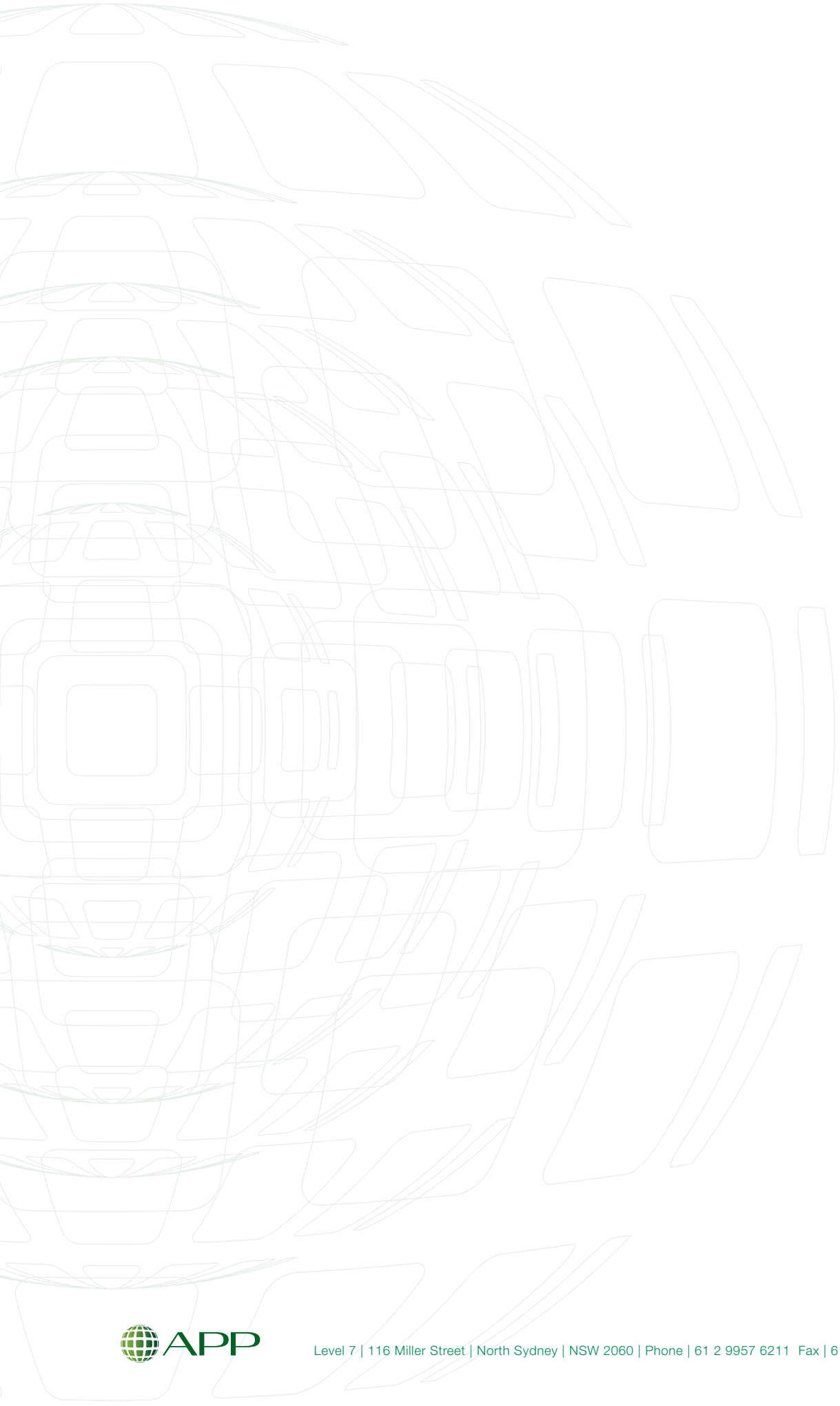
Showground Station Precinct Proposal

Submission on behalf of the Showground Landowners

25 February 2016



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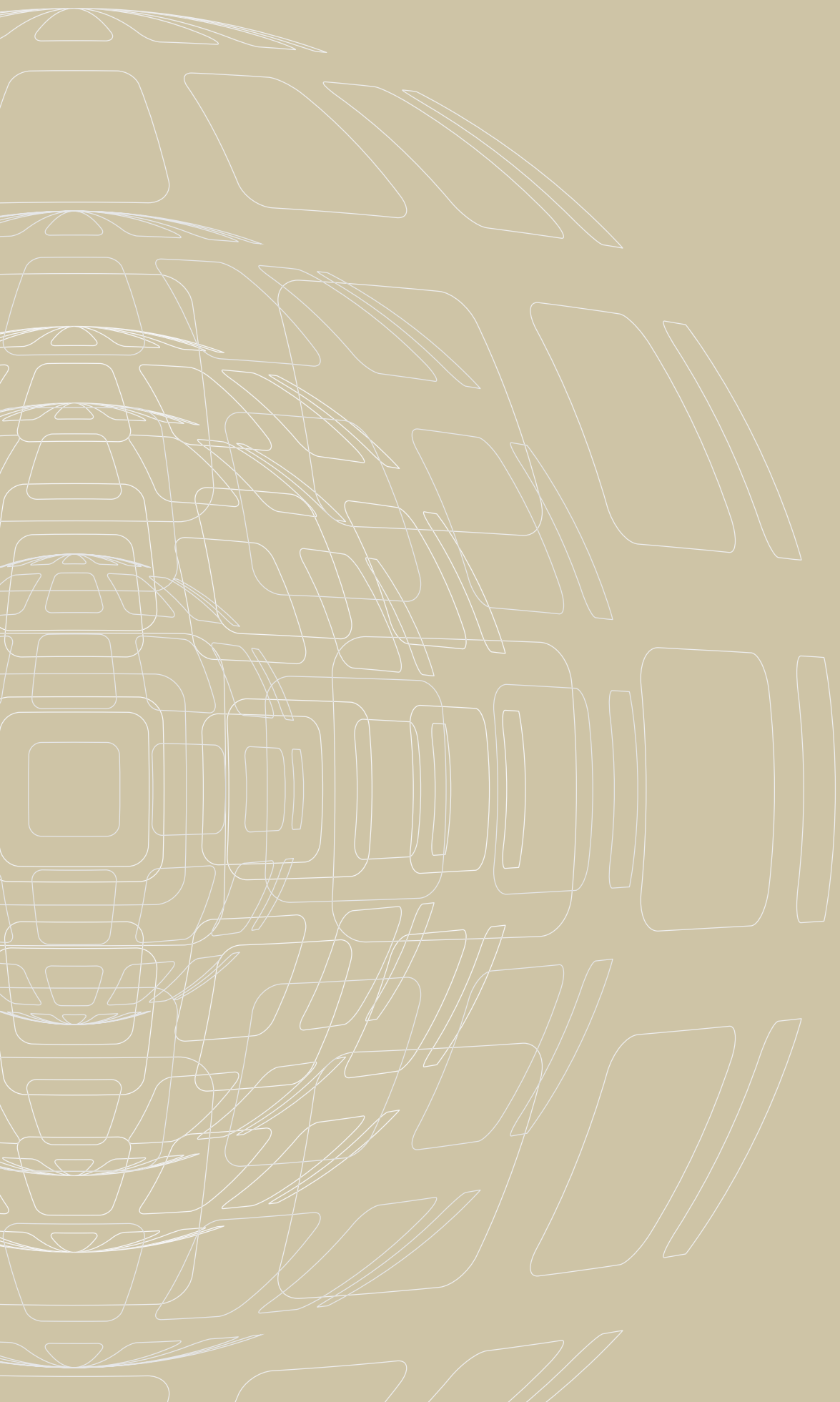

Executive Summary

The Showground Precinct residential land owners support the vision for the Showground Precinct to become a cultural and innovation precinct and agree that the $8.3 billion Sydney Metro Northwest opens new opportunities for residents to live and work close to transport, connected to jobs and services.

The transformation of the Showground Precinct can only be realised if it is viable development proposition. For this to occur, land owners must be enticed to sell not just today, but for the next 20 years and developers must see a return on their investment. Over the next 20 years, the larger existing lots are only going to increase in value as they will become a sought after product. They will escalate in value, as residential flat buildings develop within the precinct, reducing the detached dwelling numbers. Medium density is not going to increase in value to the extent required on these large lot land holdings in Castle Hill to make it viable. It is a significant hurdle and 31.2 hectares in medium density land is an over-supply for this product today and even at a reduced area in 20 years.

- **is not financially viable for the proposed R3 Medium Density zoned land.** The prohibition of residential flat buildings within the R3 zone combined with the proposed lots sizes and height controls detract from current land values and provides no incentive for landowners to sell and no incentive for developers to purchase. A revised R4 zone boundary is proposed by APP.

- **fails to recognise that many of the landowners are united and organised in anticipation of the future redevelopment of their land.** Many have formed consolidated land parcels that will attract quality developers who can create holistic master planned communities by way of benefiting from large land parcels. If controls do not encourage master planning now, master planning is not going to happen in the future. A revised set of planning controls is proposed that acknowledges the ability to develop in large consolidated land parcels;

- **Proposes a new local road layout that is unnecessary and hinders consolidation of land holdings and design flexibility.** APP proposes the removal of the new local road layout and the inclusion of DCP objectives that meet the Departments objectives to create accessibility and permeability, with the support of a transport analysis that justifies the need for an altered layout. Incentives to encourage landowners and developers to encourage master planning should be encouraged (i.e. increased heights and floor space (if not removed)); and

- **Fails from a public transport and road network perspective, to get as much as the population within walkable proximity to the train station and along key thoroughfares which have a direct access to the new train station and limit the 'spread' to the east and south-east.** The urban design criteria for Showground Road should be higher building forms with a minimum height of 6-8 storeys (21 m) recommended to achieve this, not the 3 storey (9 m) form currently envisaged and demonstrated to be economically unviable under the draft precinct proposal. Middleton Avenue is another main and direct route through to the station having the most efficient walking distance. It is also envisaged to have a designated bike lane. Like Showground Road, this avenue including the pocket of land bound by White Cedar Drive and Parsonage Road (southern and western sections) should be rezoned R4 High Density along with a corresponding height. Land identified as subject to a maximum 21 m (R1) (6-7 storeys) height limit be increased to 27 m (8-9 storeys) (T2) and land identified as subject to a maximum 9 m (J) (2-3 storeys) height limit be within the area bound by White Cedar Drive and Parsonage Road to the south and Fishburn Crescent to the south-east to be increased to 21 m (R1) (6-7 storeys). The transition of height from higher density to lower density is managed in an urban design sense through building design, potential tapering of higher levels, through landscape treatments along roadways and through road width and setbacks. These design features can be achieved in this area and through objective based controls within the DCP. Urban areas commonly manage design changes between high density and lower density form, this should not lead to height and zoning controls that become commercially unviable and unattractive to developers.

Planning for the Showground Station Precinct is a once in a lifetime opportunity to transform the precinct into an exemplary high density mixed use community. The Showground landowners are advocating for a precinct plan and supporting planning framework for the Showground Station Precinct that is realistic, financially sound and forward looking. On this basis, the following amendments as set out in Table 1 below are requested:

Table 1 *– Requested Amendments to Precinct Plan and Draft Development Control Plan*

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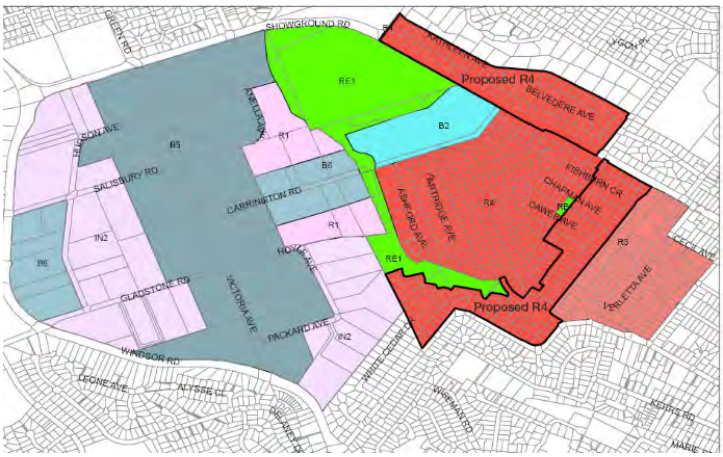
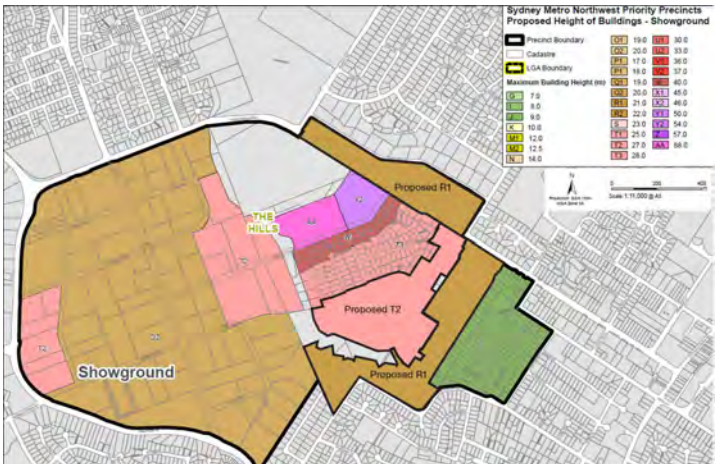
1. Extension of the R4 High Density zone to White Cedar Drive and Parsonage Road to the south and Fishburn Crescent to the south-east and land to the north of Showground Road.	
2. Amendment to Proposed Height of Buildings Map as follows: • Land identified as subject to a maximum 21 m (R1) (6-7 storeys) height limit be increased to 27 m (8-9 storeys) (T2); • Land identified as subject to a maximum 9 m (J) (2-3 storeys) height limit be within the area bound by White Cedar Drive and Parsonage Road to the south and Fishburn Crescent to the south-east to be increased to 21 m (R1) (6-7 storeys)	
3. Amendment to Proposed Floor Space Ratio map to remove the FSR standard for land to the south of the B2 Local Centre.	

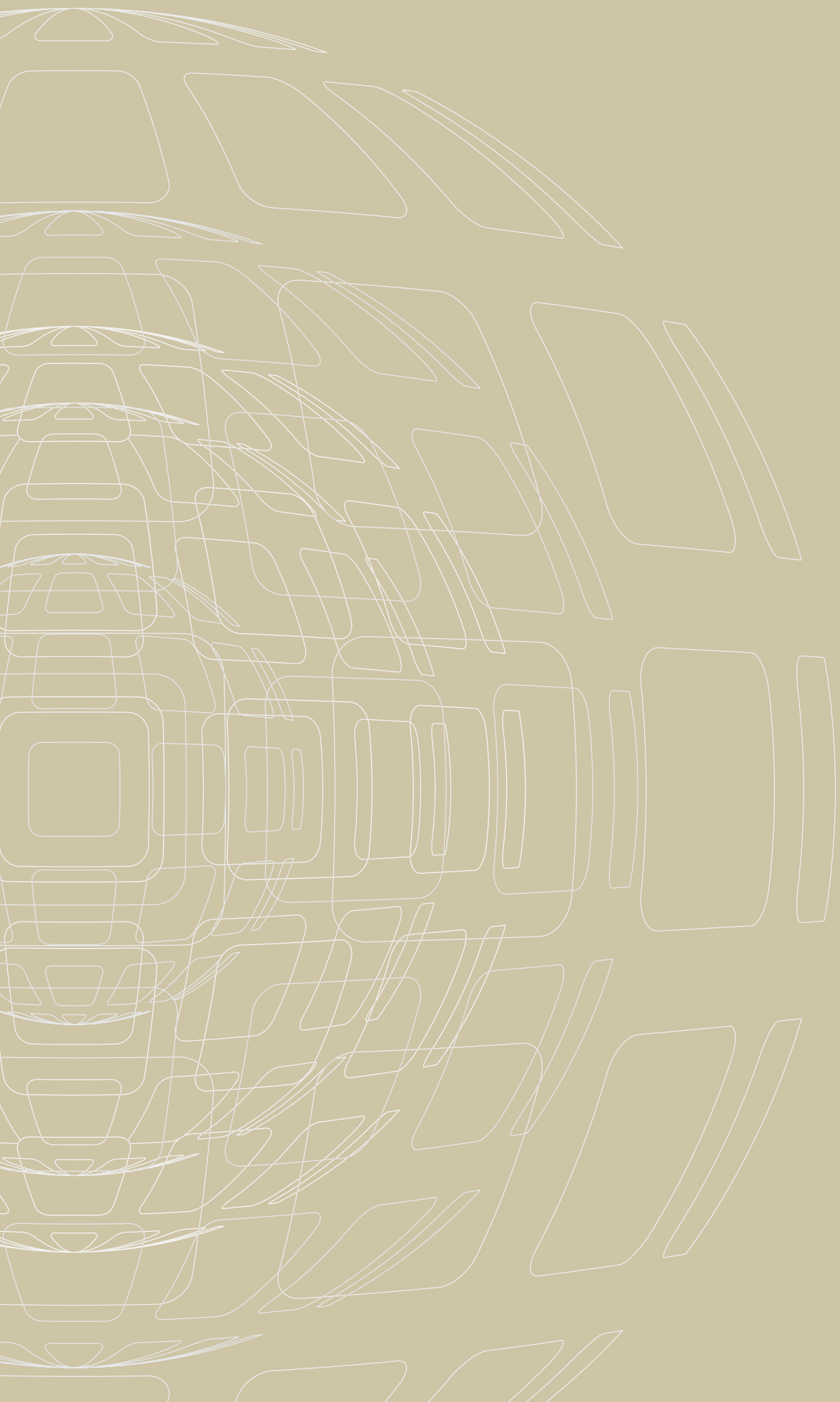
4. Amendments to Development Control Plan including:
   - amendments the 'Street Network' in Section 4.1 (Figure 4) to remove identified 'local road' within land generally bound by Middleton Avenue to the north, Parsonage Road to the east and south and White Cedar Drive;
   - removal of all "access" roads (the identification, need and location of "access" roads to be resolved as part of detailed planning post rezoning);

   A full mark up of the draft DCP is included at **Appendix A.**

5. Amendment to Draft Showground Precinct Plan to reflect changes in built form, land use and street network reflected in Points 1-4 above.

SECTION 1.

Introduction



1. Introduction

This submission has been prepared by APP Corporation Pty Ltd (APP) on behalf of the Showground Road landowners in response to the public exhibition of the Showground Station Precinct Proposal (Department of Planning and Environment, December 2015) (the Showground Precinct Proposal). The Showground Road landowners comprise 83 individual land owners within the Showground Station Precinct (refer to Figure 1 and **Appendix B**).

The Showground Precinct Proposal provides for the renewal and revitalisation of the Showground Station Precinct. The precinct proposal proposes to 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 closet 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.

The Showground Precinct Proposal is supported by a Development Control Plan (DCP) which shows how the overall Precinct may develop over time. The Showground Road landowners are supportive of the vision for the Showground Precinct as the cultural and innovation precinct and agree that the $8.3 billion Sydney Metro Northwest opens new opportunities for residents to live and work close to transport, connected to jobs and services.

The Showground Road landowners agree that the Priority Precincts Program is the right vehicle to drive the precinct rezoning proposal to provide for new housing and jobs within the Showground Precinct, coordinated with the delivery of infrastructure to ensure that future 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.

Figure 1 *– Showground Road landowners (as represented by APP)*

The transformation of the Showground Precinct can only be realised if land owners are enticed to sell not just today but for the next 20 years. Over the next 20 years, larger lots are only going to increase in value as they will become a sought after product given their replacement for apartments. They will not decrease in value as residential flat buildings develop within the precinct, reducing the detached dwelling numbers. Medium density is not going to increase in value to the extent required in Castle Hill to make it viable. It is a significant hurdle and 31.2 hectares in land is an over-supply for this product today and even at a reduced land area in 20 years. While it is understood that there are strategic objectives to deliver the vision for Showground Station Precinct, the Showground Station Precinct Proposal, as currently drafted:

- **is not financially viable for the proposed R3 Medium Density zoned land.** The prohibition of residential flat buildings within the R3 zone combined with the proposed lots sizes and height controls detract from current land values and provides no incentive for landowners to sell and no incentive for developers to purchase. The current R2 Low Density zone is with a minimum lot size of 700m2 is a “higher and better use”;

- **will not meet the targeted housing and population growth.** These targets can only be achieved through viability and market appetite. If there is no incentive for landowners and developers to sell and purchase, respectively, then development will simply not occur. Any development which does occur is likely to be piecemeal and undertaken on an ad hoc basis, not fully realising the development potential of the precinct and the additional public benefits that could be delivered through the right zoning and development controls;

- **fails to recognise that many of the landowners are united and organised in anticipation of the future redevelopment of their land.** Many have formed consolidated land parcels that will attract quality developers who can create holistic master planned communities by way of benefitting from large land parcels; and

- **is accompanied by a Development Control Plan which locks in an urban structure prematurely.** The draft DCP acknowledges that the site layout within the draft precinct plan upon which the zoning, height and FSR development standards have been based on is only one way in which the precinct may develop over time and that there are likely to be other options, which may be just as effective in achieving the vision for area. The draft DCP

then seeks to lock in these controls, an urban structure and street network, a pedestrian and cycle and open space network that removes this flexibility for an alternative design and provides little if any real opportunity to vary, and which future detailed development applications will be required to comply with.

Planning for the Showground Station Precinct is a once in a lifetime opportunity to transform the precinct into an exemplary high density mixed use community. The Showground landowners are advocating for a precinct plan and supporting planning framework for the Showground Station Precinct that is realistic, financially sound and forward looking. On this basis, the following amendments as set out in Table 1 below are requested:

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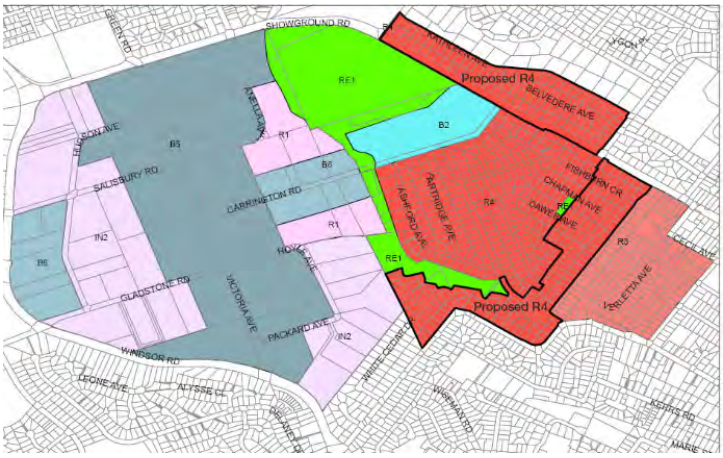
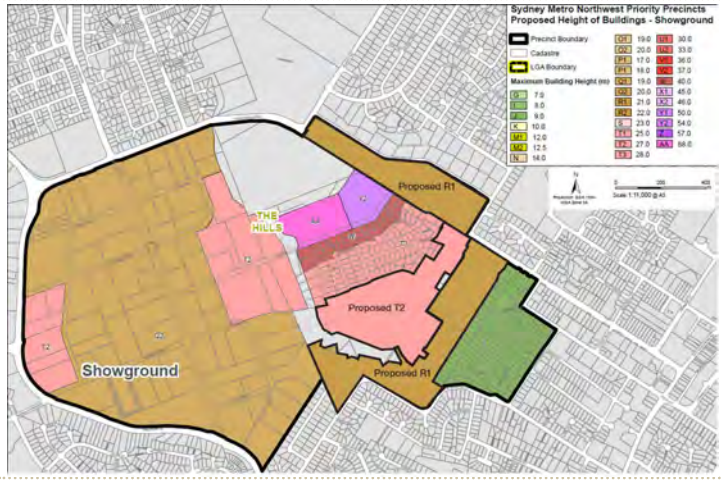
1. Extension of the R4 High Density zone to White Cedar Drive and Parsonage Road to the south and Fishburn Crescent to the south-east and land to the north of Showground Road.	
2. Amendment to Proposed Height of Buildings Map as follows: • Land identified as subject to a maximum 21 m (R1) (6-7 storeys) height limit be increased to 27 m (8-9 storeys) (T2); • Land identified as subject to a maximum 9 m (J) (2-3 storeys) height limit be within the area bound by White Cedar Drive and Parsonage Road to the south and Fishburn Crescent to the south-east to be increased to 21 m (R1) (6-7 storeys)	

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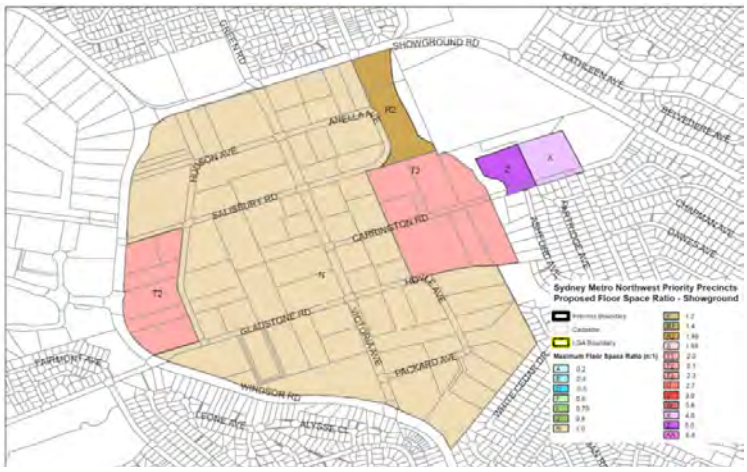


