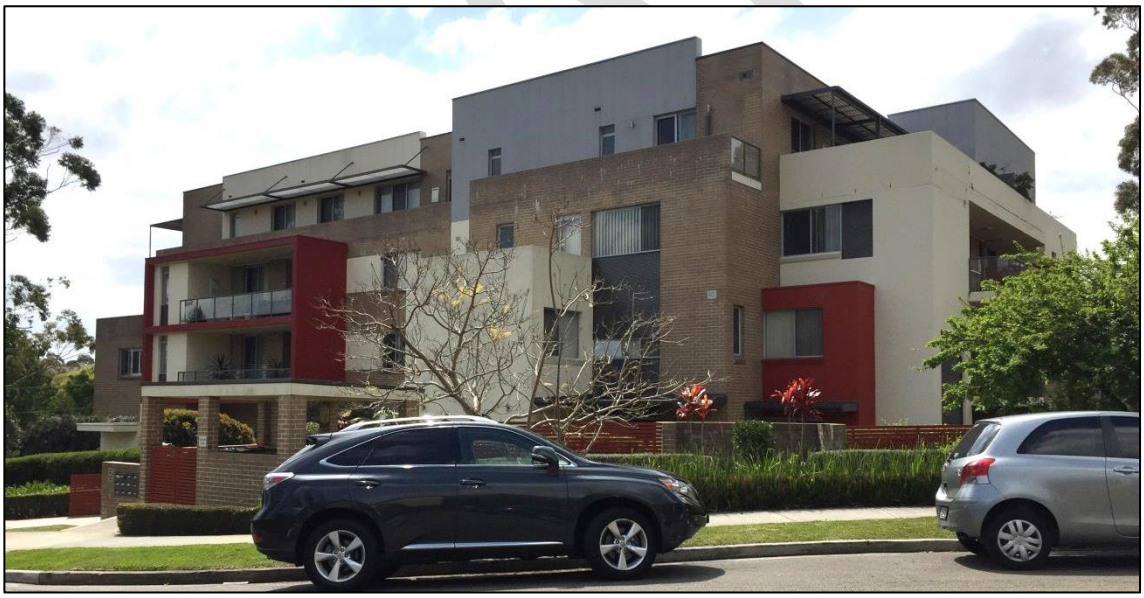

Figure 27: View of development at 5 Sherwin Avenue. Approximate lot size is 2,600m^2 and yield is 21 dwellings. Density equates to around 81 dwellings per hectare.

Figure 28: View of development at 19-29 Sherwin Avenue. Approximate lot size is 4,540m^2 and yield is 28 dwellings. Density equates to around 62 dwellings per hectare.

Figure 29: View of development at 33-39 Cecil Avenue, providing a site area of approximately 7,868m^2 and yield is 78 units. The dwelling density provided is approximately 99 dwellings per hectare

Figure 30: View of development at 57-63 Cecil Avenue with a site area approximately 4,060m^2 and yield of 27 units. Dwelling density provided is approximately 67 dwellings per hectare.

Figure 31: View of development at 1-5 Mercer Street, with a site area of approximately 3,755m^2 and yield of 38 dwellings. The site provides a density of approximately 101 dwellings per hectare.

Figure 32: View of development at 23-35 Mercer Street, with a site area of approximately17,240 m^2 and yield of 160 dwellings. The site provides a density of approximately 93 dwellings per hectare.

Figure 33: View of development at1-11 Rosa Crescent, with a site area of approximately 4,969m^2 and yield of 44 dwelling. The site provides a density of approximately 89 dwellings per hectare.

As we can see from the examples provided above, the dominant form of apartment development within Castle Hill comprises 3- 4storeys, with dwelling densities ranging from around 62 dwellings per hectare to 101 dwellings per hectare, in relation to the sites considered.

The 3 -4 storey development are consistently development directly adjoining single detached dwellings throughout Castle Hill, with general proximity relating to main roads and existing public transport infrastructure.

6.2 Townhouse development

In addition to the prevalence of residential flat building development within Castle Hill, townhouses are another form of development, which provide a significant portion of the housing stock in relation to the land between Showground Station and Castle Hill Station.