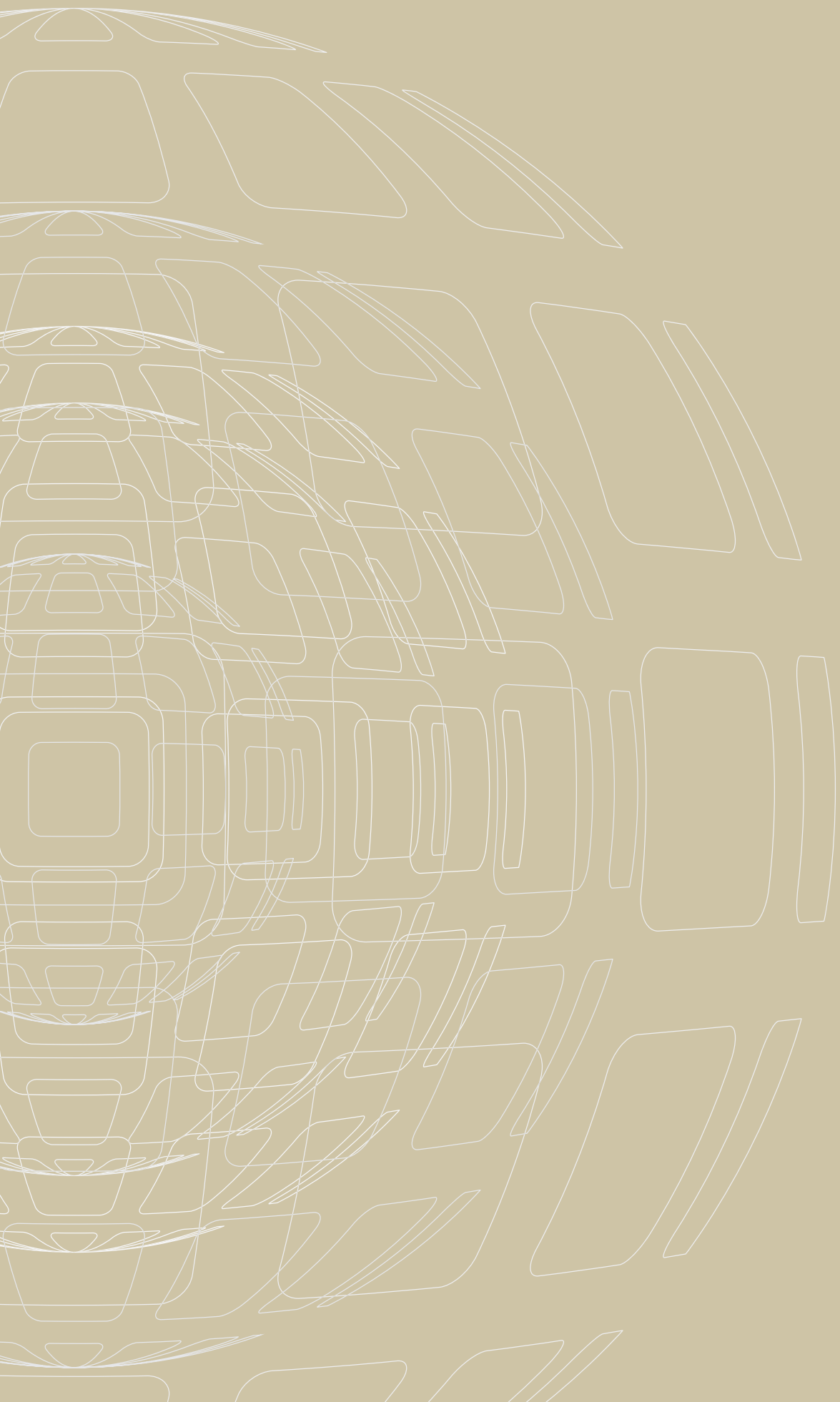
4. Amendments to Development Control Plan including:
   - amendments the 'Street Network' in Section 4.1 (Figure 4) to remove identified 'local road' within land generally bound by Middleton Avenue to the north, Parsonage Road to the east and south and White Cedar Drive;
   - removal of all "access" roads (the identification, need and location of "access" roads to be resolved as part of detailed planning post rezoning);

   A full mark up of the draft DCP is included at **Appendix B.**

5. Amendment to Draft Showground Precinct Plan to reflect changes in built form, land use and street network reflected in Points 1-4 above.

SECTION 2.

Showground Station Precinct Proposal



2. Showground Station Precinct Proposal

The draft Showground Station Precinct prepared by the Department of Planning and Environment (DPE) has been developed with the vision to create 'The Hills Cultural and Innovation Precinct". It shows in draft form, how the overall Showground Station Precinct including the Showground landowners group land, is anticipated to be developed over time.

It identifies:

- areas for proposed rezoning including land use zones and maximum building heights;
- suggested areas for the provision for public open space, connections for pedestrians and cyclists, and community facilities; and
- infrastructure works to support the potential population growth.

An extract of the Draft Precinct Plan illustrating where the Showground landowners APP represents are located is included in Figure 2.

***Figure 2** – Extract of Precinct Plan with Showground landowners (as represented by APP).*

The Showground Station Precinct is part of the Sydney Metro Northwest Priority Urban Renewal Corridor and looks at how areas along the $8.3 billion Sydney Metro Northwest line can be revitalised, making them great places to work, live and play. The draft Structure Plan boundary includes the area within an 800 m radius or roughly a 10 minute walk of the new Showground Station however limits the boundary to the north at Kathleen Avenue. The boundary has also taken into account the surrounding road network, natural features and the development pattern of the area.

3.1 Showground Station Precinct Proposal as it relates to Showground landowners

The key elements of the Showground Station Precinct Proposal are summarised in Table 2.

***Table 2** – Key elements of the Showground Station Precinct Proposal and Draft DCP*

Category	Summary
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. A major consideration in the preparation of the precinct plan was walking distance to public transport, shops and services. The plan has been prepared on the basis that most people are comfortable with a 10 minute walk to public transport and shops and services, which is about a distance of approximately 800 metres.
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 5,000m2 to 10,000m2 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 and Height	• 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 16 storeys to 2-3 storey town-houses, attached dwellings and detached dwellings in the residential areas within the south eastern part of the precinct. • Controls for setbacks, building separation and landscaping to achieve good urban design (refer to Figure 3)

***Figure 3** – Proposed street network and public transport*

Access and movement

- New streets around the station including:
  - Extension of Fishburn Crescent to Cecil Avenue;
  - Proposed new roads for further investigation including:
    - o east west extension of Cadman Crescent to Fishburn Crescent;
    - o new north-south extensions from Cadman Crescent to Dawes Avenue, Dawes Avenue to Chapman Avenue, Chapman Avenue to Fisburn Crescent (northern section) and Fisburn Crescent to Showground Road
  - Proposed new roads including two north-south running roads parallel with Fishburn Crescent, as well as a minor road within the Middleton and Parsonage Avenue precinct;
- Connections for cyclists and pedestrians through the precinct.
- Provision for 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 (refer to Figures 4 and 5).

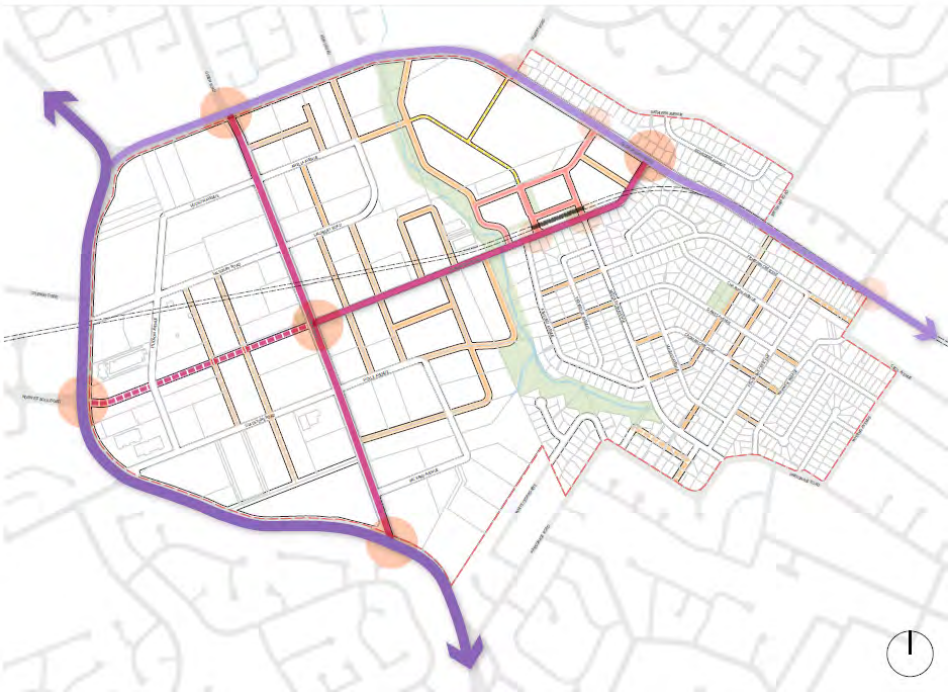


Figure 4 *– Proposed street network and public transport*

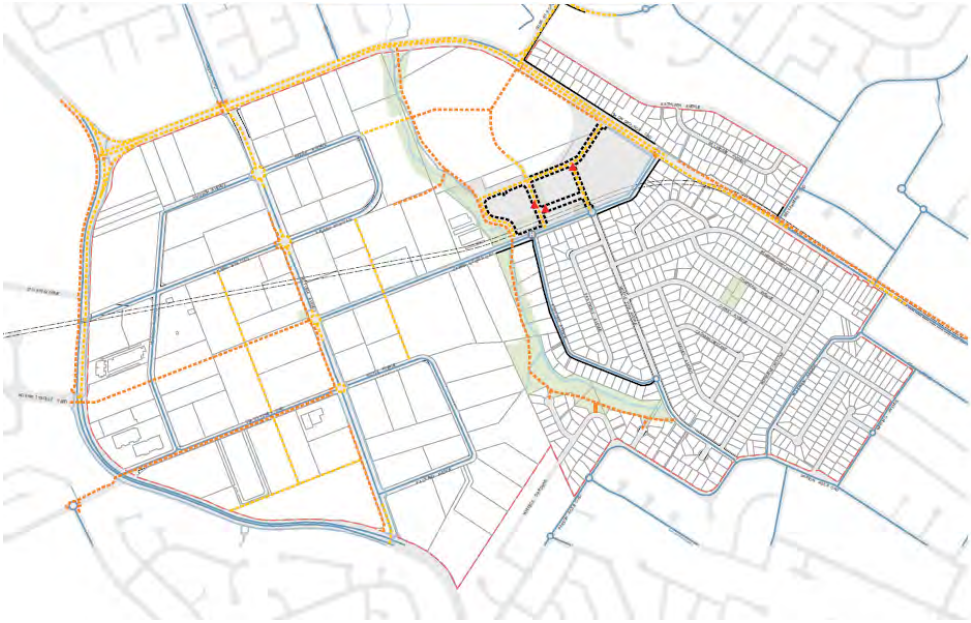


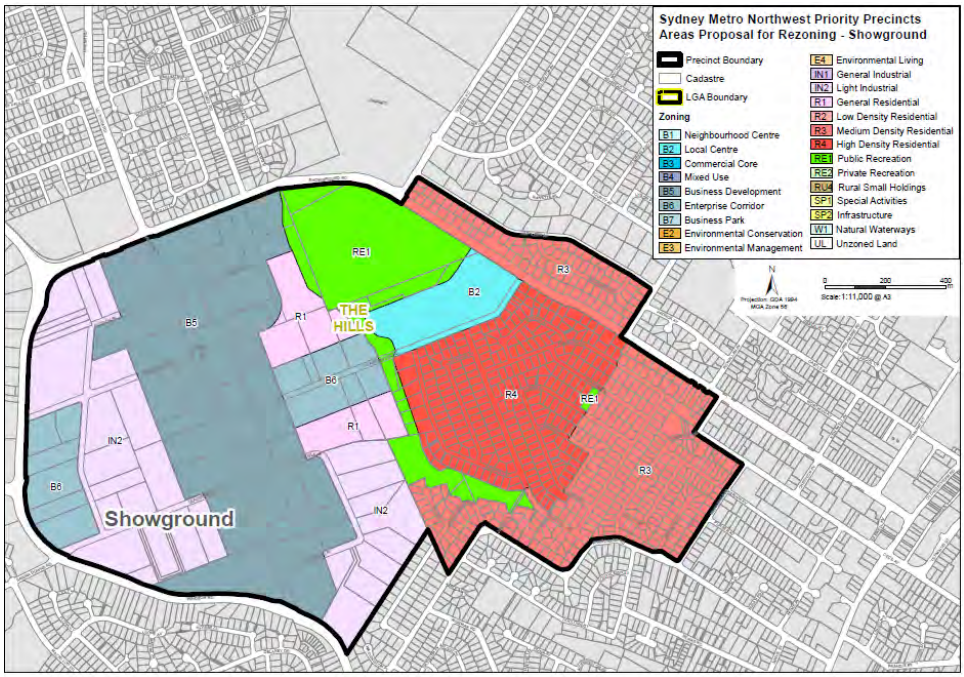
Figure 5 *– Pedestrian and cycle paths*

Economic	An Economic Analysis was undertaken by the Department of Planning and Environment, which provides an analysis of the commercial office, retail, bulky goods and industrial markets to 2036. The report has concluded that the growth in commercial offices is likely to be limited to more support type office uses due to competition from the Northwest Business Park. The Precinct will play a vital role in servicing the bulky goods demands within the greater region and has attributes that make it attractive for residential development. However, the rate of growth will need to consider the medium to long term supply of housing along the entire rail corridor. The Economic Analysis does not examine the viability of the residential zones.
Traffic and Transport	The Showground Station Precinct is centred on the new Showground Station which will provide transport access to employment centres, retail and educational facilities across Sydney. There will be improved access to public transport, making it easier to cycle and walk, with reduced traffic congestion, exhaust emissions, and more pleasant streets and neighbourhoods. A major consideration for the Priority Precinct is walking distance to public transport, shops and services. 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.
Infrastructure Funding	Key infrastructure items will be delivered and funded by a range of sources. Open space, public transport, walking and cycling paths and roads will be funded by Transport for NSW and a Council Section 94 Contribution Plan. Education and community infrastructure will be funded by the Department of Education's School Cluster Asset Plan. 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 Council to provide local infrastructure that will directly benefit the community. The funding is in addition to Council's Section 94 contributions and can be used by Councils to develop a new local park, upgrade existing open space, improve the local streets or provide additional community facilities. There are a number of projects which could be funded through this scheme for the Showground Station Precinct.

3.2. Proposed Draft Amendments to The Hills Local Environmental Plan 2012 as it relates to the Showground landowners

The proposed amendments to the Hills Local Environmental Plan 2012 are summarised in Table 3 below. Extracts of the relevant planning maps showing the general location of the Showground landowners which APP represents has also been provided.

***Table 3** – Key elements of the Showground Station Precinct Proposal and Draft DCP*

Standard	Proposed Amendment to Hills Local Environmental Plan 2012
Zone	For the Showground landowners, it is proposed to zone the land part: • R3 Medium Density Residential; and • R4 High Density Residential. Within the R3 Medium Density zone, development for the purpose of "residential flat buildings" is prohibited under The Hills LEP 2012 (refer to Figure 6).  ***Figure 6** – Extract of Draft Zoning Map*
Building Height	For the Showground landowners, the following heights are proposed: • 21 m (6-7 storeys); and • 9 m (2-3 storeys) (refer to Figure 7).

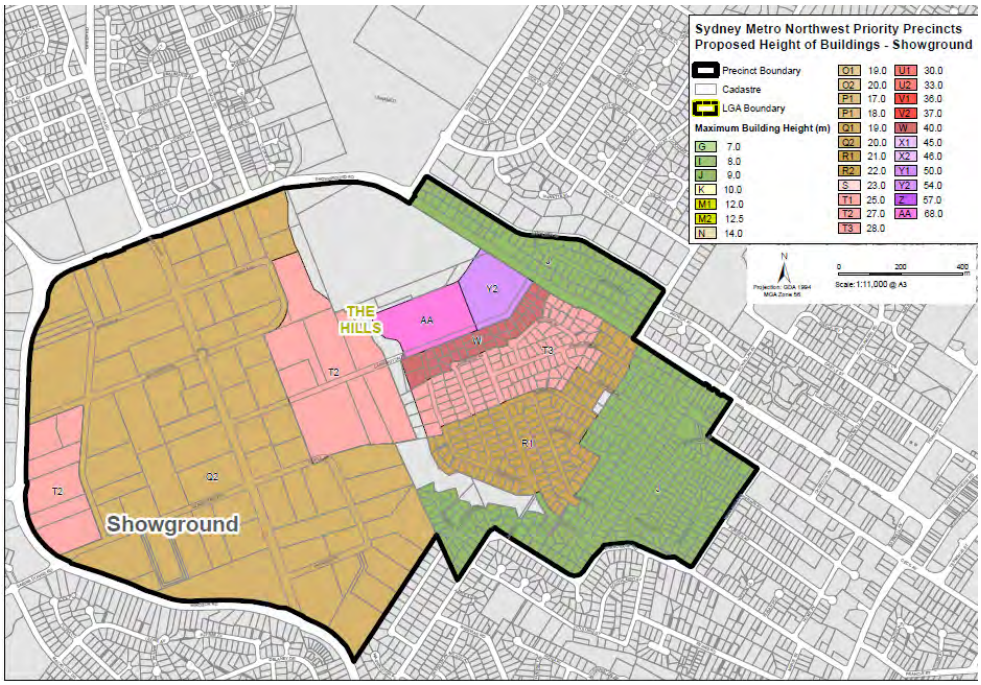


Figure 7 – *Extract of Draft Height Map*

Floor Space Ratio (FSR)

For the Showground landowners, only two properties have a proposed FSR of 2.3:1 under The Hills LEP 2012 draft amendment (refer to Figure 8).

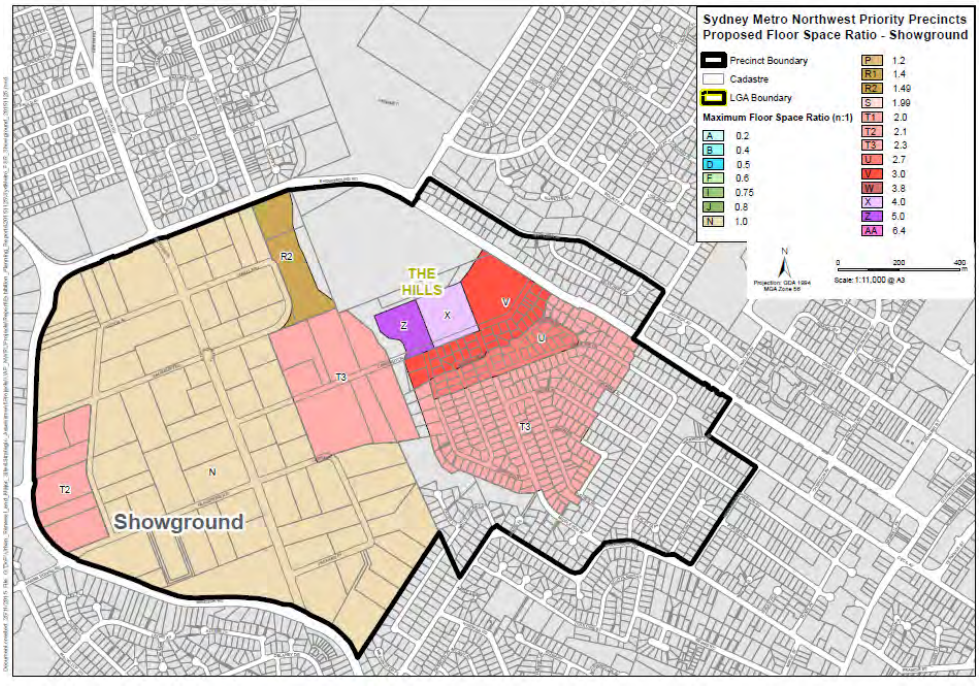


Figure 8 *– Extract of Draft Floor Space Ratio Map*

Minimum lot size

For residential flat buildings (apartments), a minimum lot size of 1,500m2 is proposed.

For dual occupancy, a minimum lot size of 600m2 is proposed, and for multi-unit housing, a minimum lot size of 1,500m2 is proposed.

The minimum lot size for subdivision in the R3 Medium Density zone in the precinct is proposed to be 240m2, where detached, semi- detached and attached dwellings are permitted. This is the same minimum lot size for a single development application made for subdivision, and the erection of an attached dwelling or a dwelling house on each lot resulting from the subdivision, under Clause 4.1B (3) of The Hills LEP (refer to Figure 9).

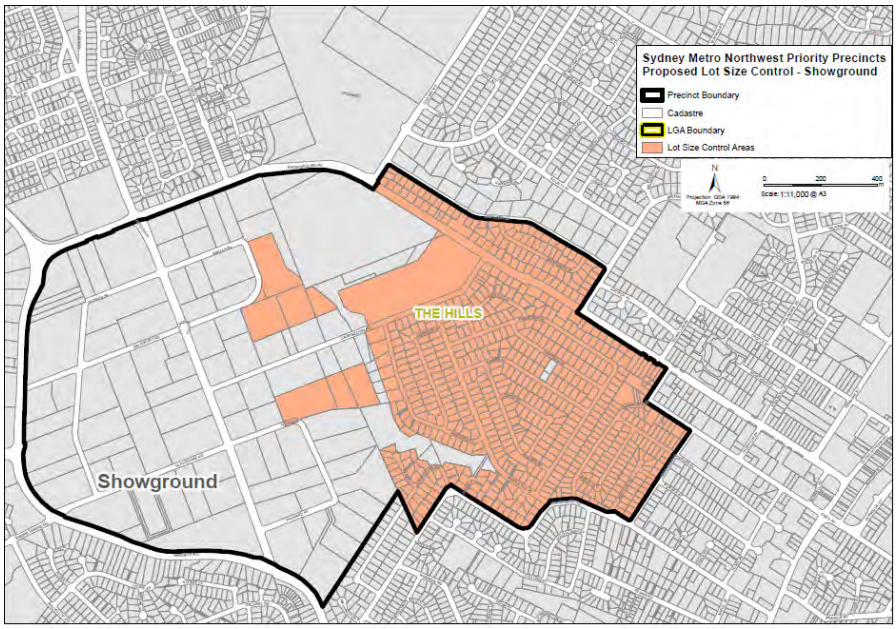
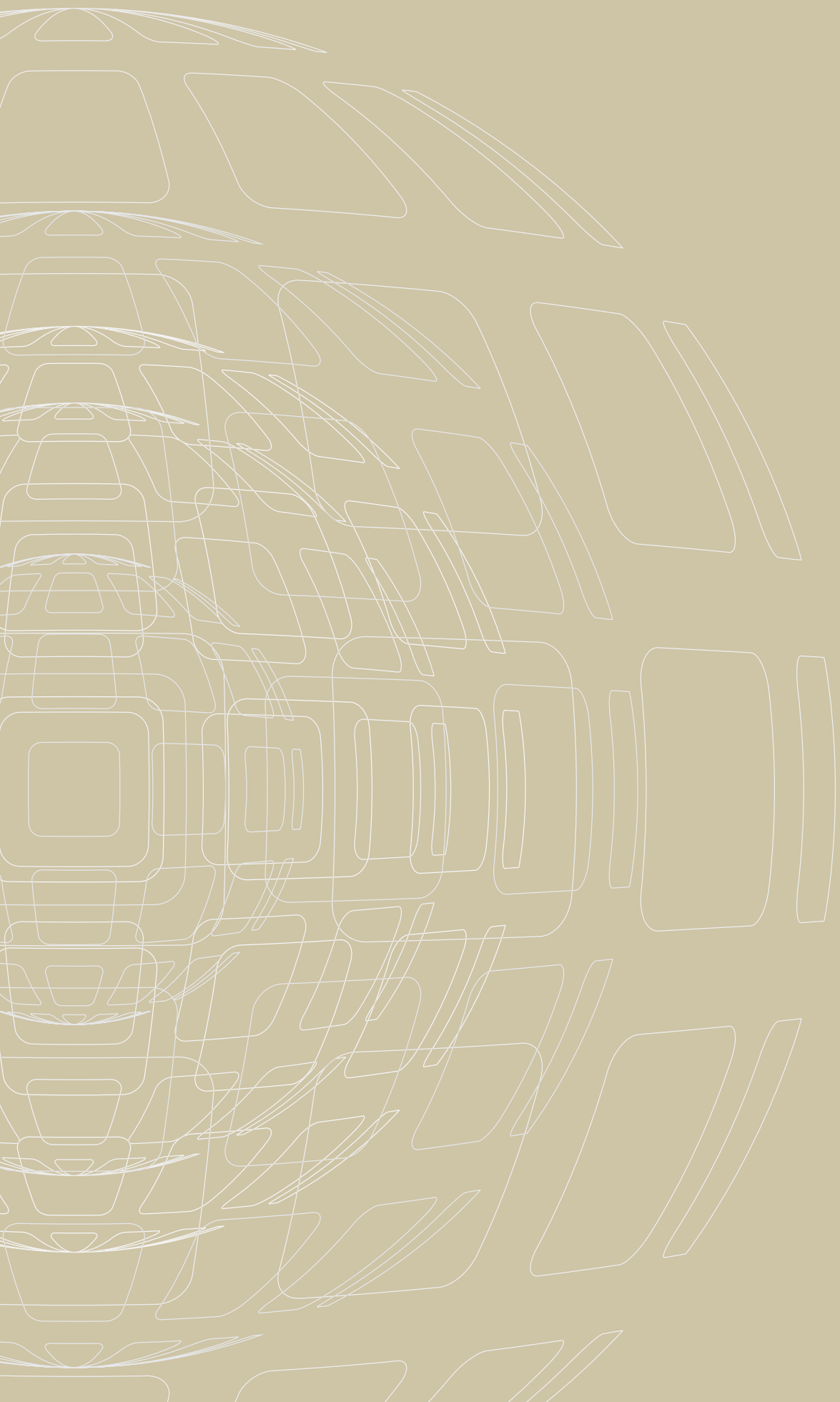


Figure 9 *– Extract of Draft Minimum Lot Size Map*

SECTION 3.

The Issues



3. The Issues

3.1. Financial Viability of the Showground Precinct Plan Residential Area

In September 2015 The Hills Council exhibited "The Hills Corridor Strategy" which sought to create development areas for town houses and apartments controlled by density rates per hectare. In reviewing the Strategy APP undertook a financial feasibility analysis of the proposed densities. This feasibility work remains valid. The APP response to The Hills Corridor Strategy is provided in **Appendix C** and has been adapted below following an analysis of the viability of the proposed R4 High Density and R3 Medium Density zones within the Draft Precinct Plan.

Introduction

If an urban transformation of the Showground Precinct is to occur, existing land owners must be motivated to sell and therefore will need a sales price for their home that exceeds its pre zoned land value. APP has reviewed the Economic Feasibility Report prepared by Jones Lang La Salle. This report has not undertaken a feasibility analysis of the proposed residential area. Whilst providing sales data, it has not drawn conclusions on the current or future commercial viability of the proposed residential area. We recommend to the Department of Planning and Environment that this work be undertaken as it is essential to confirm the effectiveness and reality of the proposed Precinct Plan.

APP has undertaken a high level financial feasibility analysis of the Draft Precinct Plan. The proposed R4 High Density zone which allows high density development is an economically viable zone and presents no objection or concern by APP.

Current Market Value

APP has reviewed land sales prices over the past two years. Over 25 sales have occurred in the Precinct since January 2014. These sales have been sought from Core Logic and are provided in **Appendix D.** APP has averaged these sales, which is shown in Table 4. The average size of the properties analysed by APP is 981 square metres.

***Table 4**- The average sales price in this table has been adopted for the feasibility analysis.*

Average price	$ million
Average price since 1 January 2014	$1.4 million
Average price since 1 January 2015	$1.9 million

Analysis of sales data outside of the precinct but within the Castle Hill region is generally consistent with these averages. This includes areas not proposed for zoning changes.

Preliminary Feasibility Assessment

For the purpose of the feasibility assessment APP has used a net realisation figure which incorporates development revenues as well as costs and levies in order to calculate the residual land realisation that a purchaser (developer) could pay for each house under the density controls (height, FSR) within the proposed R3 and R4 zones.

The net realisation per square metre (GFA) has been adopted considering comparable analysis of similar apartment developments transacted in the surrounding area and market sales evidence and sounding active real estate agents in the Hills Shire Council area. Typical development costs and levies subtracted to leave a net realisation figure. The process adopted is:

- A gross realisation figure per square metre GFA (refer basis above);
- Development costs and levies subtracted to reach net realisation per square metre GFA;

- Multiply net realisation per square metre GFA by average dwelling size and number of dwellings to reach a hypothetical development realisation; and
- Assume a 20% profit/risk factor (this is a development industry standard). The net realisation figure has been applied to the R3 and R4 areas (or the R3 and 6 – 8 storey areas). For consistency, it is assumed that each hypothetical development site is roughly 1 hectare and made up of 10 existing lots. Once the hypothetical development realisation figure has been calculated it can therefore be divided by 10 to give an indicative residual land value ($) per 1,000 square metre property. This value has then been converted to a square metre rate to give a figure which can be efficiently multiplied to give representation of the potential realisation of a particular parcel of land.

The R3 Medium Density Zone – Tested

APP has modelled what a purchaser would be seeking to pay for a 1,000 square metre land parcel under the R3 and R4 zones. In addition to the methodology outlined above, the following assumptions have been made:

- For the R3 zone, adoption of:
  - 65% terraces/townhouses on the minimum 240 square metre allotment;
  - 35% multi-dwelling housing with 2 dwellings per 360 square metre allotment (this equates to 46 dwellings per hectare);
- Indicative net realisation of $1,500 per square metre of GFA for apartments. APP has calculated this figure through market research of new apartment developments, transactions in Castle Hill and market sounding with local real estate agents. A conservative approach has been taken;
- This results in an indicative realisation of $150,000 per apartment (100m2 GFA).
- Adopt a net realisation of $220,000 for townhouses/terraces. APP has calculated this figure through market research of townhouse/terrace transactions in Castle Hill; and
- Adopt a net realisation of $190,000 for multi-dwelling allotments.

Figure 10 below shows the results of the preliminary feasibility assessment. Yellow indicates potential land realisation where land owners are unlikely to sell whereas green indicates potential land realisation where land owners are likely to be motivated to sell.

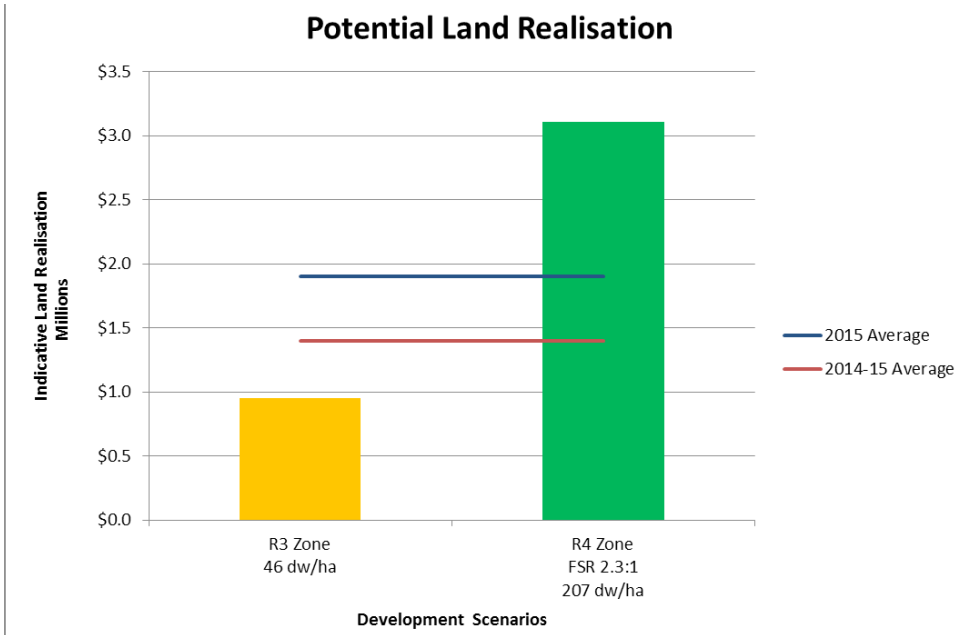


Figure 10 – *Potential land realisation*

The above chart shows that based on recent sales history terrace/town house developments would return a sales price below current market value. In other words, the R3 Medium Density zone would have an adverse effect on land prices. At current market prices, anything less than the R4 High Density zone, and realistic height controls is unlikely to be developed as it would not meet developer requirements for commercial returns. Accordingly the R3 Medium Density zone with expectations to create smaller town house living would not be realised today nor well into future years. Indeed large lot, 700m2 dwellings could become in greater demand given reduced supply making their market value lift considerably. Of the 5,000 dwellings anticipated in the Precinct Plan the R3 proportion of this yield estimated to be 1,573 dwellings is unlikely to be developed. That is, the 34.2 hectares which reflects the R3 Medium Density zone is unlikely to change as existing homes hold the greater value than their demolition and rebuild. The R3 Medium Density area represents 51% of the total residential area east of Carrington Avenue.

The proposed R4 High Density zone, with 6 to 8 storey apartment developments is highly likely to sell. It is a viable development option that is necessary in The Hills area where land values are generally higher than other western Sydney urban renewal areas.

The intended outcomes for the Showground Precinct can only be realised if planning controls enable land values that will incentivise and motivate land owners to sell. In order to relate the residual land value to a particular lot it must be converted to a square metre rate. The table below summarises the indicative realisation per square metre of land area.

Dwellings	Zone	Height	FSR	Land Realisation / 1000 SQM
46	R3	10m		$955,000
207	R4	21m	2.3:1	$3,105,000
207	R4	27m	2.3:1	$3,105,000

Given land owner have stated that they will not sell their land below current market value the R3 zoned and will see no renewal.

Viability of Medium Density Over Time

The transformation of the Showground Precinct can only be realised if it is viable development proposition. For this to occur, land owners must be enticed to sell not just today, but for the next 20 years and developers must see a return on their investment. Over the next 20 years, larger lots will increase in value as they will become a sought after product given they are reducing in supply in the Castle Hill region. They will consequently not decrease in value, as residential flat buildings develop within the precinct, reducing the detached dwelling numbers. In turn, medium density is not going to increase in value to the extent required to surpass the purchase costs of detached dwellings in Castle Hill to make it viable. It is a significant hurdle and 31.2 hectares in medium density land is an over-supply for this product today and even at a reduced area in 20 years.

Summary

The Showground Precinct Plan proposes an R3 Medium Density zone of 48.32 hectares that is not viable. The proposed R4 zone with its ranging height and FSR controls is viable and is therefore likely to be the only residential area that redevelops. To realise the renewal objectives for Showground and create viable development outcomes there must be a change of zoning to R4 High Density for the area APP represent. That is, at least 31.47 hectares of the R3 Medium Density zone should be changed. This includes all land to the west of Fishburn Crescent and Middleton / Parsonage Roads as indicated in Figure 11 below. This zone will enable best practice urban development to take place and ensure the core train station site becomes highly activated.

3.2. Boundary of the R4 High Density zone

The precinct plan, as currently drafted, envisages higher density development (residential flat buildings) within and adjacent to the town centre and new Showground Train Station, maximising access to services and public transport. Consistent with sound urban design principles, the draft plan has been prepared on the basis that most people are comfortable with a 10 minute walk to public transport and shops and services, which is about a distance of approximately 800 metres. This makes sense. It is noted however that actual topography, walking networks and time of journey within an 800 metre catchment do affect travel time. Direct routes (as the crow flies) are shorter walks than those where street corners and a street pattern can make the journey significantly longer. This accessibility is the motivator to deter people from using their cars and for planners to maximise yields. On this basis, the R4 High Density zones area is too small. It should be allocated to those land areas that meet this 'walkability' criteria. In APP's view, this includes all land that APP represents.

Higher densities should also be located in areas with high visual or landscape amenity such as within and around the Chapman Avenue Park. Land on the northern side of the Cockayne Reserve is proposed to be zoned R4 High Density and land on the southern side is proposed to be zoned R3 Medium Density. This does not make sense. If the intent is to encourage a diversity of housing within the Showground Precinct, we note that within the R4 High Density Residential zone, development for the purpose multi-dwelling housing, town-houses, attached dwellings and detached dwellings are permissible forms of development. If the precinct plan encourages the creation of larger land holdings, as suggested in this submission, then there are opportunities for a developer to provide a range of housing products to capture different markets, changing preferences and lifestyles.

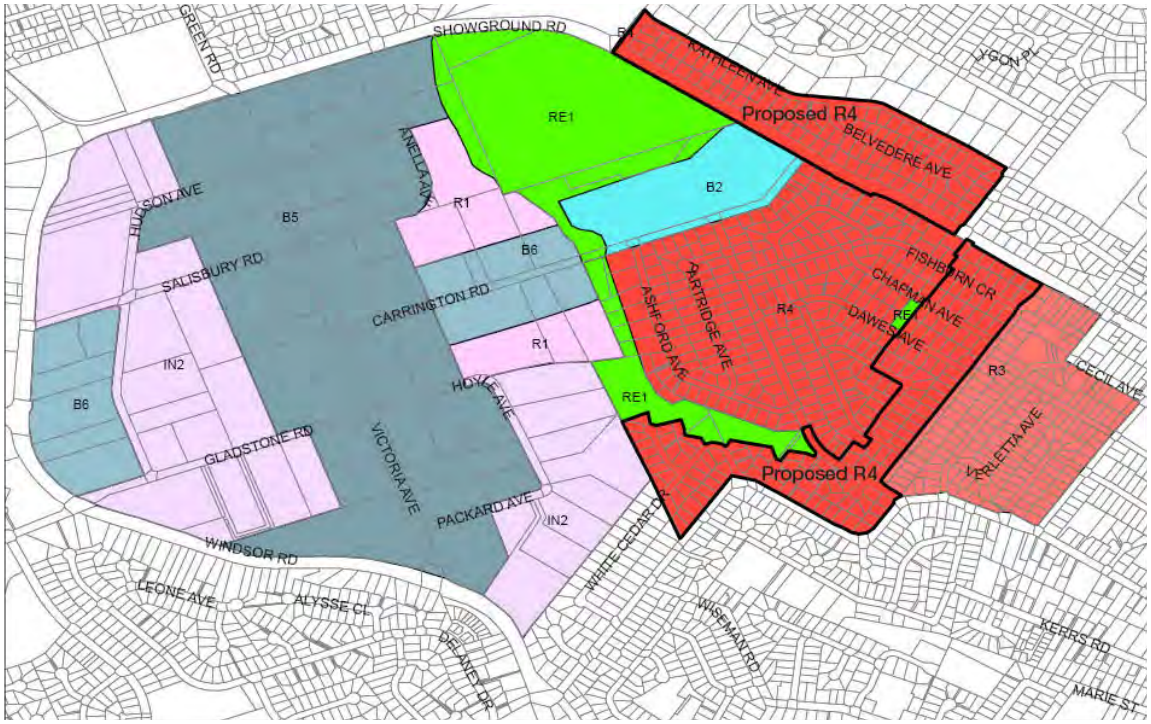


Figure 11 *– Proposed Draft Zoning Map (as proposed to be amended)*

It is requested that the draft Precinct Plan and Draft Zoning Map be amended to extend R4 High Density zone to White Cedar Drive and Parsonage Road to the south and Fishburn Crescent to the south-east and land to the north of Showground Road as shown in Figure 11.

3.3. Removal of FSR Development Standard

Floor space ratios (FSR) can be used to control building bulk and to protect privacy and solar access. As recommended in the SEPP 65 Residential Flat Design Code, in new urban areas or where an existing area is undergoing change, FSRs should be set after designing and test building envelopes, not before. A better alternative to appropriately deal with a range of dwelling types to be accommodated within the proposed R4 High Density Residential zone, is use of building footprint limits, minimum landscaped area, solar access controls, minimum rear boundary setbacks and height. All of these built form controls have been incorporated within the proposed LEP amendment and draft DCP.

It is requested that the proposed maximum FSRs for all land to the south of the B2 Local Centre be removed because there are other adequate controls to guide the building envelope (setbacks, height, site coverage, landscaping etc) within the accompanying Draft DCP (refer to Figure 12).

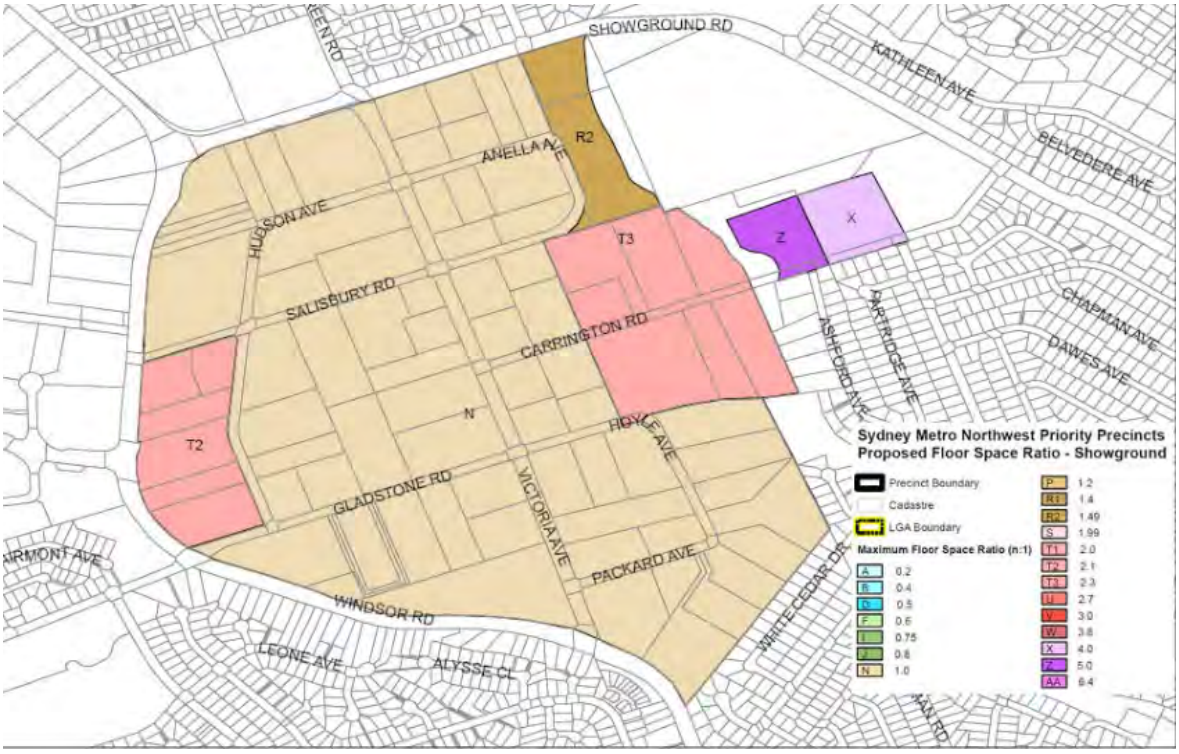


Figure 12 *– Requested amendments to the Draft FSR Map*

3.4. Building Height

The draft Precinct envisages taller building forms of up to 16 storeys on the southern side of Carrington Road, stepping down to 12 storeys, 8 and 6 storeys then 2-3 storeys the further one travels away from the new station and local centre. Higher density development (residential flat buildings) within taller building forms will benefit from a high level of accessibility to the station, shops and other facilities planned within the local centre. It makes sense from a public transport and road network perspective, to get as much as the population within walkable proximity to the train station and along key thoroughfares (roads and bus / cycle lanes) which have a direct access to the new train station and limit the 'spread' to the east and south-east.

Showground Road is the major thoroughfare for the precinct and will set the scene for the community and design of the area. It will incorporate bus lanes, cycleways and pedestrian passageways. It is crucial that the planning controls

capitalise on the Showground Road. To do so, height along with architectural design and other controls must be carefully planned. The urban design criteria for Showground Road should be higher building forms with a minimum height of 6-8 storeys (21 m) recommended to achieve this, not the 3 storey (9 m) form currently envisaged and demonstrated to be economically unviable under the draft precinct proposal.

Middleton Avenue is another main and direct route through to the station having the most efficient walking distance. It is also envisaged to have a designated bike lane. Like Showground Road, this avenue including the pocket of land bound by White Cedar Drive and Parsonage Road (southern and western sections) should be rezoned R4 High Density along with a corresponding height. Taller building forms also free up the ground plane providing opportunities to provide additional open space (both public and communal space) and pocket parks and through-site links. Middleton Avenue should be treated as a significant element to the precincts public domain with the landscaping treatment to make it truly "Avenue" like. The draft DCP includes provisions which encourage the setting back of upper levels and requirements for building separation, which along with calling up SEPP 65 and the NSW Apartment Design Guide, aim to ensure future development responds to the desired character of the street and local area.

It is indicated that the Precinct Plan seeks to achieve a gradation of height levels from the Station through to lower density two storey areas. In APP's view the transition of height from higher density to lower density is managed in an urban design sense through building design, potential tapering of higher levels, through landscape treatments along roadways and through road width and setbacks. These design features can be achieved on this site and through objective based controls within the DCP. Urban areas commonly manage design changes between high density and lower density form, this should not lead to height and zoning controls that become commercially unviable and unattractive to developers.

As shown in Figure 13, it is requested that the Proposed Height of Buildings Plan be amended to maximise density and height closer to the new train station and local centre.

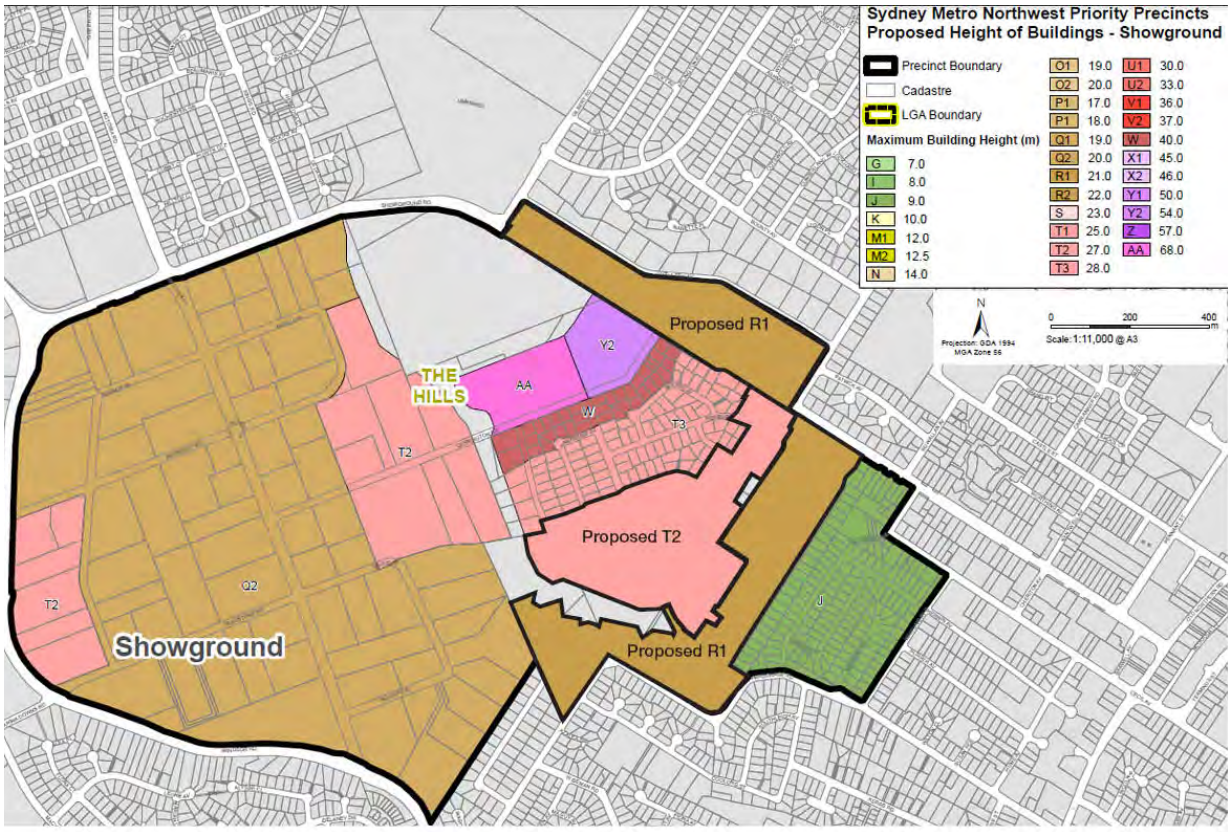


Figure 13 *– Requested amendments to the Draft Height of Buildings Map*

3.5. Consolidated Land Holdings to Enable Better Development Outcomes

Developing fragmented land is an urban planning challenge in many areas of Sydney. It requires a collaborative effort between a multitude of land owners, Government and developers. The inability to collaborate often results in land not being redeveloped, or fragmented, developments occurring that frustrate cohesive, well designed communities and populations being realised that do not capitalise on Government infrastructure spending. Land areas around the recently developed South West Rail Link stations have been slow to develop, resulting in train stations with smaller than envisaged passenger numbers.

Currently the residential area within the Showground Precinct is made up of 900 to 1,000 square metre allotments. These allotments are made up of residents with whom for the past three years have had time to appreciate that by consolidating their holding and creating a large development parcel ready for renewal, improved urban design outcomes are likely, in turn attracting quality developers that pursue master planned outcomes on larger scale sites. The Showground Precinct is unique and for this reason there is a significant opportunity for DPE to create a set of planning controls that can provide for flexibility and objective based outcomes rather than rigid standards. A set of controls that encourages master planned outcomes as opposed to small lot, say 1,500 square metre apartment developments that present with different building forms, facades, building materials etc.

The land owners are organised in a minimum of one hectare groups ranging up to 4 hectares and are prepared to consolidate their holdings in land sales to maximise the design benefit that will be attractive to quality developers, urban planners and future residents.

A master planning approach provides urban designers and developers with the opportunity to develop a variety of designs. A master planning approach allows better consideration of site densities and coverage, opportunities for better arrangement of footprint and envelopes of buildings and their relation to site features as well as their relationship to adjoining development, streets and open space. It is more likely, through a master planning process to get a real mix of unit types \or building types for residential development as well as improvements and enhancements to the public domain adjacent to a larger site than a small 1,500m2 lot. It also enables for more appropriate consideration and planning for new streets, accessways and paths and potential role in providing connections for public access within and beyond the individual site, improving connectivity through the precinct and to the station itself. As stated in section 1.5 of the draft DCP, the DPE specifically recognises that there may be other options for the precincts or a site's layout than that set suggested in the precinct plan and draft DCP, which may be as effective in achieving the vision for the Showground Precinct. Master planned outcomes require land areas to be designed on larger scaled parcels.