The presence of townhouses is significant in the area of Parsonage Road located to the east of the subject site.

The medium density housing stock has primarily been developed since the 1990s and provides mainly examples of Strata Titled development.

The following aerial photograph has been marked to indicate the location of townhouse development immediately east of the site along Parsonage Road and surrounding.

The existing apartment buildings can also be identified, although have not been marked.

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Figure 34: Existing townhouse developments along Parsonage Road, east of the subject site

6.3 Existing R4 and R2 Zone Interface

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7 FEASIBILITY STUDY

In an attempt to resolve what form of development may be appropriate and provide a viable outcome for the subject site, we have undertaken a series of feasibility assessments looking at various forms of development.

7.1 Option 1

One option we consider a viable alternatively for the site it the provision of R4 land on a portion of the site closest to the proposed station, which would allow an increased density and height on the area of land most suitable.

The perimeter of the site is proposed to be maintained as R3 to provide a transition between the proposed R4 and the existing R2, located opposite the subject and on the southern and eastern side of Parsonage Road.

The option suggests that we could develop a portion of the site for the purpose of a residential apartment development providing a mix of heights between 4 and 6 storeys with the upper levels set back to reduce the visual impact, bulk and scale.

The following feasibility extracts depict a concept for the site which provides a mix of dwelling types within the perimeter location, all restricted to 2/ 3 storey and 10 metres and the current minimum lot size of 240m^2.

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Figure 35: Development Concept