This consolidation and collaboration is an opportunity for State Government to capitalise on. This can be done by promoting collaboration, implementing good urban design frameworks and offering development opportunities through higher density controls that will reflect land values that owners are willing to accept and building into the planning framework that will guide future development flexibility to allow for better economic, environmental and social outcomes. Without such incentives, it is inevitable that the current consolidated groups will fragment, with many preferring to remain living in their current homes, and smaller developers building on small land parcels.

Examples of apartment buildings that can occur on fragmented parcels are evident around Sydney and are reflective of poor design (refer to Figure 14).

Figure 14 *– Examples of development on fragmented land*

3.6. Housing and Population Growth

The draft Precinct Plan as currently drafted will not meet the targeted housing of 5,000 dwellings. These targets can only be achieved through viability and market appetite. If there is no incentive for landowners and developers to sell and purchase, respectively, then development will simply not occur. Any development which does occur will be piecemeal and undertaken on an ad hoc basis, not full realising the development potential of the precinct and the additional public benefits that could be delivered through the right zoning and development controls. With 5% of the residential area south-east of Carrington Avenue zoned R3 Medium Density, a potential yield of 1,435 dwellings will not be built.

3.7. The Proposed Road Layout

The new road layout presented in the Precinct Plan and Development Control Plan are an unnecessary inhibitor in allowing good urban design outcomes. Such fine grain detail for a road layout is not needed at this stage of planning. It creates a rigidity in planning controls that prevents innovative designs and fails to promote the consolidation of the allotments into larger parcels of land that can be master planned and integrated through detailed design with a good movement network. Good permeability, movement and accessibility initiatives for Showground can be set through a set of planning objectives within a DCP. Flexibility should be encouraged and applicants for future development given the opportunity to achieve these objectives through a detailed master planning process. We seek that this road layout detail be removed, specifically those highlighted in Figure 18 and that the DCP controls include objectives requiring new development to achieve accessibility and permeability outcomes. The Transport Analysis with the Draft Precinct Plan has not provided the detail to demonstrate their need nor their justification for the location chosen, so their inclusion is premature. It is recognised a minor road layout may be necessary but this detail is not necessary now.

Figure 15 *– Proposed Road Layout Plan (showing location of Showground landowners)*

Whilst we advocate for the removal of these roads as mentioned above, should the DPE consider a new north-south roads necessary, we believe the proposed location dissecting north south through Cadman and Dawes Avenue is an inappropriate and high cost option. In all 26 individual allotments are affected. Under the fragmented land model these would be difficult to deliver but more significantly would cost in the order of $49.4 million for land acquisition alone. Construction costs go on top (based on average property price of $1.9 million).

An alternate option would be to extend the north south orientation through to Showground. This would affect only two properties and reduce the infrastructure delivery bill significantly as well as provide a legitimate alternative for achieving accessibility and permeability objectives. The local road layout also identifies a new north-south road from Turton Place to Parsonage Road and new east-west road which connects end of James Place to new north-south road. The local road layout hinders the consolidation of land holdings in this area and adopts a building configuration that is clumsy, assuming a specific product mix and layout without undertaking a detailed site analysis. If any road was to be provided in this area, it would be far more beneficial and cost effective for Council that it be designed as a private road without reliance on Section 94 funding for its delivery.

Figure 16 *– Proposed new local and access roads dissecting Fishburn Crescent*

3.8. Provision of infrastructure

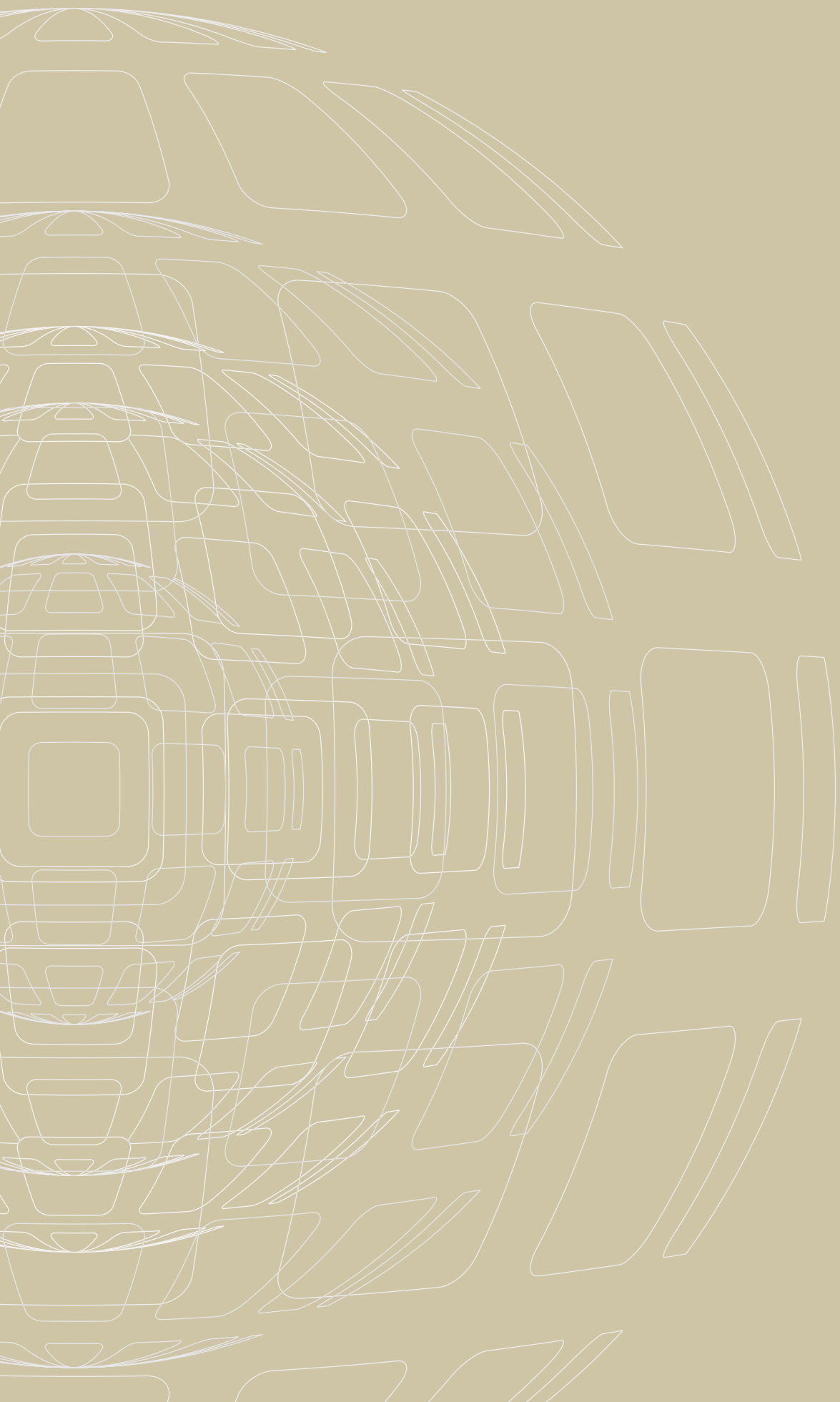
The Draft Precinct Proposal identifies the need to provide additional community facilities such as playing fields and community centres that will be in demand due to increased population. Funding for community infrastructure is collected by Council and potentially State Government, through a range of means including developer contributions, voluntary planning agreements, acquisitions and sales, direct government funding, and rates. High density development brings significant benefits in cost efficiencies for infrastructure spending. As an example, Greenfield development contribution plans for infrastructure will attract a Section 94 development contribution of approximately $70,000 to $80,000 per dwelling of which Government will partially fund plus a state infrastructure contribution of approximately $23,000 per dwelling. For urban renewal projects, Section 94 costs are approximately $45,000 per dwelling.

Based on 5,000 dwellings, the total section 94 contribution for the precinct to be put towards new public services and facilities within the local government area equates to approximately $100 million. If there is no incentive for development within the Showground precinct to occur (i.e. landowners will not sell and developers will not purchase) then the targeted housing and population growth and the $100 million for new public services and facilities will either not be realised (as there are not sufficient funds to provide) and or significantly delayed if development occurs in a slow and piecemeal manner, which is likely to occur if the Draft Precinct Plan and corresponding zoning, height and FSR standards are not amended. The section 94 cost in providing the necessary public services and facilities to support an incoming population is reduced if spread over a larger population, resulting in improved housing affordability.

If $100 million is collected through Section 94 this is a substantial amount likely to meet the local demands for infrastructure. The Box Hill North Section 94 Plan within The Hills LGA is accommodating 4,100 with a total contribution amount of $220,522,236. This is infrastructure spread across 300 hectares of land. The residential area considered in this submission is spread across approximately 60 hectares for similar populations.

SECTION 4.

Economic Viability - A Residents Perspective



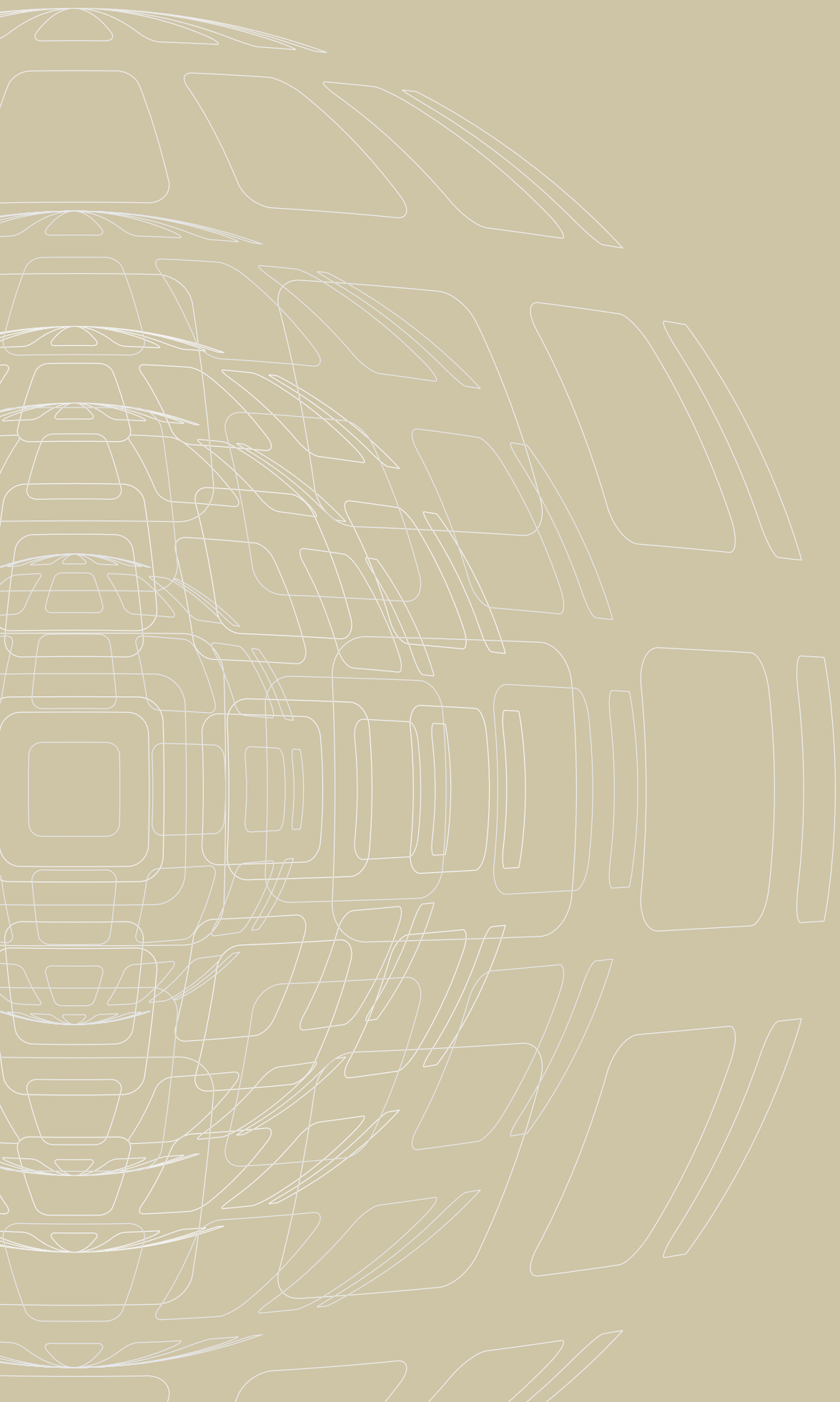
4. Economic Viability – A Residents Perspective

An economic viability assessment of the R3 Medium Density zone from a resident's perspective has been prepared by John Allen and Jerome Wicks, two residents in Fisburn Crescent with support from Paul Issa, a landowner in Dawes Avenue. That work is in a document accompanying this document (refer to **Appendix E**). The work within has investigated in detail sales data for Castle Hill including medium density type housing. If reflects the passion and interest of at least 83 landowners who legitimately want to see Castle Hill prosper for themselves to live in a viable neighbourhood today and in a new community reflecting the standards of living they currently experience and enjoy at Showground. This work has been a collaborative effort prepared over 6 months. It has involved collaborative research by numerous residents, several meetings, attended and facilitated by APP and some of the leaders of the residents group, and is a great demonstration of the public interest in both The Hills Shire Council, DPE and future plans for this region. APP encourages the DPE to consider the merits that this group have in collaborating and acting as one holistic development parcel.

Showground landowners working together.

SECTION 5.

What does a good outcome for Showground look like?



5. What does a good outcome for Showground look like?

Built form controls that reflect sound objectives for quality urban design and architectural excellence.

Higher density development in areas which are close to and have excellent access to the train station, along key thoroughfares and public transport (bus) and pedestrian / cycleways

Along Showground Road – a streetscape and road that becomes 'Avenue' like, tree lined and bordered by a built form that offers a distinctive street edge.

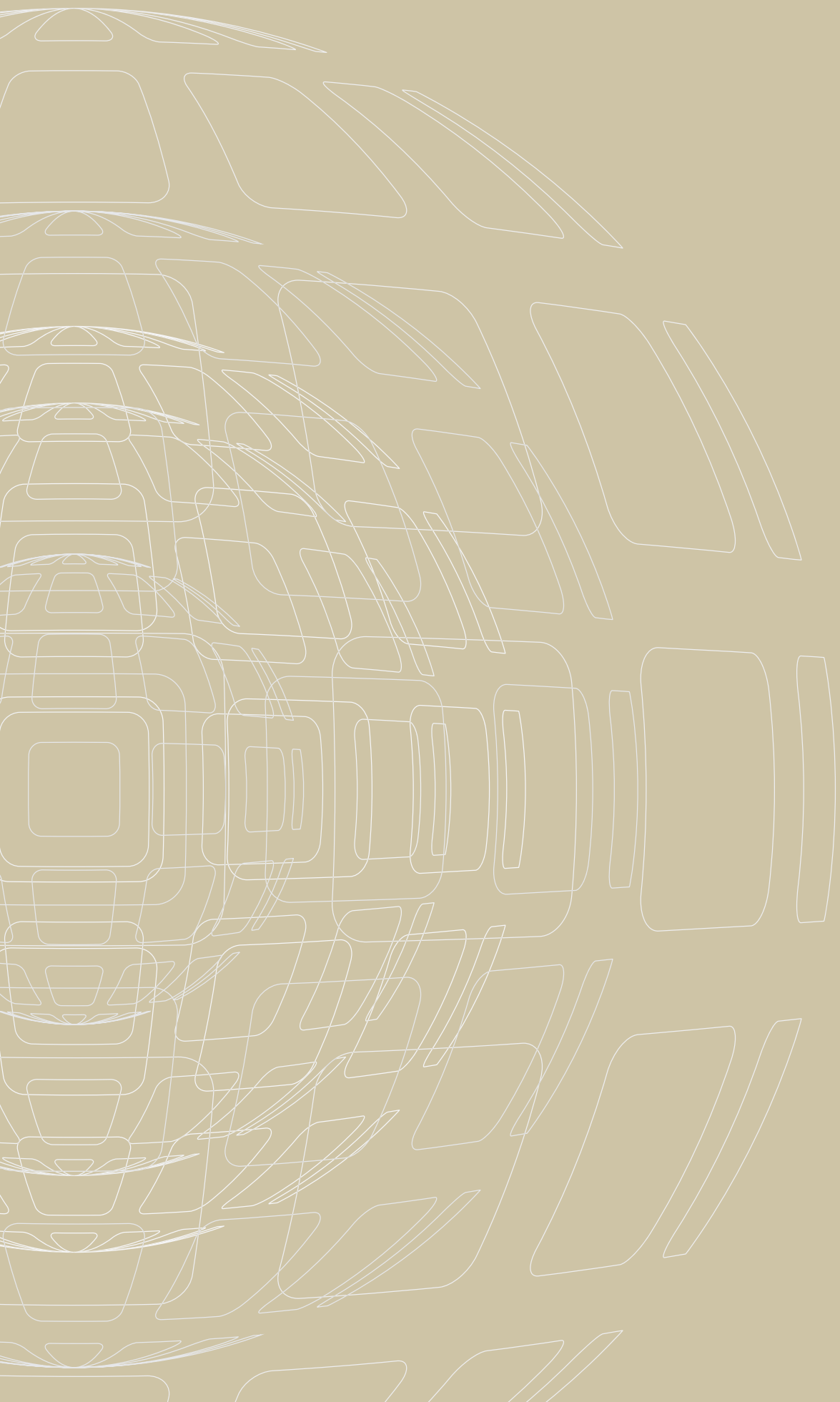
Along Cockayne Reserve – a mix of 6-9 storeys buildings which front onto the park and provide new through-site links opening up this reserve and making better use of this public asset to a greater number of residents within the precinct.

To the west of Fishburn Crescent and south of Middleton Avenue and north of Parsonage Road – a mix of 8 to 10 storey buildings which achieve great streetscapes, through built form and landscaping requirements.

A precinct plan that is realistic, financially sound and forward looking.

SECTION 6.

Conclusion



6. Conclusion

The Showground Station Precinct is part of the Sydney Metro Northwest Priority Urban Renewal Corridor and looks at how areas along the $8.3 billion Sydney Metro Northwest line can be revitalised, making them great places to work, live and play.

The Showground Precinct Proposal provides for the renewal and revitalisation of the Showground Station Precinct. The precinct proposal proposes to 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 closet 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.

The Showground Precinct Proposal is supported by a Development Control Plan (DCP) which shows how the overall Precinct may develop over time.

APP Corporation Pty Ltd (APP) has been engaged by 83 individual lands within the Showground Station Precinct (the Showground Road landowners) to prepare a submission in response to the exhibition of the Showground Station Precinct Proposal.

The Showground Road landowners are supportive of the vision for the Showground Precinct as the cultural and innovation precinct and agree that the $8.3 billion Sydney Metro Northwest opens new opportunities for residents to live and work close to transport, connected to jobs and services.

The transformation of the Showground Precinct can only be realised if land owners are enticed to sell not just today, but for the next 20 years. While it is understood that there are strategic objectives to deliver the vision for Showground Station Precinct, the Showground Station Precinct Proposal, as currently drafted:

- **is not financially viable for the proposed R3 Medium Density zoned land.** The prohibition of residential flat buildings within the R3 zone combined with the proposed lots sizes and height controls detract from current land values and provides no incentive for landowners to sell and no incentive for developers to purchase. A revised R4 zone boundary is proposed by APP.

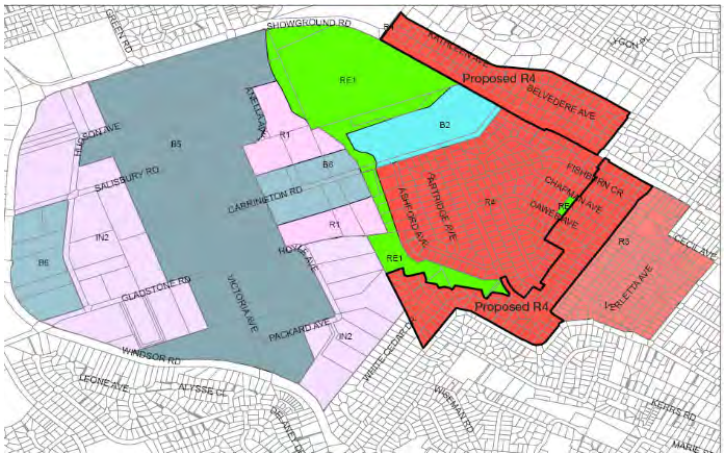
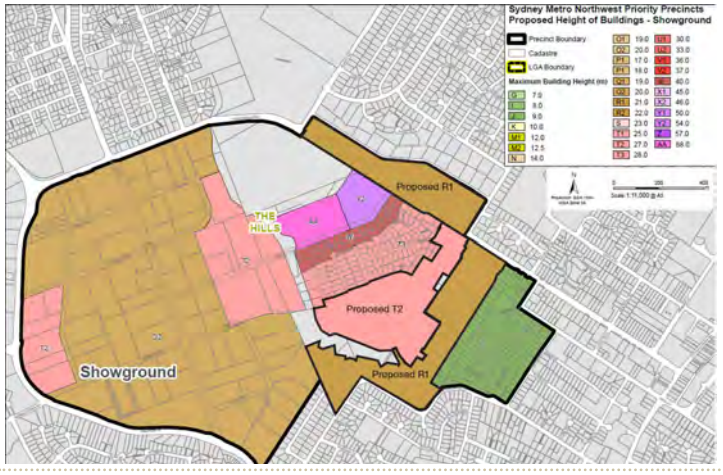
- **will not meet the targeted housing and population growth.** These targets can only be achieved through viability and market appetite. If there is no incentive for landowners and developers to sell and purchase, respectively, then development will simply not occur. Any development which does occur is likely to be piecemeal and undertaken on an ad hoc basis, not fully realising the development potential of the precinct and the additional public benefits that could be delivered through the right zoning and development controls;

- **fails to recognise that many of the landowners are united and organised in anticipation of the future redevelopment of their land.** Many have formed consolidated land parcels that will attract quality developers who can create holistic master planned communities by way of benefitting from large land parcels. A revised set of planning controls is proposed that acknowledges the ability to develop in large consolidated land parcels; and

- **is accompanied by a Development Control Plan which locks in an urban structure prematurely.** The draft DCP acknowledges that the site layout within the draft precinct plan upon which the zoning, height and FSR

development standards have been based on is only one way in which the precinct may develop over time and that there are likely to be other options, which may be just as effective in achieving the vision for area. The draft DCP then seeks to lock in these controls, an urban structure and street network, a pedestrian and cycle and open space network that removes this flexibility for an alternative design and provides little if any real opportunity to vary, and which future detailed development applications will be required to comply with.

Planning for the Showground Station Precinct is a once in a lifetime opportunity to transform the precinct into an exemplary high density mixed use community. The Showground landowners are advocating for a precinct plan and supporting planning framework for the Showground Station Precinct that is realistic, financially sound and forward looking. On this basis, the following amendments are requested:

Requested Amendment	Amended Map
1. Extension of the R4 High Density zone to White Cedar Drive and Parsonage Road to the south and Fishburn Crescent to the south-east and land to the north of Showground Road.	
2. Amendment to Proposed Height of Buildings Map as follows: • Land identified as subject to a maximum 21 m (R1) (6-7 storeys) height limit be increased to 27 m (8-9 storeys) (T2); • Land identified as subject to a maximum 9 m (J) (2-3 storeys) height limit be within the area bound by White Cedar Drive and Parsonage Road to the south and Fishburn Crescent to the south-east to be increased to 21 m (R1) (6-7 storeys)	

3. Amendment to Proposed Floor Space Ratio map to remove the FSR standard for land to the south of the B2 Local Centre.

4. Amendments to Development Control Plan including:
   - amendments the 'Street Network' in Section 4.1 (Figure 4) to remove identified 'local road' within land generally bound by Middleton Avenue to the north, Parsonage Road to the east and south and White Cedar Drive;
   - removal of all "access" roads (the identification, need and location of "access" roads to be resolved as part of detailed planning post rezoning);

   A full mark up of the draft DCP is included at **Appendix B.**

5. Amendment to Draft Showground Precinct Plan to reflect changes in built form, land use and street network reflected in Points 1-4 above.

APP

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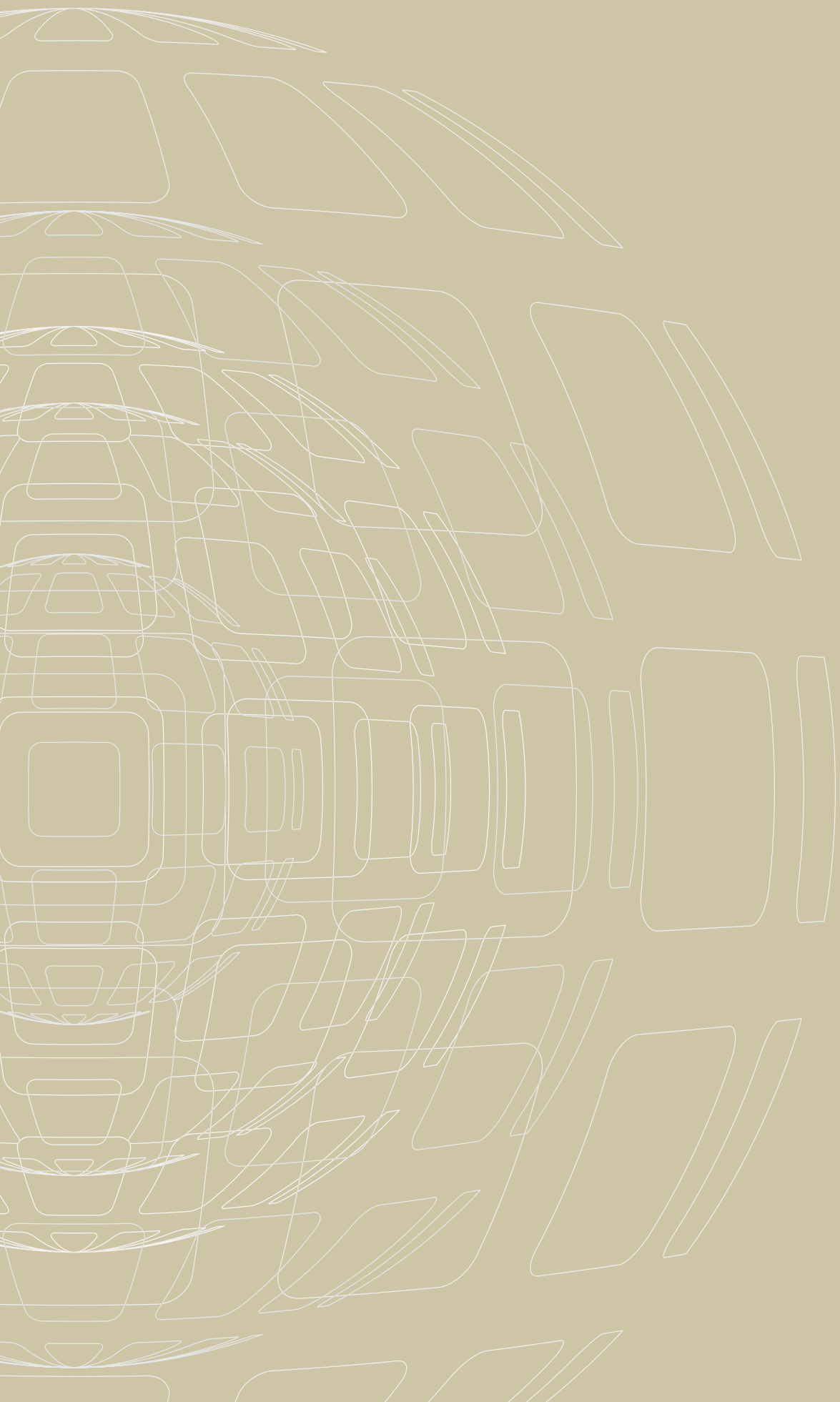
SECTION 7.

Appendices



SECTION 7.1.

Appendix A – DCP

NSW GOVERNMENT Planning & Environment

Showground Station Precinct

RECOMMENDED DEVELOPMENT CONTROL PLAN AMENDMENTS

December 2015

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1 Introduction

This Section establishes a framework and controls to guide development in the Showground Station Precinct (the Precinct).

1.1 Name of this Section

This Section is called the Showground Station Precinct – Section D. The Section has been prepared pursuant to the provisions of section 74C of the *Environmental Planning and Assessment Act 1979* (the Act).

1.2 Land to which this Section applies

This Section applies to development indicated within the red boundary of the Showground Station Precinct as shown in **Figure 1**.

Figure 1 Land to which this Section applies

1.3 Purpose of this Section

The purpose of this Section is to guide the future development of the Showground Station P by:

- identifying the vision, development principles, key elements and indicative structure for future development of the Precinct;
- communicating the planning, design and environmental objectives and controls against the consent authority will assess future development applications;
- ensuring the orderly, efficient and environmentally sensitive development of the Precin
- promoting a high quality urban design outcome and transit-oriented development.

Showground landowners support vision for the Station Precinct. Objectives of the DCP should be updated to encourage site amalgamations and master planning

1.4 Relationship to other Sections of the DCP

This Section provides specific development provisions for the Showground Station Precinct. Development within the Precinct will need to have regard to this Section as well as the other Sections of The Hills Development Control Plan 2012 (The Hills DCP 2012), including:

Part A Introduction

Part B Land Use / Zones

- B2 Residential
- B3 Dual Occupancy
- B4 Multi Dwelling Housing
- B5 Residential Flat Buildings
- B6 Business
- B7 Industrial

Part C General Development

- C1 Parking
- C2 Signage
- C3 Landscaping
- C4 Heritage
- C5 Telecommunication Facilities
- C6 Flood Controlled Land

In the event of any inconsistency between this Section and the other Sections this Section will prevail to the extent of the inconsistency.

1.5 Application of this Section

The provisions of this Section are not statutory requirements and any developr be considered on its merits. The consent authority may be flexible in applying t reasonable alternative solutions that achieve the overall vision, development p elements for the Precinct as well as the specific objectives of the controls.

The Showground landowners support the inclusion of this text, that encourages the consent authority to be flexible in applying controls. In reality this is likely to be much different.

Role of the Showground Precinct Plan

The Showground Station Precinct Plan at **Figure 2** shows how the overall Precinct r
time. It is intended as a guide to demonstrate how the vision, development princip
elements for the Precinct may be achieved. It is recognised that there may be othe
site's layout which may be as effective in achieving the above for the Precinct. As s
grant consent to a proposal that is permissible under The Hills LEP 2012 but that di
Precinct Plan where the variation is considered to still achieve the vision, principles
elements set out in this Section.

Consistency with objectives and controls in this Section

Clauses in this Section contain objectives and controls relating to various aspects o
The objectives enable Council and applicants to consider whether a particular prop
the development outcomes established for the Precinct. The controls, if met, mean
development would be consistent with the objectives.

However, in some circumstances, strict compliance with the controls may not be e
be difficult to achieve because of the particular characteristics of a development si
situations, Council may grant consent to a proposal that does not comply with the
Section, providing that the relevant objectives are achieved. Where a variation is s
justified demonstrating how the development will meet the vision and developme
well as the objectives of the relevant control.

The draft DCP acknowledges that the site layout within the draft precinct plan upon which the zoning, height and FSR development standards have been based on is only one way in which the precinct may develop over time and that there are likely to be other options, which may be just as effective in achieving the vision for area. The draft DCP then seeks to lock in these controls, an urban structure and street network, a pedestrian and cycle and open space network that removes this flexibility for an alternative design and provides little if any real opportunity to vary, and which future detailed development applications will be required to comply with

1.6 State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development

State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development (SEPP 65) applies to residential flat buildings and the residential component of a shop top housing development in the Precinct. Such development is to have regard to the SEPP 65 and Apartment Design Guide in addition to the relevant provisions below.

1.7 Information to be submitted with development applications

Information requirements for development applications are set out in Part A of The Hills DCP 2012.

1.8 Notification of development applications

Notification of development applications will be undertaken in accordance with Part A of The Hills DCP 2012.

2 Vision, principles and indicative structure

2.1 Vision

The Showground Residents support the vision for the precinct

The vision for the Showground Station Precinct by 2036 is 'The Hills Cultural and I Precinct'. The Sydney Metro Northwest (formerly known as the North West Rail L station at Showground will facilitate the provision of new homes, jobs, shops and services close to transport connections, in an attractive and convenient environment.

2.2 Development principles

To achieve the vision, the Showground Precinct is to:

a. provide a range of housing, employment and retail services close to transport connections and high quality open space including the revitalised Castle Hill Showground;

b. create an attractive, convenient and walkable local centre around the static cafes, restaurants, village square and jobs;

c. provide high quality, pleasant network of public open space areas;

d. deliver more homes close to the station to meet growing demand and incre to reflect changing household sizes and lifestyles. It is forecast that around homes can be provided in the precinct over the next 20 years;

e. enhance existing employment areas and opportunities, providing for greate types including niche and start-up businesses to complement the Norwest E forecast that around 2300 additional jobs can be provided in the precinct ov

f. improve access and connections to the new station and throughout the pre improved bus services, pedestrian and bicycle paths, and crossings over Cat

g. manage impacts on the natural environment including protection of remna communities in the Cattai Creek corridor.

The draft precinct plan as currently drafted will not achieve the targeted housing and population growth envisaged under the structure plan. There is currently no incentive for landowners to sell and developers to purchase. Any development that does occur will be piecemeal and undertaken on an ad hoc basis.

2.3 Character Areas

There are five key character areas within the precinct:

Local Centre

A new local centre will be focused around the new station. The centre will benefit from the activity around the new station and will provide for a range of shops, cafes, restaurants, and local services.

Residential apartments will be located within the centre, above shops and business on lower levels. These buildings will be the highest buildings in the precinct to benefit from the excellent access to transport, shops, services and open space.

The Castle Hill Showground, immediately north of the local centre, will continue to be an important regional open space and cultural facility benefiting from excellent transport access.

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 eig storeys to create a transition to the lower scale residential development within th portion of the precinct.

As demonstrated throughout our submission, the prohibition of residential flat buildings within the R3 zone is not financially viable. Sub-precincts need to be reconsidered.

Town Houses and Detached dwellings sub precinct

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

2.4 Showground Precinct Plan

Objectives

a. To provide a mix of housing, retail, employment and services within the Prec

b. To ensure that development occurs in a coordinated manner consistent with development principles for the Precinct.

c. To ensure the key elements of the Precinct are delivered whilst providing a d in the final layout and design of the Precinct.

d. To locate higher scale residential apartments and commercial uses close to s Hill Showground and Cattai Creek corridor to optimise access to the station f outlook and amenity.

e. To develop a local centre in the area surrounding the station to provide local services to support the incoming population.

f. To maintain and enhance the range of light industrial, business, bulky good retail and other employment uses within the western part of the precinct.

Development of the precinct unlikely to occur in a coordinated manner. Structure Plan is not financially viable for the proposed R3 Medium Density zoned land.

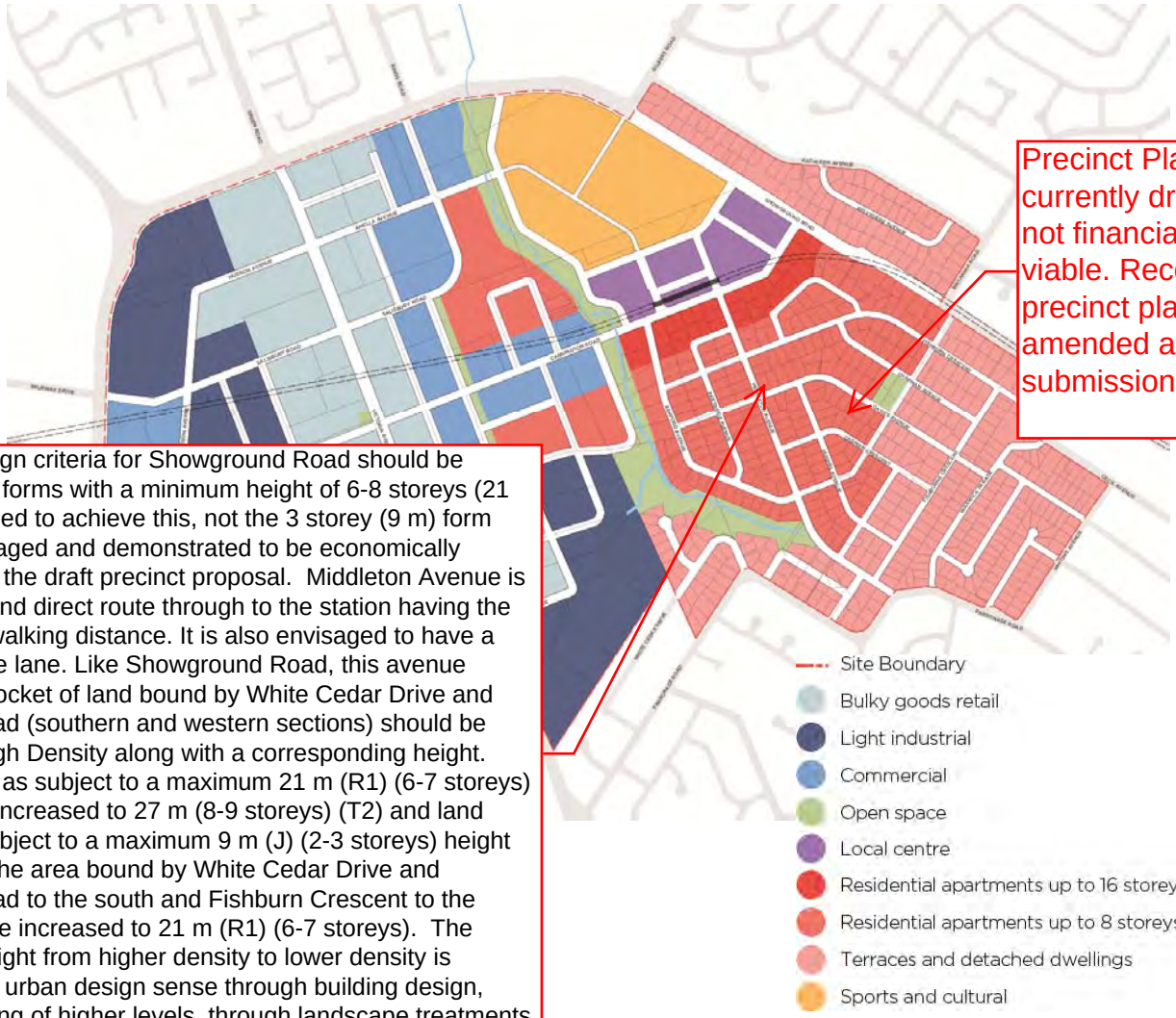
Controls

1. Development is to be generally consistent with the key elements in **Table 1** and the Showground Precinct Plan at **Figure 2**. Where variations are proposed, development is to demonstrate how the vision, development principles, key elements for the Precinct and relevant specific objectives are to be achieved.

Table 1 Key elements

Element	Description
Land Use	**Retail and community** • A new local centre with up to 6,000m^2 of retail space, comprising a small supermarket and speciality shops. • Revitalisation of the Castle Hill Showground, to provide a broad range of community, cultural, sporting and other recreation uses. • A centrally located community facility close to the train station, with a minimum area of 1,500m^2, designed to incorporate flexible, multi-purposes spaces to suit a broad range of activities, including youth needs. **Employment and Business** • Creating a business/employment spine along Carrington Street between Victoria Avenue and the local centre. • Provide a greater range of commercial uses within the western edge of the precinct to foster relationships with the adjoining Norwest business park and improve connectivity. • A local business centre around the new station will provide new jobs within the retail sector while the future revitalisation of the Showground will provide new opportunities for employment in community, cultural and recreation industries. • Maintain and grow the bulky goods retailing sector around Victoria Avenue. **Residential** • Provision for around 5,000 new dwellings by 2036 comprising a mix of dwelling types that respond to the broad needs of existing and new residents while maintaining a high level of amenity. • Creation of walkable neighbourhoods that benefit from a high level of accessibility to transport, jobs, open spaces and recreation, shops, and community facilities.
Open Space & Public Domain	• A quality open space and public domain network that provides new open spaces and better linkages to, and embellishments of existing open spaces. • An open space network along Cattai Creek that links to the existing Cockayne Reserve. This will provide approximately 8 hectares of open space along the creek corridor which will incorporate pedestrian and cyclist links. • Enlargement and embellishment of Chapman Reserve to create a neighbourhood park of around 4,000m^2. • Provision of urban plazas and parks of around the station and within the local centre with a combined area of approximately 3000m^2. • Revitalisation of the Castle Hill Showground to provide new opportunities for passive and active recreation. • Embellishment of the existing public domain within the precinct with new street tree planning and pedestrian pathways.
Movement network	• Pedestrian and cycle activity and public transport interchange functions are prioritised within the station precinct • New streets will create a more permeable movement network, and increase connectivity

Element	Description
	between the station and land uses across the precinct. Intersections will be upgraded to improve pedestrian and vehicle movements within the precinct, and a greater focus on pedestrian safety and movement along main roads. • New pedestrian and cycle paths will be linked to existing network to improve movement within and outside the precinct. • Opportunities for new linkages, including bus services, to the station.
Built form	• The built form will be characterised by a mix of residential, commercial and industrial buildings ranging from two (2) to 20 storeys in height. • Two (2) to three (3) storey attached and detached housing located within the eastern edge of the precinct to provide a transition to the adjacent residential areas. The form and scale of residential development will increase gradually in a north-westerly direction from six storeys up 12 storeys on the southern side of Carrington Road. • Higher scale development will be focussed around the station, new business centre, within mixed use and residential buildings from 16 to 20 storeys.



Precinct Plan as currently drafted is not financially viable. Recommend precinct plan be amended as per submission.

The urban design criteria for Showground Road should be higher building forms with a minimum height of 6-8 storeys (21 m) recommended to achieve this, not the 3 storey (9 m) form currently envisaged and demonstrated to be economically unviable under the draft precinct proposal. Middleton Avenue is another main and direct route through to the station having the most efficient walking distance. It is also envisaged to have a designated bike lane. Like Showground Road, this avenue including the pocket of land bound by White Cedar Drive and Parsonage Road (southern and western sections) should be rezoned R4 High Density along with a corresponding height. Land identified as subject to a maximum 21 m (R1) (6-7 storeys) height limit be increased to 27 m (8-9 storeys) (T2) and land identified as subject to a maximum 9 m (J) (2-3 storeys) height limit be within the area bound by White Cedar Drive and Parsonage Road to the south and Fishburn Crescent to the south-east to be increased to 21 m (R1) (6-7 storeys). The transition of height from higher density to lower density is managed in an urban design sense through building design, potential tapering of higher levels, through landscape treatments along roadways and through road width and setbacks.

the residential area within the Showground Precinct is made up of 900 to 1,000 square metre allotments. These allotments are made up of residents with whom for the past three years have had time to appreciate that by consolidating their holding and creating a large development parcel ready for renewal, improved urban design outcomes are likely, in turn attracting quality developers that pursue master planned outcomes on larger scale sites. The Showground Precinct is unique and for this reason there is a significant opportunity for DPE to create a set of planning controls that can provide for flexibility and objective based outcomes rather than rigid standards

3 Subdivision

3.1 Subdivision and Amalgamation

Preamble

This section applies to subdivision and amalgamation to create minimun 4.1A and clause 4.1B of The Hills LEP 2012 and provides guidance on the amalgamation lots to meet the provisions of The Hills DCP 2012.

The matters to be considered in the amalgamation and subdivision inclu minimum lot dimensions and identification of building footprints which residential development can be accommodated on the site.

Objectives

a. To ensure subdivision of land creates usable and regularly shaped lots that relate to the site conditions and the context.

b. To ensure that any new lot created has sufficient area for private open space, drainage, utility services and vehicular access to and from the site.

c. To ensure subdivision is generally consistent with the street and lot orientation of the Showground Precinct Plan.

Controls

1. Development within the part of the Precinct zoned R1 General Residential, R4 High Density Residential and B2 Local Centre is to be subject of a subdivision development application prior to approval of any other development within that area which is not for a public purpose (Refer to Figure 3). The subdivision development application should address the following matters as they relate to that area:
   - confirm the street, pedestrian and cycleway network;
   - identify individual development lots, and lots for open space or other public purposes; and
   - confirm how development will be distributed across the area consistent with the floor space ratio controls identified in The Hills Local Environmental Plan 2012, by allocating a maximum allowable floor space for each development lot.
2. A public domain plan is required to form part of the first subdivision development application within the local centre (the B2 Local Centre zone). The public domain strategy is to be prepared in accordance with the provisions of Part 4.4 of this Section of the DCP, and is to include a public art strategy as detailed in Part 4.5 of this Section of the DCP.
3. The shape, orientation and design of subdivided lots is to support the following:
   – protection and enhancement of the amenity, solar access, privacy, open space and views of the neighbouring lots;
   – minimisation of the impacts of the development in environmentally significant land;

- protection of features such as significant trees
- easements and servicing requirements; and
- access and parking.

4. New lots must have a street frontage consistent with the width and, frontage requirements for various types of residential development as outlined in Part 5 of this Section.
5. Potential building footprints are to be identified on the site plan of all subdivision applications and are to be:
   - located outside areas of ecological significance;
   - located and designed so as to allow useable open space that satisfies the open space requirements;
   - sited to reflect the minimum building setbacks; and
   - sited to provide for practical and suitable access from a public road.

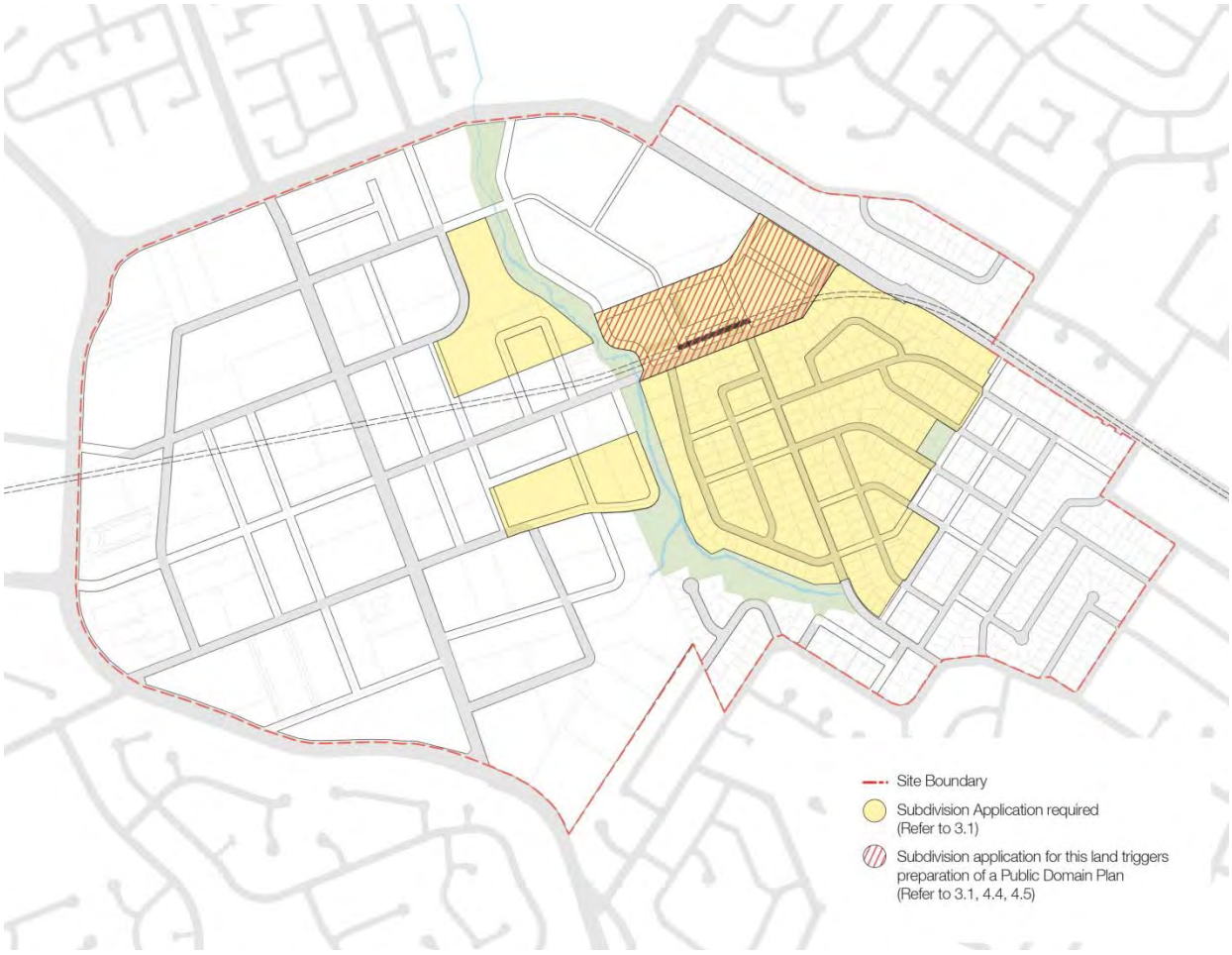


Figure 3 Subdivision Application Requirements

4 Public domain

4.1 Street network and design

Objectives

a. To establish a new street network over time which responds to the natural landscape features of the site, the existing development and subdivision pattern and road network while providing opportunities for new connections.

b. To enhance connections to adjacent areas outside the Precinct, including Fred Caterson Reserve.

c. To provide a clear street hierarchy utilising existing public roads (upgraded as necessary) and new roads and local streets.

d. To strengthen the landscape character and quality of the Precinct through street tree planting.

e. To maximise development frontage to streets and public spaces, by providing rear laneways for vehicular access to at grade garages for townhouses and low rise apartments.