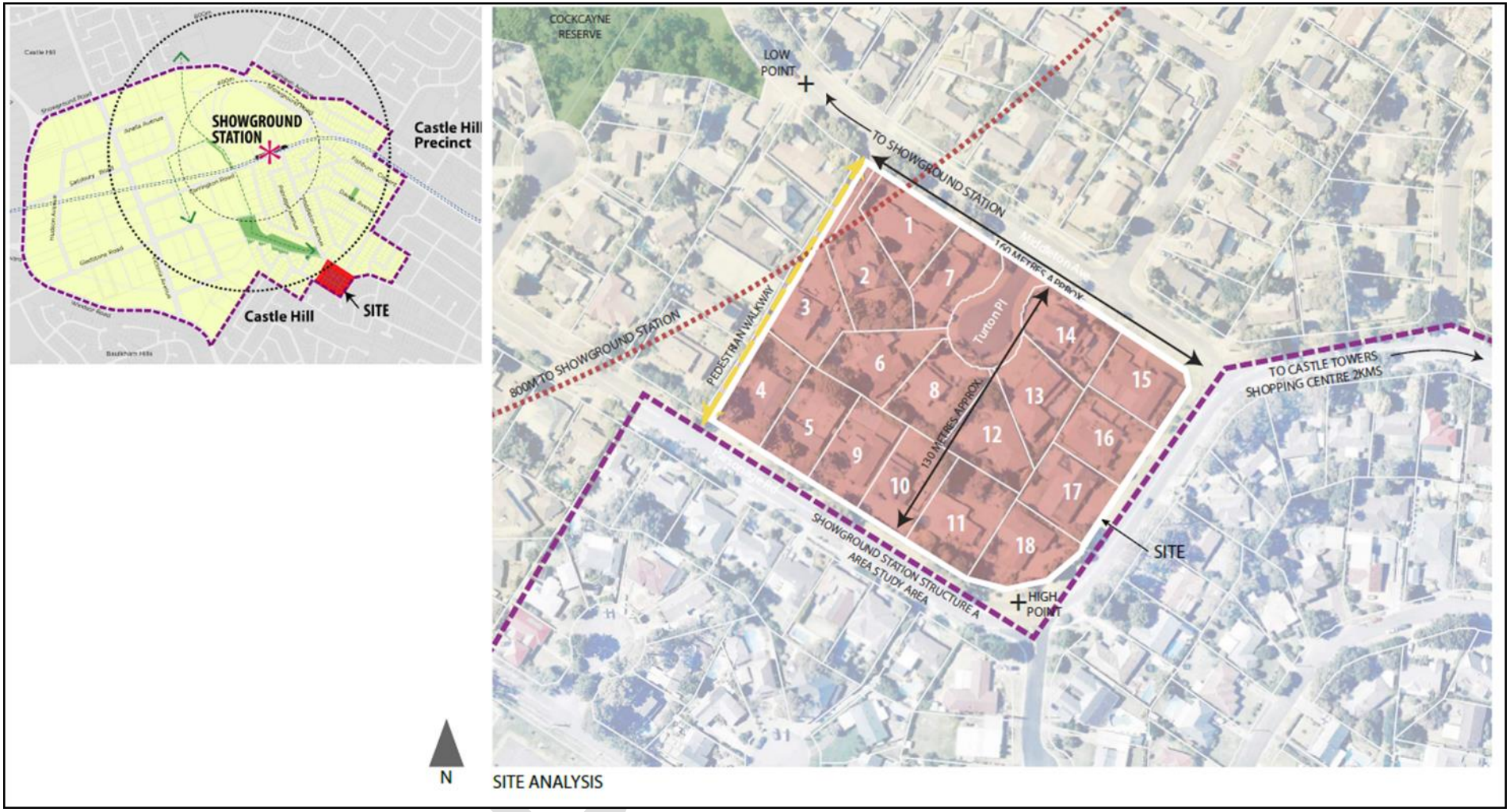

Figure 36: Context and Site Analysis

Figure 37: Proposed Planning Controls

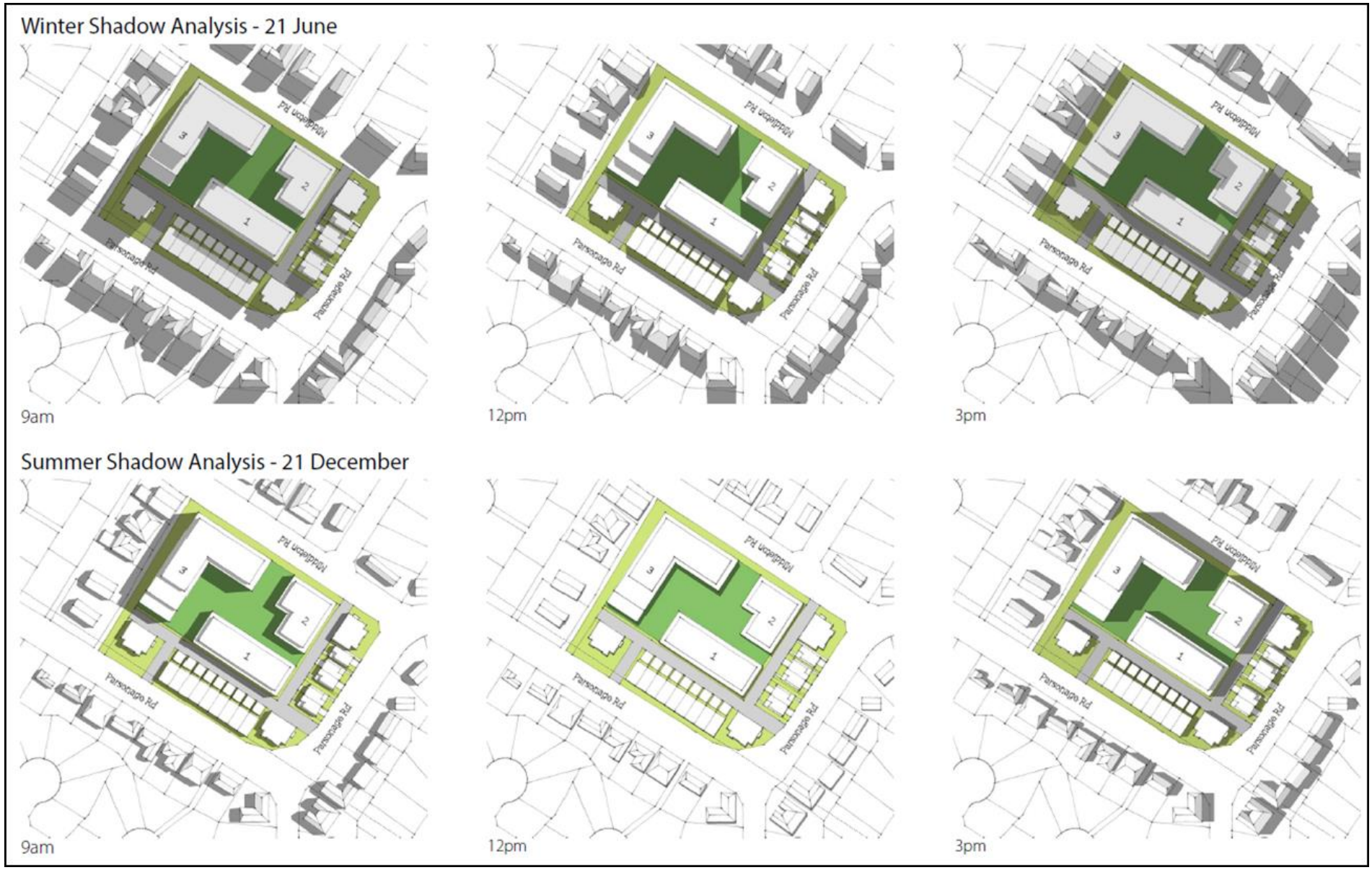

Figure 38: Shadow Analysis

Figure 39: Townhouses

Figure 40: Duplexes

Figure 41: Manor Houses

Figure 42: Apartments

7.2 Viability of Option

If we revisit the viability of the redevelopment of the site based on the average land values considered earlier then the land value would be expressed as:

Concept yield = 241 dwellings providing a mix of apartments, duplex and terraces

Current Value - $41,583,420 ÷ 241 dwellings = $172,545 per dwelling land cost

Low Value - $25,380,000 ÷ 241 dwellings = $105,311 per dwelling land cost

A comparison of the earlier calculations, which provided a land value of $799,681.15 per dwelling at the current market rate, or $488,076.92 at a conservative value indicative of the larger locality, indicate that the proposed option would produce a yield viable of development, even at the current market rate.

7.3 Option 2

For the purpose of considering the viability of townhouse development on the subject site, we modelled the site as R3 land, with the same height restrictions and prohibition of all residential apartment buildings, however, excluded the minimum lot size, which appears too large at 240m^2 and would severely restrict any housing diversity.

The following option has adopted the Housing Diversity in Sydney's Growth Areas Dwelling Density Guide and provides a mix of front, rear and dual loaded products, modelled from the Density Guide.