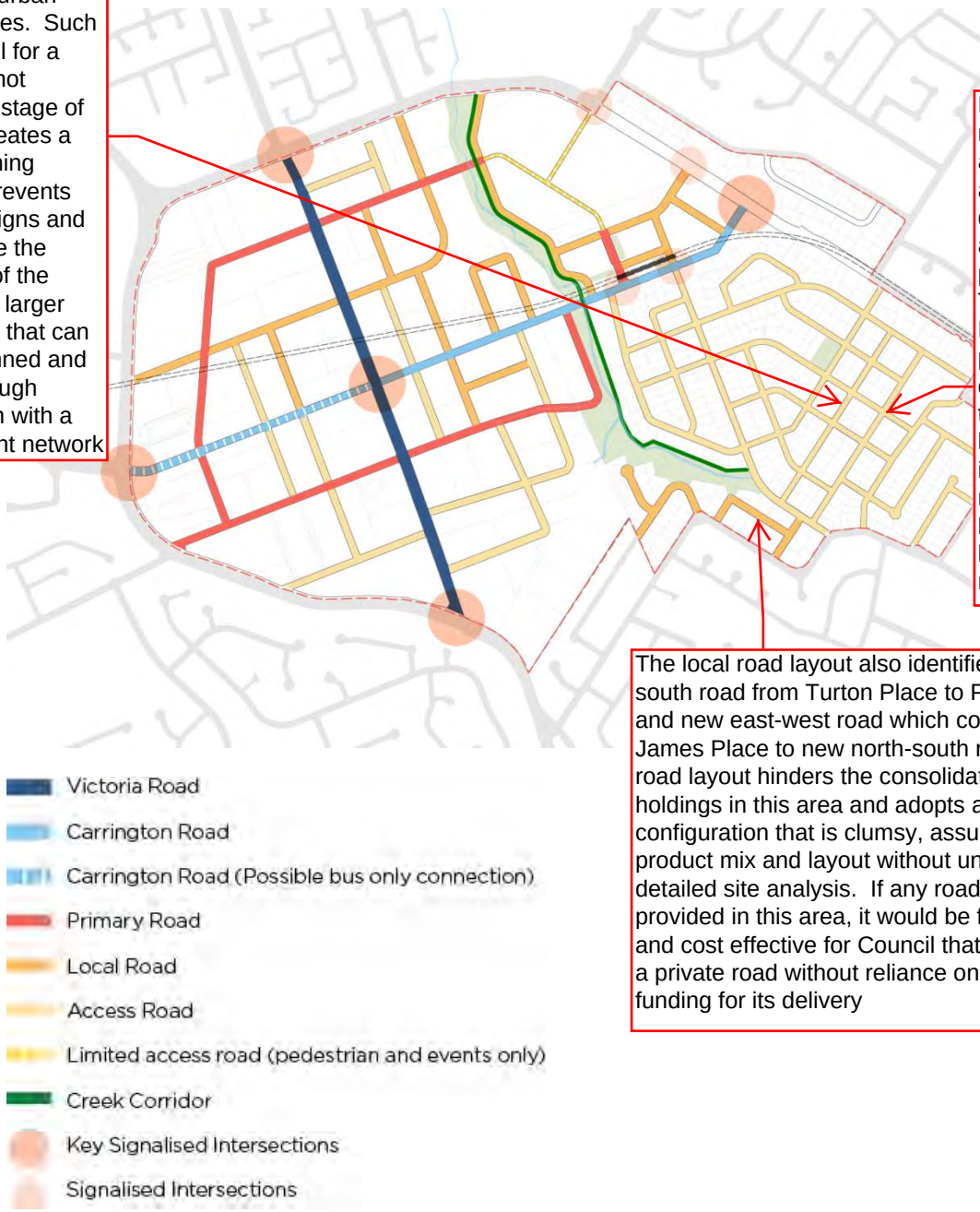
f. To provide a street network which can accommodate public transport to cater for growth associated with the development.

g. To create an attractive and comfortable streetscape for pedestrians and cyclists that comprises consistent and high quality paving, street furniture, street tree plantings, bike stands and bike racks.

Controls

1. The street network is to be generally consistent with Figure 4**.**
2. New streets are to be generally consistent with the typical street sections at Figure 5 to Figure 9.
3. Rear lanes are to be designed as shared zones and incorporate quality landscaping and lighting
4. Significant individual trees in streets or on sites are to be retained and protected where possible and appropriate.
5. Streets and public spaces are to be defined with trees of appropriate scale and species and designed with reference to the Urban Green Cover Technical Guidelines and relevant Council guidelines.
6. Intersection and crossing design is to favour pedestrian convenience and safety.
7. Footpaths are to be provided as per street sections in Figure 5 to Figure 9. Pavement width is to allow for comfortable walking, unimpeded by obstacles. The placement of trees, street furniture and signage is to provide for amenity without causing clutter.
8. New streets are to have shared services pits to reduce maintenance costs and reduce conflict with street plantings.
9. Street furniture and lighting is to be provided with reference to the Council's relevant guidelines.

The new road layout presented in the Precinct Plan and Development Control Plan are an unnecessary inhibitor in allowing good urban design outcomes. Such fine grain detail for a road layout is not needed at this stage of planning. It creates a rigidity in planning controls that prevents innovative designs and fails to promote the consolidation of the allotments into larger parcels of land that can be master planned and integrated through detailed design with a good movement network



Local road layout detail be removed. DCP to be amended to include controls and objectives requiring new development to achieve accessibility and permeability outcomes. The Transport Analysis with the Draft Precinct Plan has not provided the detail to demonstrate their need nor their justification for the location chosen, so their inclusion is premature. It is recognised a minor road layout may be necessary but this detail is not necessary now

The local road layout also identifies a new north-south road from Turton Place to Parsonage Road and new east-west road which connects end of James Place to new north-south road. The local road layout hinders the consolidation of land holdings in this area and adopts a building configuration that is clumsy, assuming a specific product mix and layout without undertaking a detailed site analysis. If any road was to be provided in this area, it would be far more beneficial and cost effective for Council that it be designed as a private road without reliance on Section 94 funding for its delivery

Figure 4 Street network

All figures within DCP should state "indicative only" and subject to future detailed design - reflecting earlier statement which acknowledges there are other options for the site's layout which may be as effective in achieving the vision for the precinct.

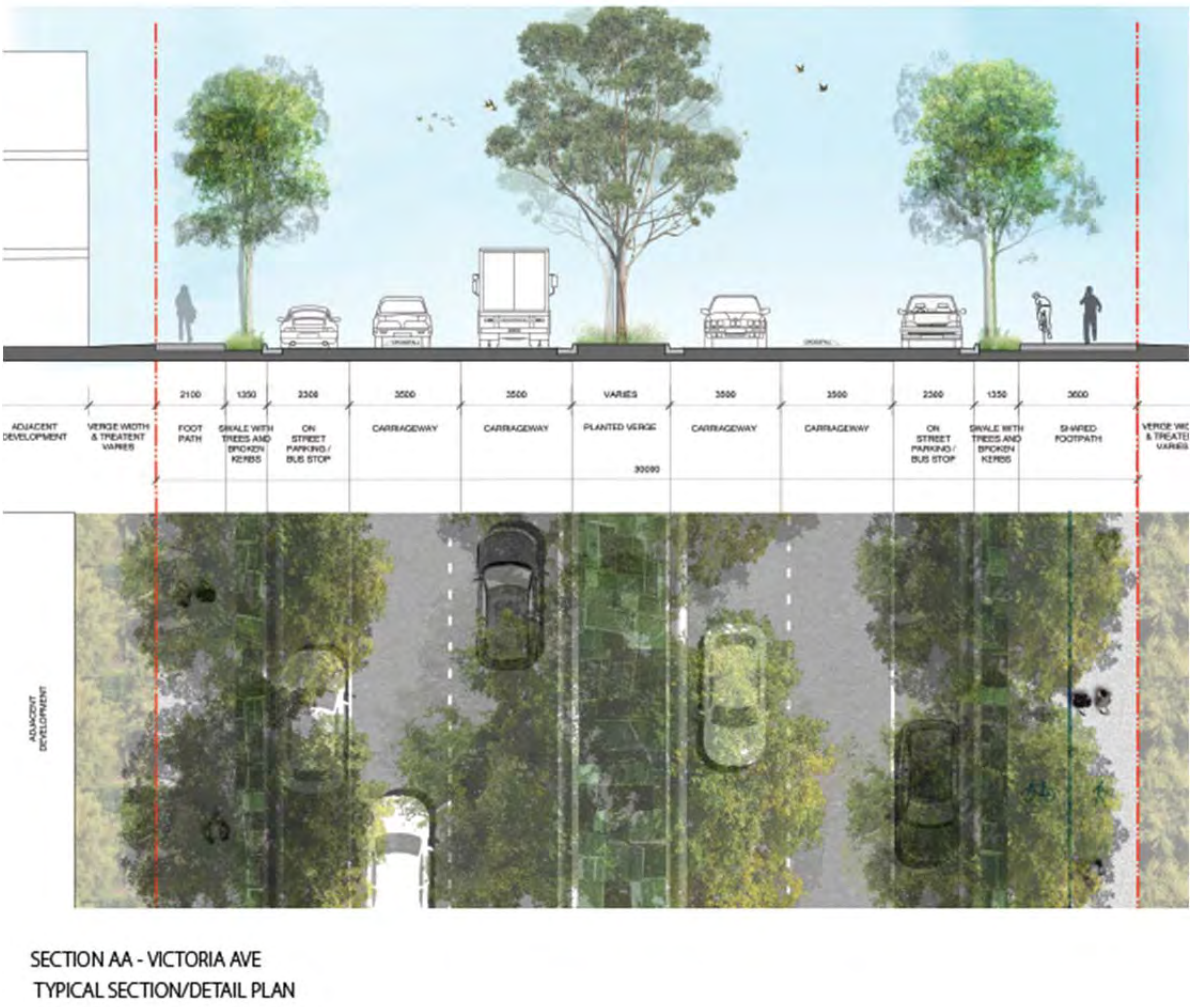


Figure 5 Street section AA – Victoria Avenue

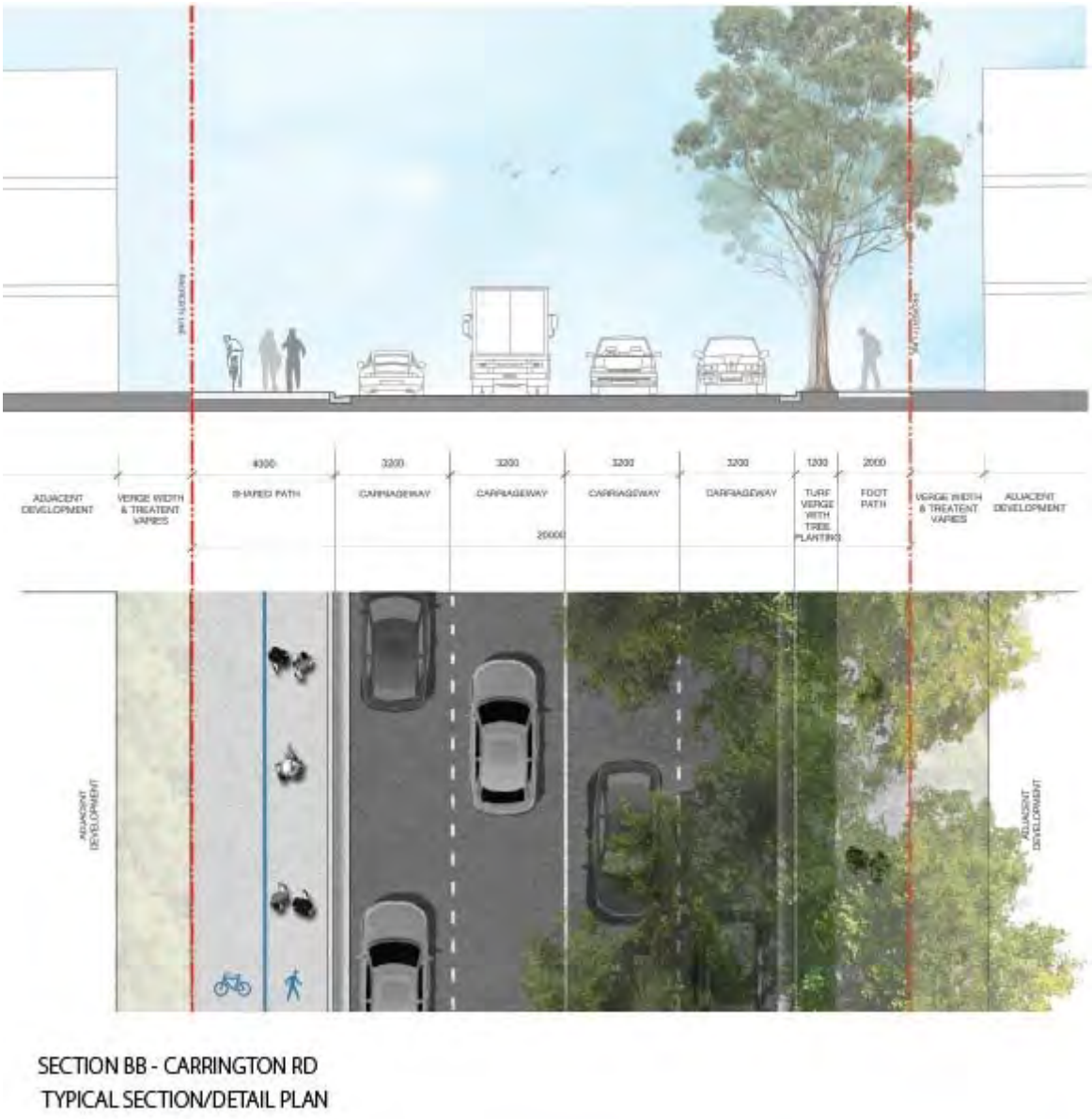
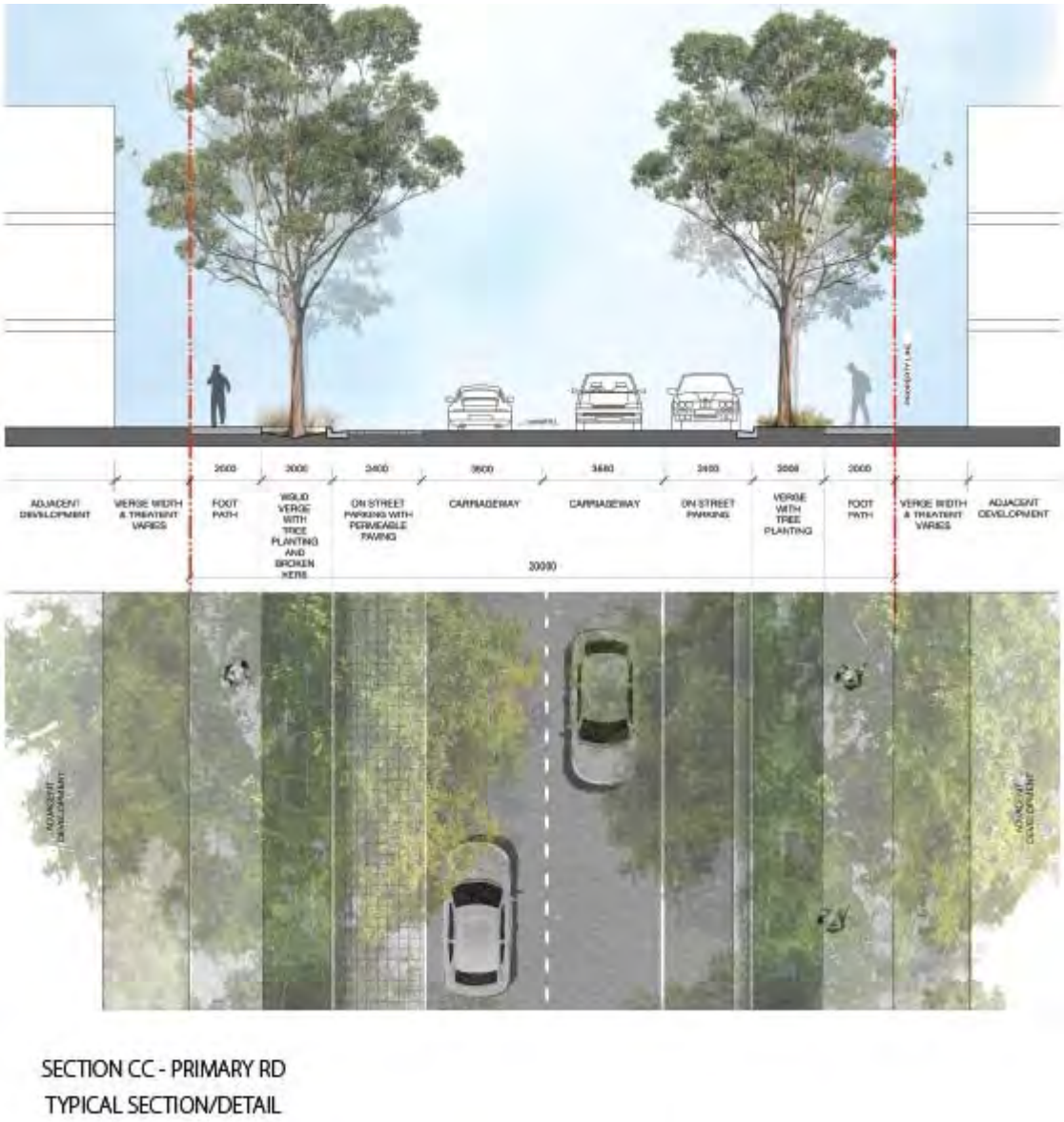


Figure 6 Street section BB – Carrington Road



SECTION CC - PRIMARY RD
TYPICAL SECTION/DETAIL

Figure 7 Street section CC – Primary Road Typical Section

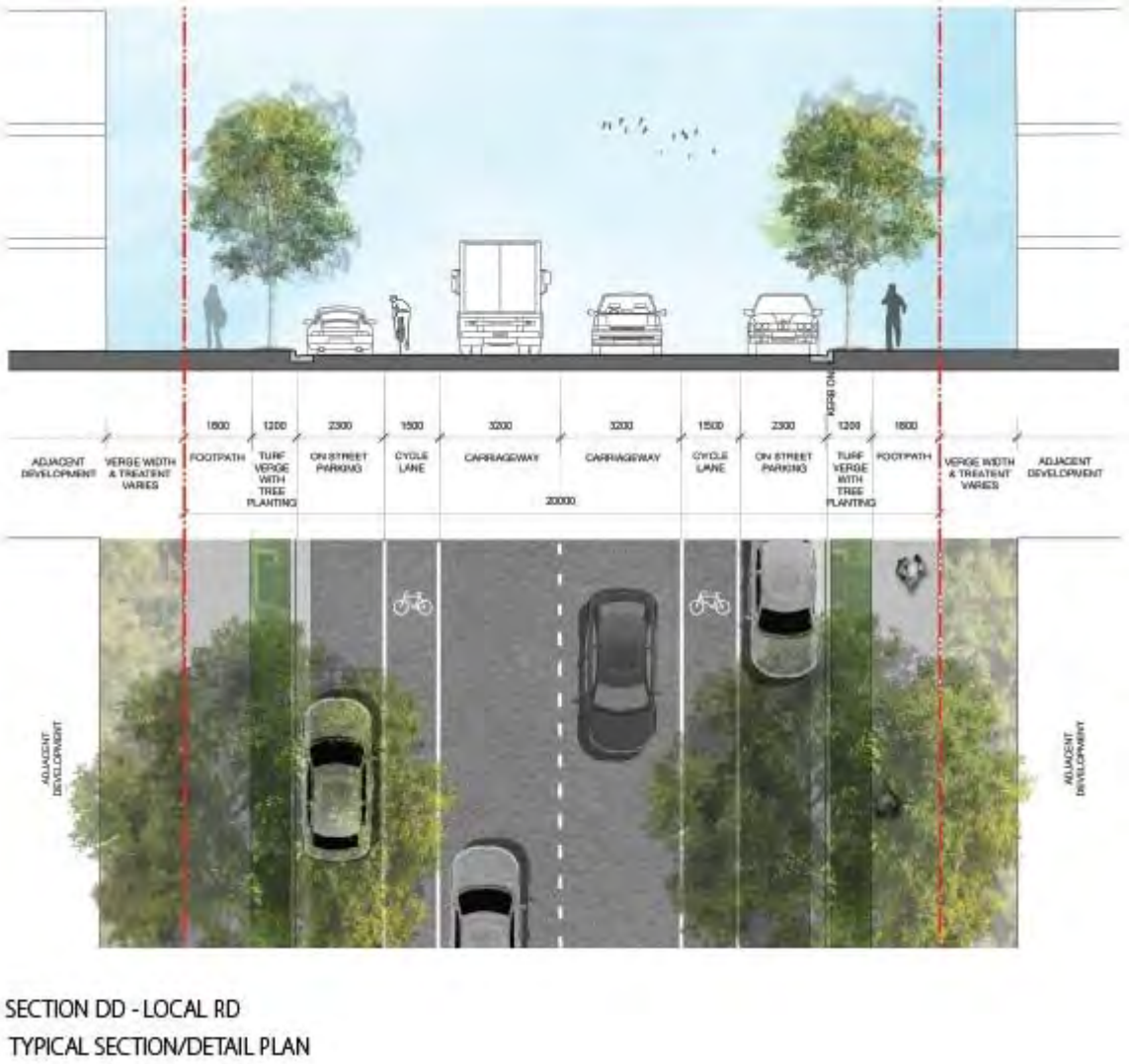


Figure 8 Street section DD – Local Road

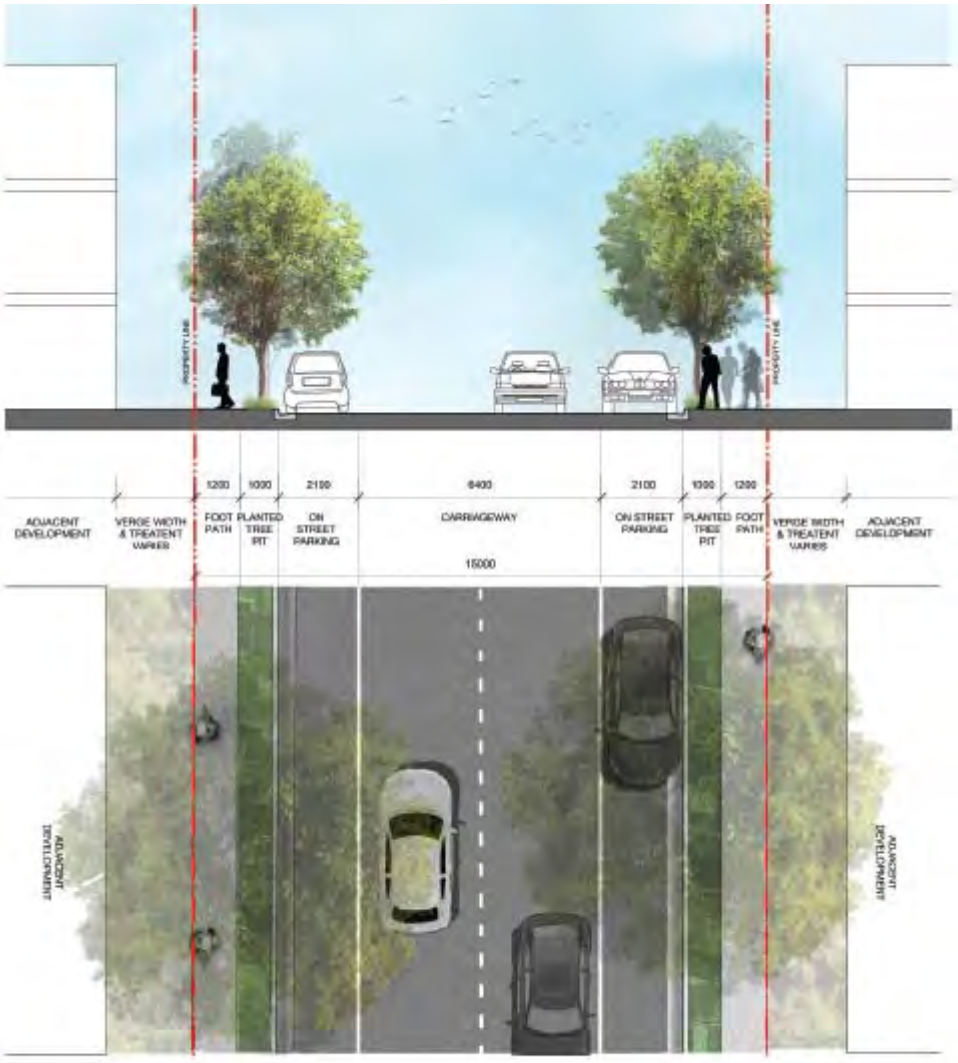


Figure 9 Street section EE – Access Road

4.2 Pedestrian and cycle network

Objectives

a. To provide a convenient, efficient and safe network of pedestrian and cycleway paths between key locations within and beyond the Precinct.

b. To encourage residents to walk or cycle to shops, Showground Station, recreational areas, community services and other facilities.

c. Locate pedestrian pathways and cycle ways within parks and open space corridors where practical.

Controls

1. The pedestrian and cycle network is to be developed generally in accordance with Figure 10.

2. Pedestrian and cycle access throughout the Precinct, including connections from roads to public open space, is to be designed to:
   - be direct and accessible to all;
   - be easily identified by users;
   - have a public character;
   - include signage advising of the publicly-accessible status of the link and the places to which it connects;
   - be clearly distinguished from vehicle access ways, unless purpose built shareways;
   - allow visibility along the length of the link to the public domain at each end;
   - align with breaks between buildings so that views are extended and the sense of enclosure is minimised;
   - include materials and finishes (paving materials, tree planting, furniture etc.) integrated with adjoining streets and public spaces and be graffiti and vandalism resistant; and
   - maximise accessibility and safety.
3. Bicycle parking is to be provided within the public domain where appropriate.

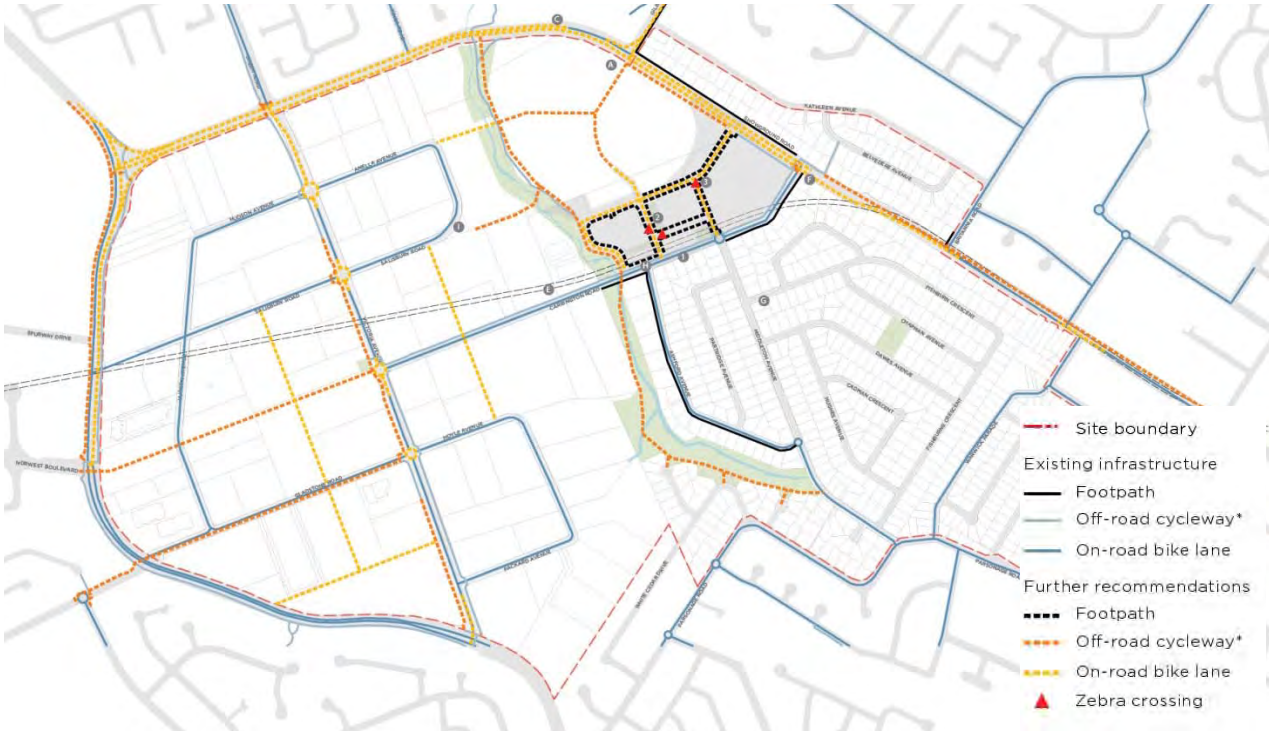


Figure 10 Pedestrian and cycle access

4.3 Open space network

Objectives

a. To provide a range of quality public spaces to support new residential and employment uses, including parks, civic squares and places for community gatherings and events.

b. To provide an integrated open space network that links existing open spaces within and outside the Precinct.

c. To improve the amenity, facilities and usage of existing parks and public spaces.

d. To provide a range of open spaces with high quality landscaping that will accommodate the diverse recreational needs of existing and future residents and workers, as well as visitors to the area.

e. To contribute to the management of stormwater and enhancement of ecological values.

f. To maximise public access along Cattai Creek and throughout the Castle Hill Showground.

g. To provide opportunities for collaboration between artists and designers in the development of creative, innovative, memorable, integrated and sustainable public art projects.

Controls

1. Open space is to be provided generally in accordance with Figure 11 and the requirements set out in Table 2 below. A primary palette of endemic and native species that support local wildlife and reflect the location of nearby parklands is to be maintained within the open space network.

Figure 11 Open Spaces

Table 2 Open Space Requirements

Park/Plaza	Minimum Area	Requirements
Chapman Avenue Reserve Extension	4,000m^2 • Existing: 2240m^2 • New: 1900m^2	• Park to be enlarged and embellished to create a central neighbourhood park. • A range of new children's

		play spaces, open lawn areas, seating and barbecue areas, shade structures and other facilities. • Existing and new trees and vegetation. • High quality, robust and low maintenance landscaping materials.
Riparian Corridor Park	7.9 hectares • 4.3ha new open space • 3.6ha existing open space Cockayne Reserve	• An open space corridor is to be provided along Cattai Creek which will enable restoration of the creek corridor, while enhancing pedestrian and cyclist access throughout the Precinct, in particular linkages to existing open space and the Castle Hill Showground. • Restoration of natural bushland/landscape along vitalisation of Cattai Creek. • Shared pedestrian and cycle paths connecting to local centre/station, the Castle Hill Showground, Fred Caterson Reserve, Cockayne Reserve and adjacent residential and employment areas. • Embellishment of Cockayne Reserve as appropriate.
Station Plazas	3,000m^2 approx.(total) • Village Plaza alongside Doran Drive) approx. 1,150m^2 • Station concourse plazas approx. 1,950m^2 (delivered through the Sydney Metro Northwest construction)	• Open lawn for recreation (as appropriate). • Open paved areas (as appropriate). • High quality, durable paving and landscape finishes. • Feature planting bed. • Sufficient shade tree planting to provide shade and greenery. • Seating and other street

		furniture to optimise use of the space • Water features • Public Art
The Showground	Subject to a Master Plan.	Subject to a Master Plan.

4.4 Public Domain Strategy

Objectives

a. To establish a framework for the design of the public domain within the B2 Local Centre.

Controls

1. A concept Public Domain Plan (PDP) is required to be provided with the first subdivision development application within the local centre (B2 Local Centre zone - Refer Figure 3). The purpose of the PDP is to demonstrate at a high level how a high quality public domain will be developed as a result of future development on the proposed lots. The PDP should be a legible scale and show lot numbers, north point, scale, drawing title and site labels such as street names and include:
   - location of driveways and driveway crossovers;
   - verge design (footpath, landscape);
   - surrounding streets and lanes (kerb line, material surface where special treatments proposed);
   - street tree locations (sizes and species list can be provided on a separate plan);
   - demonstrated provision and arrangements for on-street car parking particularly in relation to street tree planting, driveways and intersections (in principle, not as public domain works);
   - extent of kerb line where parking is not permitted (in principle, not as public domain works);
   - location and type of any proposed street furniture;
   - location of retaining walls in the public domain;
   - electricity substations; and
   - public art in accordance with the requirements of Part 4.5 of this Section.

4.5 Public Art

Objectives

a. To ensure new development seeks opportunities for the provision of artwork to enrich the public domain and promote enjoyment by the community.
b. To provide for the integration of public art in the design of the public domain.
c. To locate and design public artwork to reinforce the desire character of each neighbourhood or location.
d. To ensure public art is high quality, durable and low maintenance.

Controls

1. A public art strategy is required to form part of the public domain strategy required for the first subdivision development application within the local centre (the area zoned B2 Local Centre), as outlined in Part 4.4.above, and identified in Figure 3. The public art strategy is to achieve the following principles:
   - provide public art at key focal points throughout the precinct in locations that maximise visibility;
   - enhance the precinct's identity and sense of place; and
   - ensure public art is high quality, durable and low maintenance.
2. The public art strategy is to address:
   - context within the Showground Precinct;
   - community/public artist engagement;
   - location of installation/art work;
   - themes, narratives, including the history and heritage of the place;
   - procurement strategies;
   - maintenance strategies; and
   - decommissioning strategies.
3. Development Applications are to demonstrate consistency with the public art strategy.
4. Any future Master Plan for the Castle Hill Showground is to address the Public Art Strategy for the local centre and provide opportunities to incorporate public art within the Castle Hill Showground.

5 Local Centre & Business Development

Preamble

This Section applies to development (other than residential development) on land within the Precinct zoned B2 Local Centre, B5 Business Development and B6 Enterprise Corridor.

5.1 Setbacks, building layout and design

Objectives

a. To ensure development creates a positive streetscape and achieves a high quality architectural design that promotes commercial, retail and business activity.

b. To establish streets with a high quality pedestrian friendly retail strip.

Controls

1. Buildings are to comply with the podium/street frontage heights and upper level setbacks identified in Figure 13.
2. All buildings are to comply with the setbacks shown in Figure 14.
3. Buildings on street corners are to address both street frontages.
4. Retail and commercial uses at ground level are to be designed so that the ground floor for at least part of the premises is at the same level as the finished footpath level of the adjacent street and/or open space.
5. The location and means of access to customer car parking within a building is to be clearly visible.
6. The façade design of a development is to utilise large expressed elements to relate to passing motorists and articulate the key components of the building such as entries, showrooms and the like. Finer detail to identify individual tenancies and different building levels are to be used to add richness to the architectural design.
7. Awnings are to be provided over commercial and residential entries and continuous awnings are to be provided above retail uses and along the fill length of Primary Active Frontages.
8. Signage is to be integrated into the overall façade design and be in accordance with the relevant signage strategy.
9. Sun shading is to be provided appropriate to orientation for glazed portions of façades.
10. Roof design is to be incorporated into the overall building design and built form modelling.
11. Roof space is not to be used for car parking or external retail space.

5.2 Active Street Frontages

Objectives

a. To encourage active street frontages in suitable locations.

Controls

1. A building has an 'active street frontage' if all premises on the ground floor of the building facing the street are used for the purposes of business premises or retail premises.

2. Applications for the erection of a building, or a change of use of a building identified as having a "Primary Active Street Frontage" in the Active Street Frontage Map (Figure 12), shall feature active street frontages on the ground floor where this applies.

3. Applications for the erection of a building, or a change of use of a building identified as having a "Secondary Active Street Frontage" in the Active Street Frontage Map (Figure 12) should consider the inclusion of business or retail premises that face the street, for all or part of the ground floor where this applies. The ground floor of buildings in these locations should also include appropriate floor to ceiling heights to allow retail and commercial uses in the future.

4. Notwithstanding the identified Active Street Frontages on the Active Street Frontage Map (Figure 16), any portion of a ground floor of a building adjoining or directly opposite an urban plaza/town square or similar, for use by the public and has an area of 500m^2 or greater, is to include an active street frontage on that potion of the ground floor. This control does not apply to the Castle Hill Showground site.

5. An active street frontage is not required for any part of a building that is used for any of the following:
   - entrances and lobbies (including as part of mixed use development);
   - access for fire services; and
   - vehicular access.

6. Where an active frontage is not identified within the business zones, including along Carrington Road between Victoria Avenue and the Cattai Creek, buildings are to be designed to create a positive relationship with the street and public domain. Buildings are to be articulated through architectural treatments and materials.

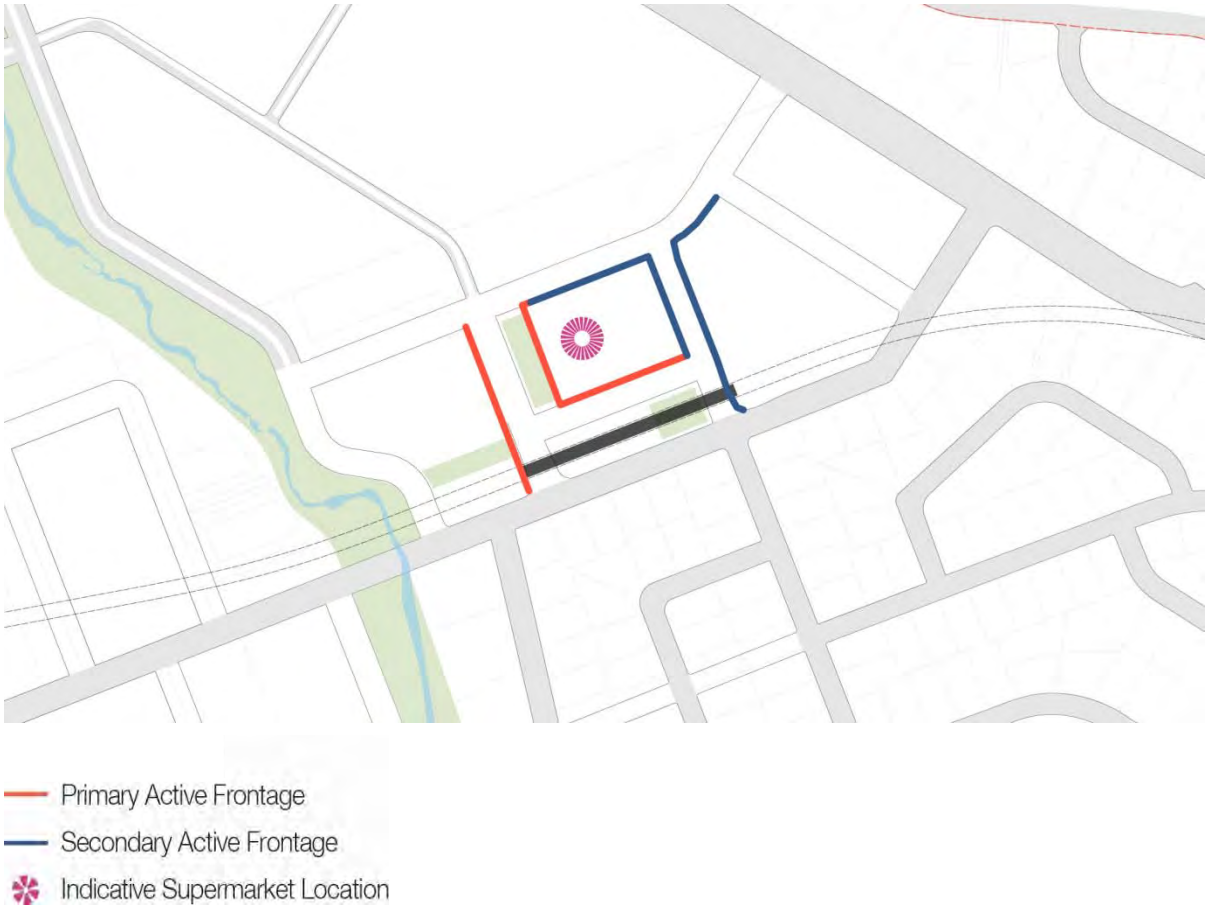


Figure 12 Active frontages

6 Residential

6.1 Residential Flat Buildings and Shop Top Housing

Preamble

This section applies to residential flat buildings and shop top housing developments within the areas of the Precinct zoned R1 General Residential, R4 High Density Residential and B2 Local Centre.

State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development (SEPP 65) applies to residential flat buildings and the residential component of a shop top housing development in the Precinct. Such development is to have regard to SEPP 65 and the NSW Apartment Design Guide in addition to the relevant provisions below

6.1.1 Site requirements

The Hills LEP 2012, clause 4.1A (Minimum lot sizes for dual occupancy, multi dwelling housing and residential flat buildings) specifies the minimum lot size for residential flat buildings in the R1 General Residential, R3 Medium Density Residential, R4 High Density Residential and B2 Local Centre zones.

Objectives

a. To encourage the amalgamation of sites and discourage the creation of isolated development sites.

b. To provide flexible site requirements for the Showgrou

Controls

1. There is no minimum street frontage requirement for r housing development within the Showground Station P

2. Residential flat buildings and shop top housing are to h are not to be located on battle-axe allotments or rely o to a public road.

3. There is no maximum density (number of people per hectare) specified for the Showground Station Precinct.

   Note: Site amalgamation is encouraged to realise the development potential envisaged for the Showground Precinct. Isolation of small lots (between 240m^2 and 450m^2) may result in poor built form outcomes. The applicant needs to demonstrate how small lots will not be isolated by new development or that a credible documented process has been followed to purchase the isolated lot for a fair market value.

Precinct Plan and DCP fails to recognise that many of the landowners are united and organised in anticipation of the future redevelopment of their land. Many have formed consolidated land parcels that will attract quality developers who can create holistic master planned communities by way of benefitting from large land parcels. If controls do not encourage master planning now, master planning is not going to happen in the future. A revised set of planning controls is proposed that acknowledges the ability to develop in large consolidated land parcels

6.1.2 Building height and form

Objectives

a. To provide for a range of building heights and forms across the Precinct and within each street block to create variety and encourage different architectural styles.

b. To reinforce key landmark sites and defining entries / gateways through the location of taller buildings.

c. To allow reasonable daylight access to all developments and the public d

d. To ensure buildings are sufficiently articulated to reduce the appearance scale and provide for visual interest.

Controls

1. The maximum building height is to be in accordance with The Hills LEP 2(of Buildings).

2. Buildings are to comply with the podium/street frontage heights and upp identified in Figure 13 and Part 6.1 of this Section for residential develop the B2 zone.

3. For buildings above six (6) storeys, where no street frontage height or up identified in Figure 13, buildings are to provide an upper level setback of

4. Buildings are to have a maximum depth of 18m measured from glass line

5. Buildings are to have a maximum length of 65m. Where a building has a 30m it is to be separated into at least two parts by a significant recess or

6. Buildings with a height of 16 storeys or greater are to have a maximum flo floor plate excludes balconies.

Recommend Amendment to Proposed Height of Buildings Map as follows:
- Land identified as subject to a maximum 21 m (R1) (6-7 storeys) height limit be increased to 27 m (8-9 storeys) (T2);
Land identified as subject to a maximum 9 m (J) (2-3 storeys) height limit be within the area bound by White Cedar Drive and Parsonage Road to the south and Fishburn Crescent to the south-east to be increased to 21 m (R1) (6-7 storeys).

Figure 13 Podiums Heights and Upper Level Setbacks

6.1.3 Setbacks and public domain interface

Objectives

a. To provide strong definition to the public domain and create a consistent streetscape.

b. To set taller building elements back from the street to reduce building scale and bulk and enable adequate sunlight access to the public domain

c. To provide articulation zones to complement building mass and emphasise key design elements such as entrance points and respond to environmental conditions including solar access, noise, privacy and views.

d. To ensure adequate separation between buildings on different sites to alleviate amenity impacts, including privacy, daylight access, acoustic control and natural ventilation.

e. To create a landscaped streetscape that can accommodate large trees.

Controls

Street (front) setback

1. All buildings are to comply with the street setbacks shown in Figure 14.
2. Dwellings on the ground floor facing the street are to have individual entries from the street wherever possible.
3. Buildings with residential uses at ground floor are to be designed so that their main entry is at the same level as the finished footpath level or raised by up to 600mm to provide for a combination of privacy and passive surveillance.
4. Private open space of residential apartments may encroach into the primary setback by up to 50%.

Secondary setback (corner sites)

5. Where the site is a corner site, the minimum setback to the secondary street is 3.0 metres (minimum) or as specified in Figure 14. The secondary street setback is to be landscaped, accommodate deep soil and allow for the retention of existing trees, where possible.
6. Buildings on street corners are to address both street frontages.
7. Buildings located on street corners or at the interface with public space are to emphasise the corner by appropriate architectural treatment.

Side and rear setbacks

8. Minimum required building separation distances are to be in accordance with the Apartment Design Guide. Side and rear boundary setbacks are outlined in Table 3 below.

Table 3 Minimum building setbacks – side and rear boundaries

Building Height	Habitable rooms and balconies	Non-habitable rooms
Up to 12m (4 storeys)	6m	3m
Up to 25m (5-8 storeys)	9m	4.5m
Over 25m (9+ storeys)	12m	6m

Figure 14 Street Setbacks

6.1.4 Building design

Objectives

a. To achieve variety in architectural design and character, and to provide a fine grain to enliven the public domain.

b. To develop within street blocks, buildings in a variety of size, height and architectural expression, with a variety of facades, articulation, massing and character so that the street block presents as a group of buildings rather than a singular architectural design or building.

c. To incorporate high quality façade design and finishes, particularly where development is highly visible in a landmark location.

d. Each building is to have its own distinct, innovative design that represents contemporary best practice in architectural and urban design quality.

Controls

1. Refer to the relevant sections of the Apartment Design Guide.

6.1.5 Access & Adaptable housing

Objectives

a. To ensure a sufficient proportion of dwellings include accessible layouts and features to accommodate changing requirements of residents.

b. To encourage flexibility in design to allow people to adapt their home as their needs change due to age or disability.

Controls

1. Residential flat buildings and multi dwelling housing are to meet the requirements for adaptable housing within Part B Section 5 Residential Flat Buildings of The Hills DCP 2012.
2. All types of residential accommodation are to consider flexibility in the design to allow adaption to meet the changing needs of residents due to ageing or disability.

6.1.6 Open space and landscaping

Objectives

a. To provide communal open space for the enjoyment by residents.

b. To maximise opportunities for landscaping, including the retention and/or planting of trees within deep soil areas to ensure a high level of amenity.

c. To assist with the management of water quality.

Controls

Private Open Space and Communal Open Space

1. Refer to the relevant sections of the Apartment Design Guide for the relevant requirements.
2. Plant species appropriate to the context and the specific microclimate within the development are to be selected to maximise use of endemic and native species and opportunities for urban biodiversity.
3. Drought tolerant plant species, and species that enhance habitat and ecology, are to be prioritised.
4. Landscape design is to be integrated with water and stormwater management.

6.2 Multi dwelling housing

6.2.1 Site requirements and layout

Objectives

a. To ensure that site planning for multi dwelling housing responds to site attributes such as streetscape character, existing vegetation and topography.

b. To achieve a high standard of amenity for future residents.

c. To minimise impact on the amenity of neighbouring sites.

Controls

1. Multi dwelling housing development is to have a frontage (address) to the street and is not to be located on battle-axe allotments or rely of a right of access arrangements for access to a public road.
2. All dwellings with a frontage to the street (including a secondary street) must address the street.
3. The minimum street frontage requirements for multi dwelling housing development is 28 metres, no average site width applies.

4. There is no maximum population density for the Showground Station Precinct.

Note: Site amalgamation is encouraged to realise the development potential envisaged for the Showground Precinct. Isolation of small lots (between 240m^2 and 450m^2) may result in poor built form outcomes. The applicant needs to demonstrate how small lots will not be isolated by new development or that a credible documented process has been followed to purchase the isolated lot for a fair market value.

6.2.2 Building height and form

Recommended amendment to Proposed Height of Buildings Map as follows:
- Land identified as subject to a maximum 21 m (R1) (6-7 storeys) height limit be increased to 27 m (8-9 storeys) (T2);
Land identified as subject to a maximum 9 m (J) (2-3 storeys) height limit be within the area bound by White Cedar Drive and Parsonage Road to the south and Fishburn Crescent to the south-east to be increased to 21 m (R1) (6-7 storeys).

Objectives

a. To require a range of building heights and forms across the Precinc block to create variety and encourage different architectural styles.

b. To encourage a mix of dwelling types and scale to encourage a dive community.

Controls

1. The maximum building height is to be in accordance with The Hills L ght of Buildings).
2. Where a third storey is proposed, the gross floor area of the top sto housing development must not exceed 60% of the gross floor area y below.
3. Where a third storey is not incorporated within the roof form (i.e), i the outer wall of the floor below on all sides.
4. Attics are to be within a hipped or gabled roof where the maximum roof pitch is 35 degrees. Attics are to be designed to fit within the building envelope and are not to increase the bulk and height of the roof.

6.2.3 Setbacks, building separation and public domain interface

Objectives

a. To ensure buildings are set within a garden setting dominated by canopy trees and allow space to protect existing trees and provide for the planting of large trees, especially at the front and rear of the development.

b. To create a front setback that enables engagement between the public and private domains, softens the impact of the built form and is capable of being used for deep soil landscaping.

c. To provide articulation zones to complement building mass and emphasise key design elements.

d. To alleviate impacts on amenity including privacy, solar access, acoustic control and natural ventilation within the development and adjoining neighbours.

Controls

1. Existing trees are to be retained in the front, rear and side setbacks where possible.

Street (front) setback

2. Dwellings on the ground floor facing the street are to have individual entries from the street wherever possible.

3. Front setbacks are to be a minimum of 5m to the front building line as detailed in Figure 14.
4. Any garage or car parking structure is to be located behind the front building line, and is to be setback a minimum 5.5m from the street boundary.
5. Dwellings on the ground floor facing the street are to have individual entries from the street wherever possible.
6. The front setback is to be landscaped, predominantly soft landscaping and is to retain existing trees (where possible) and is not to include car parking structures, visitor parking private open space, rainwater tanks, pergolas and or other structures.
7. Articulation of the front setback is encouraged through the use of balconies, recessed elements and the like.
8. Basement car parking is not to encroach within the front setback other than for driveway access.

Secondary setback (corner sites)

9. Where the site is a corner site, the minimum setback to the secondary street is 3 metres (minimum). The secondary street setback should be landscaped, incorporate deep soil area and allow for the retention of existing trees, where possible.
10. Buildings on street corners or the interface with public space are to emphasise the corner by appropriate architectural treatment.

Side and rear setbacks

11. A minimum setback of 3m must be provided from any side boundary.
12. A minimum setback of 6m must be provided from any rear boundary.
13. All other setback controls, other than those listed above, are contained in Section 3.3 of Part B Section 4 Multi Dwelling Housing of The Hills DCP 2012.

6.2.4 Building design and facades

Objectives

a. To achieve variety in architectural design and character across the Precinct to provide a fine grain to enliven the public realm.
b. To develop within street blocks, buildings in a variety of size, height and architectural expression, with a variety of facades, articulation, massing and character so that the street block presents as a group of buildings rather than a singular architectural design or building.
c. To incorporate high quality façade design and finishes, particularly where development is highly visible in a landmark location.
d. To ensure the building entry is a clear and identifiable element and contributes positively to the streetscape and building façade design.

Controls

1. Each street façade is to be articulated into smaller elements at a scale or grain that reflects:
   - the use of the building and the various components of the building;
   - the location of the building, or that part of the building relative to pedestrian or outdoor recreation activity; and
   - the building elements, including building entries.

2. Building entry must be integrated with building façade design. At street level, entry is to be articulated with awnings, porticos, recesses or projecting bays for clear identification. The entry path to the building is to be accessible and visible from the street.
3. Street corners must be addressed by giving visual prominence to parts of the building façade, such as a change in building articulation, material or colour, roof expression or height.
4. The minimum internal floor area for each dwelling in a multi dwelling housing development is specified in Section 3.8 of Part B Section 4 Multi Dwelling Housing of The Hills DCP 2012.
5. A minimum of $10m^3$ storage space is to be provided for each dwelling in either a lockable garage or a basement.