The proposed lots provide a mix of 16m, 25m and 30m deep lots, with frontages ranging from 4.5m to 8m. The result is a much more diverse housing stock than would be produced by a minimum 240m^2 lots size, as currently proposed.

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Figure 43: Townhouse Option

Type	LOT AREA (Sqm)	YIELD
Type A (20m x 5.5m)	110	9
Type B (16.7m x 7.5m)	125	16
Type C (25 x 6.6m)	165	10
Type D (25m x 5.5m)	138	19
Type E (30 m x 4.5m)	135	6
Type F (30m X 7.5m	225	1
Type G (30 m x 6.5m)	195	3
Type H (25m x 4.5m)	113	22
TOTAL		86

ASSUMPTIONS

- Dwelling and lot typologies are adapted from the *Housing Diversity - Sydney's growth Areas, Dwelling Density Guide* .
- 1 carpark per dwelling is assumed unless specified.

Figure 44: Suggested Maximum Yield of townhouse development

Option 2 A = 9

ASSUMPTIONS

- Dwelling and lot typologies are adapted from the *Housing Diversity - Sydney's growth Areas, Dwelling Density Guide* .
- 1 carpark per dwelling is assumed unless specified.

Option 2 B = 16

ASSUMPTIONS

- Dwelling and lot typologies are adapted from the *Housing Diversity - Sydney's growth Areas, Dwelling Density Guide* .
- 1 carpark per dwelling is assumed unless specified.

Option 2 C = 10

ASSUMPTIONS

- Dwelling and lot typologies are adapted from the *Housing Diversity - Sydney's growth Areas, Dwelling Density Guide*.
- 1 carpark per dwelling is assumed unless specified.

Option 2 Type D = 19

ASSUMPTIONS

- Dwelling and lot typologies are adapted from the *Housing Diversity - Sydney's growth Areas, Dwelling Density Guide*.
- 1 carpark per dwelling is assumed unless specified.

Option 2 Type E = 6

ASSUMPTIONS

- Dwelling and lot typologies are adapted from the *Housing Diversity - Sydney's growth Areas, Dwelling Density Guide*.
- 1 carpark per dwelling is assumed unless specified.

Option 2 Type F = 1

ASSUMPTIONS

- Dwelling and lot typologies are adapted from the *Housing Diversity - Sydney's growth Areas, Dwelling Density Guide* .
- 1 carpark per dwelling is assumed unless specified.

Option 2 Type G = 3

ASSUMPTIONS

- Dwelling and lot typologies are adapted from the *Housing Diversity - Sydney's growth Areas, Dwelling Density Guide* .
- 1 carpark per dwelling is assumed unless specified.

Option 2 Type H = 22

ASSUMPTIONS

- Dwelling and lot typologies are adapted from the *Housing Diversity - Sydney's growth Areas, Dwelling Density Guide* .
- 1 carpark per dwelling is assumed unless specified.

7.4 Viability of Option

If we revisit the viability of the redevelopment of the site based on the average land values considered earlier then the land value would be expressed as:

Concept yield = 86 dwellings providing a mix of lot sizes for duplex and terraces etc

Current Value - $41,583,420 ÷ 86 dwellings = $483,528.14 per dwelling land cost

Low Value - $25,380,000 ÷ 86 dwellings = $295,166.28 per dwelling land cost

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8 CONCLUSION

The Sydney Metro Northwest offers an opportunity to increase housing densities within walking distance of the proposed stations, focus on transit oriented development and reduce dependency on private motor vehicle ownership within the North West, where motor vehicle ownership is the highest in Sydney.

The Showground Station Precinct Proposal has been informed by the North West Rail Link Corridor Strategy2013 and sets out a long term plan to guide residential, commercial, employment and open space development. While we support the proposal in principle, the proposal fails to address long term demand for housing diversity in the precinct, specifically on our clients land.

The desired character of the subject land has altered since the exhibition of the Showground Road Structure Plan in 2013. The structure plan anticipated that under the vision, the precinct would evolve to become a mixture of single detached dwellings, townhouses, duplex and medium density apartments.

Under the Showground Station Precinct Proposal, residential apartments are now excluded under the proposed R3 Medium Density Residential Zone.

Our client's land presents an opportunity to permit residential apartment buildings on the site with a height of 3-6 storeys. The site provides excellent proximity to the future Showground Station, is supported by feeder transport networks including bus services, is not found to have any site constraints and presents over 18,000m^2 to enable wider dwelling mix and greater site coverage for open space.

Our client's land is located on a corner block. Corner sites and sites with multiple frontages can be more efficient for development yield than mid-block sites with a single frontage.

The structure plan needs to consider that a range of density options are delivered that encourage wider social cohesion for all household types and needs. This not only enables meaningful medium and long-term change, but also provides for resilient housing stock.

Constraining our client's land to terrace housing and detached dwellings and prescribing a height limit between 1-3 storeys prohibits the potential for improved housing diversity in the precinct to a range of current and future demographics at attractive price points.

It is evident from review of existing development within the immediate locality and wider catchment that the Showground Station Precinct Proposal generally provides for development typical of historic medium/ high density development within the Hills and fails to respond to the opportunity afforded by the proposed Northwest Metro.

As shown in the urban design feasibility, the site is able to adequately accommodate for a range of dwelling types in a form and scale that is consistent with the future character of the Showground Station precinct and is culturally acceptable for the local community.

There is no reason why residential apartment development should be automatically excluded from the R3 Medium Density Residential Zone, without allowing opportunity for sites, capable of such development, to be assessed on merit and built form outcomes. The Northwest Metro provides a once in a lifetime opportunity to consider the development potential of land

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surrounding the proposed stations. Failure to adequately address housing and employment demands in these catchments now could result in wasted opportunity afforded only by such a significant infrastructure investment.

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