6.2.5 Access & adaptable housing

Objectives

c. To ensure a sufficient proportion of dwellings include accessible layouts and features to accommodate changing requirements of residents.

d. To encourage flexibility in design to allow people to adapt their home as their needs change due to age or disability.

Controls

3. Multi dwelling housing is to meet the requirements for adaptable housing within Part B Section 4 Multi Dwelling Housing of The Hills DCP 2012.
4. All types of residential accommodation are to consider flexibility in the design to allow adaption to meet the changing needs of residents due to ageing or disability.

6.2.6 Open space and landscaping

Objectives

a. To provide communal open space for residents that offers social opportunities and quality outlook from dwellings.

b. To cater for the recreational needs of building occupants.

c. To improve amenity and soften the impact of buildings through the provision of landscaping, including the retention and/or planting of trees within deep soil zones.

d. To ensure that high quality communal open space adds to the amenity of the development and facilitates social interaction.

e. To assist with the management of water quality.

Controls

Communal open space

1. Communal open space requirements are contained in Section 3.12 of Part B Section 4 Multi Dwelling Housing of The Hills DCP 2012.
2. A minimum of 50% of communal open space is to receive a minimum of 3 hours direct sunlight between 9am and 3pm on 21 June.

Private open space

3. Multi dwelling housing must provide a minimum of 35m^2 of private open space per dwelling at ground floor, and must ensure:
   - A single space (primary area) of minimum 25m^2 with a minimum internal dimension of 4m and direct access from a living area of the dwelling; and
   - The remaining spaces must have a minimum internal dimension of 2m.
4. Ground level private open space is to be differentiated from common areas by screen planting, level changes, fencing and other landscape features as appropriate.
5. The primary private open space must receive a minimum of three hours of sunlight between 9am and 3pm on 21st June.

Landscaped areas and deep soil zones

6. The landscape controls are contained in Section 3.7 of Part B Section 4 Multi Dwelling Housing of The Hills DCP 2012.

6.3 Dwellings on minimum 240m^2 Lots

Preamble
This part applies to development for the purposes of a dwelling house on a lot having an area equal to or greater than 240m^2.

State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 (the Codes SEPP) also applies to this type of development.

Development that complies with the Codes SEPP is able to be approved under the Complying Development Certificate (CDC) process. However, development that does not comply with the Codes SEPP must seek development consent from the Hills Shire Council under this part.

Objectives

a. Development is consistent with the preferred future character of the zone or sub-precinct.

Note: the preferred character of the zone is identified in the Hills LEP and the preferred character of the sub-precinct is identified in this part of The Hills DCP 2012.

b. Development is of a bulk and scale that contributes to the creation of attractive, coherent and low rise urban streetscapes.
c. Development provides a high quality living environment for residents and a high level of amenity for adjoining residential development ,in particular enabling adequate sunlight and daylight access to living areas and areas of principal private open space.
d. Development minimises impacts on the natural environment.
e. Development provides adequate on-site car parking for residents and minimises the visual impact of car parking on the streetscape.

Controls

1. Development for dwellings to which this clause applies complies with **Table 4.**

   Reference should also be made to Figures 15 to 16.

Table 4 Controls for Dwellings on minimum 240m^2 Lots

Element	Control
Building height (max)	• In accordance with The Hills LEP 2012.
Front setback (min)	**General** • 5.0m to building facade line. • 5.5m to garage or roofed car accommodation. • 2.0m to articulation zone fronting open space.
Side setback (min)	**Detached and semi-attached boundary** • 0.9m setback required on at least one boundary.
Rear setback (min)	• 4m (ground level) and 6m (upper levels).
Corner lots secondary street setback (min)	• 1.0m
Frontage	• 6m – Attached • 7m – Semi attached and detached
Length of zero lot line on boundary (max)	• 15m
Landscaped area (min)	• 15% of lot area for lots <9m frontage • 25% of lot area for lots >9m frontage • The first 1m of the lot measured from the street boundary (excluding paths) is to be soft landscaped.
Principal private open space (min)	• 16m2 with minimum dimension of 3m.
Solar Access (min)	• 3 hours of sunlight between 9am and 3pm at the winter solstice (21 June) to at least 50% of the required PPOS of both the proposed development and the neighbouring properties. **For alterations and additions to existing dwellings** • No reduction in the existing solar access to PPOS of the existing neighbouring properties.
Garages	• Single width garage or car space only. • Carport and garage minimum internal dimensions: 3m x 5.5m. • The garage/carport must be less than 40% of the total area of the front façade.
Layout	• Driveway locations should be paired, where possible to preserve on-street parking spaces in front of lots.
Articulation zone elements	• The primary street facade of a dwelling should address the street and must incorporate at least two of the following design features: -entry feature or porch; -awnings or other features over windows; -balcony treatment to any first floor element; -recessing or projecting architectural elements; -open verandah;

Element	Control
	-bay windows or similar feature; -verandahs, pergolas or similar features above garage doors. • Front facades are to feature at least one habitable room with a window onto the street.

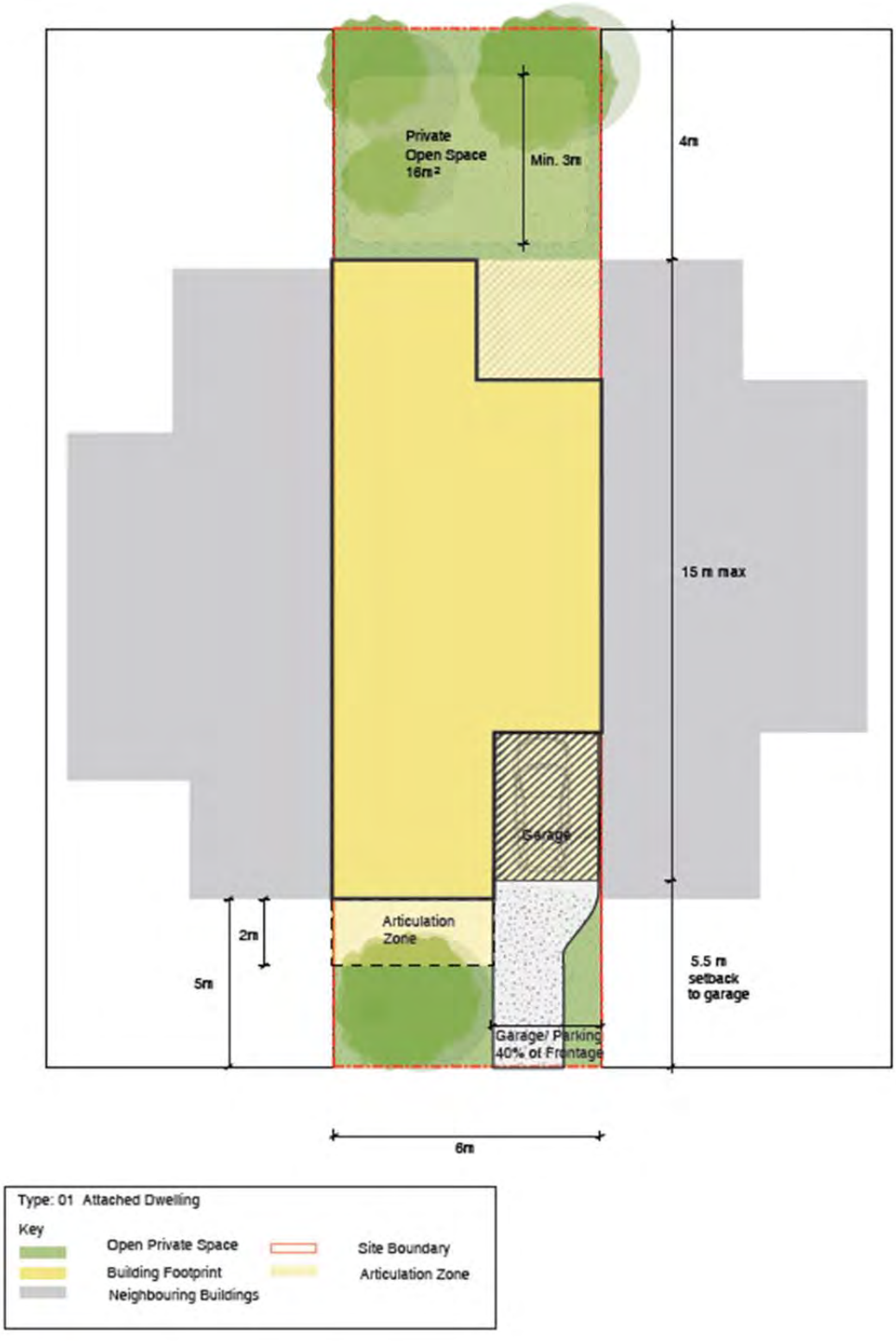


Figure 15 Attached Dwellings on minimum 240m^2 Lots

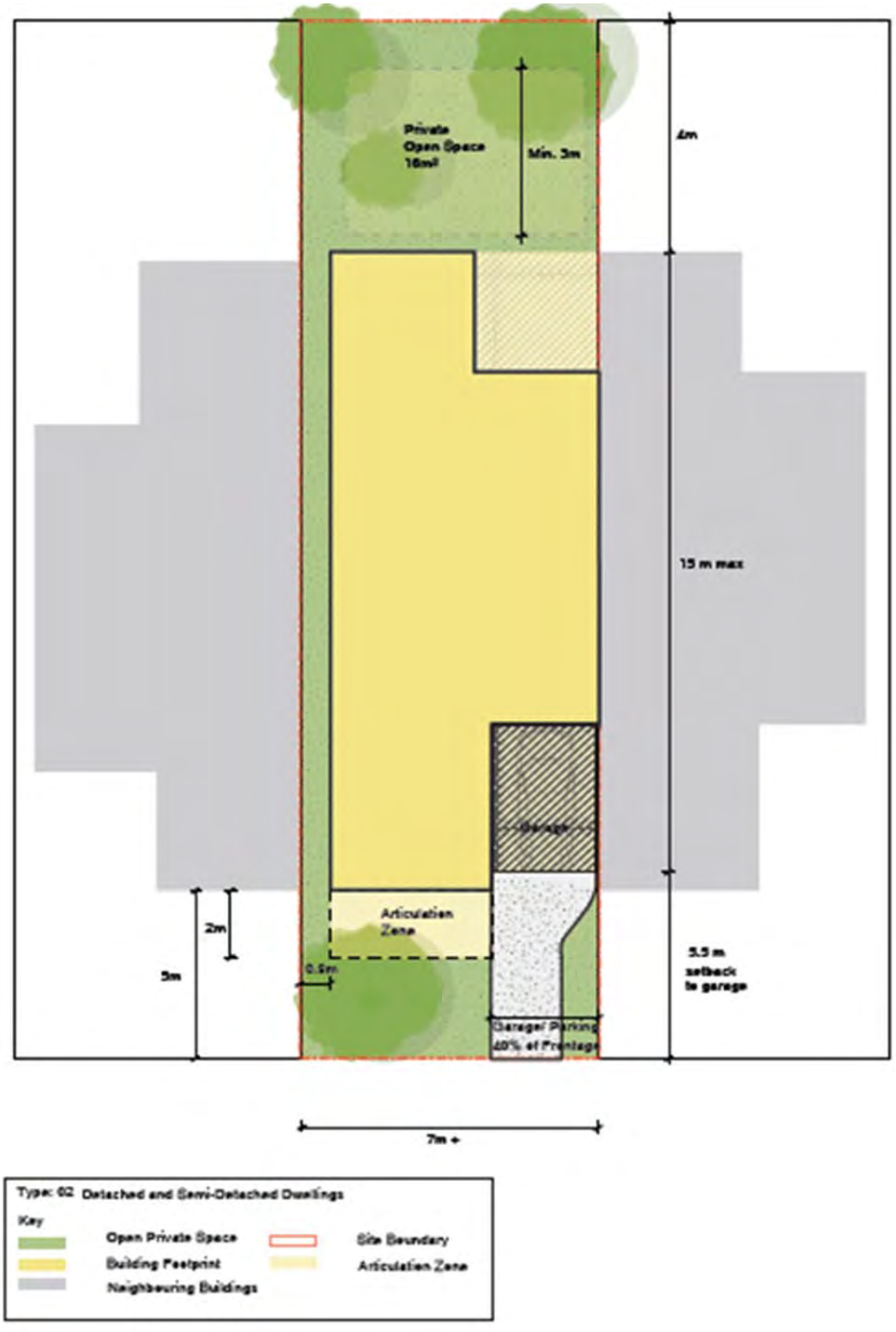


Figure 16 Detached and Semi Detached Dwellings on minimum 240m^2

7 Industrial development

Preamble

This section applies to development on land within the Precinct zoned IN2 Light Industrial.

7.1 Setbacks, building layout and design

Objectives

a. To ensure development creates a positive streetscape and achieves a high quality architectural design that promotes light industrial activity.

b. To provide an adequate buffer between industrial development and residential development.

Controls

1. All buildings are to comply with the setbacks shown in Figure 14.
2. Where possible, existing trees are to be maintained and augmented as a visual green screen to development.
3. The location and means of access to customer car parking is to be clearly visible.
4. The façade design of a development is to utilise large expressed elements to relate to passing motorists and articulate the key components of the building such as entries, showrooms and the like. Finer detail to identify individual tenancies and building levels are to be used to add richness to the architectural design.
5. Buildings are to be designed with a strong relationship to the street through glazing. Extensive blank walls are to be avoided.
6. Signage is to be integrated into the overall façade design and be in accordance with Part C Section 2 of The Hills DCP 2012.
7. Sun shading is to be provided appropriate to orientation for glazed portions of façades.
8. Roof design is to be incorporated into the overall building design and built form modelling.
9. Roof space is not to be used for car parking or external retail space.

8 Access, parking & servicing

8.1 Vehicle access

Objectives

a. To encourage the active use of street frontages.

b. To ensure that vehicle crossings over footpaths/cycleways minimise disruption to pedestrian/cyclist movement and do not reduce safety.

c. To make vehicle access to buildings compatible with the public domain.

d. To ensure vehicle entry points are integrated into building design and contribute to high quality architecture.

Controls

1. For safety and public domain amenity, vehicle access points are to be:
   - physically separate and clearly distinguished from pedestrian entrances and access-ways;
   - integrated into the overall design of the building; and
   - located within secondary streets and laneways where possible.
2. Vehicular access points for all developments are to be consolidated to minimise disruption to pedestrians. Driveway crossings and vehicular access points are not permitted along primary pedestrian routes or within the urban plazas.
3. Vehicular access is to be designed to give priority to pedestrians and cyclists by continuing the type of footpath/cycleway material and grade.
4. Loading areas for retail and commercial development are to be screened from public roads and public access areas.
5. Loading areas and vehicular access points for developments in the B2 Local Centre zone must avoid conflicts with high pedestrian activity areas including waiting zones for bus, taxi and kiss and ride activities

8.2 Car parking

Objectives

a. To minimise adverse traffic impacts.

b. To provide sufficient parking spaces for development while encouraging public transport use.

c. To ensure that car parking is appropriately located.

Controls

1. Car parking spaces are to be provided at the rates specified in Table 7. For any use not specified, the car parking rates in The Hills Development Control Plan 2012 apply.
2. Development is to comply with the requirements of the Part C Section 1 Parking of The Hills DCP 2012, except for any inconsistency with this Section
3. For residential flat buildings and shop top housing, the following is required:
   - Parking is to be underground, under-croft or semi-basement located generally within the footprint of the building above.
   - Where above ground parking cannot be avoided due to site conditions, it must be well integrated into the overall façade design and create a good relationship to the public domain.
   - Where the topography of the land or constraints of the water table result in the basement parking level projecting above ground level, it is to be designed to:
     - not project more than 1.2m above ground or as required to comply with flood planning levels
     - achieve an attractive ground level relationship between the building(s) and the public domain.
4. Garages and parking structures are not to project forward of the building line and are to be screened from the public domain by active uses.
5. Car parking is to be located preferably within the services easement, or alternatively at the rear of buildings, or within a basement car parking structure.
6. Any parking located within the front setback area must be suitably landscaped to add positively to the streetscape.
7. Car share spaces are encouraged within residential flat buildings and shop top housing developments. Car share spaces are to be for the exclusive use of car share scheme vehicles, and included in the number of car parking spaces permitted on a site. The car share parking spaces are to be:
   - exclusive of visitor car parking;
   - retained as common property by the Owners Corporation of the site, and not sold or leased to an individual owner/occupier at any time;
   - made available for use by operators of car share schemes without a fee or charge;
   - grouped together in the most convenient locations relative to car parking entrances and pedestrian lifts or access points;
   - located in well-lit places that allow for casual surveillance;
   - signposted for use only by car share vehicles; and
   - made known to building occupants and car share members through appropriate signage which indicates the availability of the scheme and promotes its use as an alternative mode of transport.

   Development Applications are to demonstrate how the car share parking space(s) is to be accessed, including where access is through a security gate. A covenant is to be registered with the strata plan advising of any car share parking space. The covenant is to include provisions that the car share parking space(s) cannot be revoked or modified without prior approval of Council.

Table 5 Car parking rates – all land uses

Land Use	Within 400m of Station	Outside 400m of Station
Dwellings – detached, attached and semi-detached	1 space per dwelling (minimum)	
Multi dwelling housing	1 space per 1 or 2 bedroom 1.5 space per 3 or more bedrooms 1 visitor space per 5 dwellings	
Residential flat buildings, and dwellings in shop top housing	Average of 1 space per studio, 1 bedroom and 2 bedroom dwelling 1.5 spaces per 3 bedroom dwelling 2 spaces per 4 bedroom dwelling 1 visitor space per 10 dwellings	
Industrial	1 space per 100m^2 GFA	
General Retail	1 space per 50m^2 GFA	1 per 30m^2 GFA
Commercial	1 space per 80m^2 GFA	1 space per 40m^2 GFA
Supermarket	1 space per 30m^2 GFA	1 space per 20m^2 GFA
Bulky good retail	1 space per 60m^2 GFA	1 space per 50m^2 GFA

8.3 Bicycle parking

Objectives

a. To ensure that bicycle parking is considered in all development and provided appropriately in developments.

b. To ensure that end of trip facilities such as change rooms, showers and secure areas for bicycle parking are provided in new buildings featuring employment uses.

Controls

1. Secure, conveniently located bike parking facilities are to be provided at the rates specified in Table 6 below.

Table 6 Bicycle Parking rates

Land Use	Bicycle parks rate (minimum)
Residential flat buildings	1 space per 3 apartments 1 space for 12 apartments for visitors
Industrial	1 space per 1500m^2 GFA for staff
Commercial	1 space for 600m^2 GFA for staff
Shops/cafes/restaurants	1 space per 450m^2 for staff

9 Environmental management

9.1 Sustainability

Objectives

a. To promote water conservation through application of best practice environmental design principles, innovative technology, water efficient landscaping, and water collection and recycling systems.

b. To minimise energy use through building design and selection of energy efficient systems and appliances.

c. To minimise waste and promote the reuse and recycling of materials.

Controls

1. An ecologically sustainable design (ESD) consultant is to be engaged as a key member of design teams for new buildings and infrastructure to promote affordable and integrated sustainable design for the redevelopment of the Precinct.
2. Residential development is to comply with or exceed the Building Sustainability Index (BASIX).
3. Commercial office buildings are to comply achieve or exceed a 4.5 star as built National Australian Built Environment Rating System (NABERS) rating.
4. Buildings are to demonstrate a strong commitment to ESD principles in particular passive design, optimal orientation, effective sun-shading, cross ventilation and open plan living.
5. To minimise energy use, buildings are to be designed with reference to the Urban Green Cover Technical Guidelines and are to use:
   – high levels of insulation as a simple means of reducing energy consumption;
   – energy efficient appliances, light fittings and light sensors;
   – green roof and green façade / green wall elements to reduce heat loads on internal spaces; and
   – effective metering systems to monitor the energy performance of buildings, including individual dwellings and tenancies.
6. A waste management plan is to be prepared as part of development applications, which is to demonstrate the application of principles of the waste management hierarchy of waste: avoid use, reduction, re-use and recycling.
7. The re-use of grey water and provision of dual water reticulation systems is encouraged where possible.

9.2 Cultural heritage

Objectives

a. Ensure appropriate protection and management of European and Aboriginal heritage within the Precinct.

b. To ensure that the social and historical significance of the Castle Hill Showground is considered with new development proposals.

Controls

European heritage

1. All development in the vicinity of a heritage item is to address the requirements of Part C Section 4 Heritage of The Hills Development Controls Plan 2012.

European Archaeology

2. The report prepared by GML Heritage titled "NWRL Showground Station Urban Activation Precinct, Non-Indigenous Heritage Assessment" dated August 2015 is to serve as a guiding document for any future site-specific archaeological assessments and management of archaeological impacts within the boundaries of the Showground Precinct.
3. Other controls regarding European Archaeology is addressed in the requirements of Part C Section 4 Heritage of The Hills Development Controls Plan 2012.

Aboriginal heritage

4. The report prepared by GML Heritage titled "NWRL Showground Station Precinct, Indigenous Heritage Assessment" dated August 2015 is to guide any future site-specific Aboriginal heritage assessments and management of Aboriginal heritage sites, values, object and/or places within the boundaries of the Showground Precinct.
5. Within areas where impacts to Aboriginal heritage cannot be avoided development of potential Aboriginal archaeological significance shall not proceed without appropriate investigation and consultation with the relevant local Aboriginal groups and until a Plan of Management has been prepared that addresses the ongoing management of any archaeological deposits.
6. Aboriginal cultural heritage shall be conserved where no impacts occur. The locations of Aboriginal sites should be identified in a conservation management plan to ensure the sites are not inadvertently damaged as a result of construction works or future land uses.
7. Section 90 consent under the *National Parks and Wildlife Act 1974* will be required for all impacted archaeological sites. Section 90 consent should only cover that part of the site that will be impacted. Consent should be obtained prior to any works which will directly affect these sites. It will be necessary to obtain an excavation permit pursuant to Section 60 or Section 140 of the *Heritage Act 1977*.
8. Test/salvage excavation of Aboriginal sites or areas of archaeological potential is warranted for some of the recorded archaeological sites and potential archaeological deposits which will be impacted by future development. A section 87(1) permit under the *National Parks and Wildlife Act 1974* should be obtained for these sites.

9. Other controls regarding Aboriginal heritage is addressed in the requirements of Part C Section 4 Heritage of The Hills Development Controls Plan 2012.

Castle Hill Showground

10. Development in the immediate vicinity of the Castle Hill Showground is to be compatible with and respond positively to the historic character of the showground, while at the same time providing a high quality, contemporary design setting to the showground.

9.3 Stormwater Management and Water Quality

Objectives

a. To adopt best practice techniques for stormwater quality management.

b. To minimise flooding and reduce the effects of stormwater pollution on Cattai Creek.

c. To ensure that land is appropriate to managing and minimising risks from flooding.

d. To ensure an integrated approach to water management through the use of water sensitive urban design (WSUD) principles.

Controls

Stormwater Management

1. A Stormwater Management Plan is to be prepared for each development application for subdivision to include consideration of various sustainable practices including stormwater harvesting and re-use and water conservation.
2. All Stormwater drainage designs are to comply with the most up to date revision of Council's "Design Guidelines".

Water Sensitive Urban Design (WSUD)

3. WSUD is to be adopted throughout all development, incorporating water quality management and attenuation of runoff to acceptable levels following development.
4. The following stormwater management objectives are to be achieved for all development within the Precinct:
   - 90% reduction in the post-development average annual gross pollutant load;
   - 85% reduction in the post-development average annual total suspended solids (TSS) load;
   - 65% reduction in the post-development average annual total phosphorus (TP) load; and
   - 45% reduction in the post-development average annual total nitrogen (TN) load.
5. For developments generating oils and grease, the additional objective of no visible oils for flows up to 50% of the one-year ARI peak flow shall be achieved.
6. Design or new road corridors shall incorporate WSUD elements including raingardens/bio swales/bio retention tree pits to supplement the typical minor drainage network to treat local flows from the road corridor. Design and construction of these elements shall allow for ease of ongoing maintenance and for pedestrian crossings at appropriate locations.
7. WSUD infrastructure elements are to be designed and constructed in accordance following publications:
   - Australian Runoff Quality (Engineers Australia 2005); and

- Water Sensitive Urban Design Technical Guidelines for Western Sydney (NSW Government Stormwater Trust and UPRCT, May 2004).

8. Water quality modelling to support development proposals within the Precincts shall utilise MUSIC Version 5 or later and adopt modelling parameters in line with the most up to date version of the NSW Music Modelling Guidelines (CMA).
9. To minimise the impact of stormwater on the health and amenity of Cattai Creek, stormwater is to be retained on development sites by:
   - collecting and storing water from roofs and hard surfaces;
   - maximising porous surfaces and deep soil zones; and
   - draining paved surfaces to adjacent vegetation.
10. All buildings must install rainwater tanks to meet a portion of supply such as outdoor use and toilets. All residential dwellings are required to provide a (minimum) 3,000 litre (3 KL) rainwater tank, and such tank is to be connected for use in toilet flushing and external uses. Larger tanks than the requirement are permitted.
11. Each rainwater tank is to be provided with potable water trickle top-up with a back flow prevention device, complying with Sydney Water requirements.
12. On-site detention is to be provided in accordance with Section 4.22 of Council's Design Guidelines Subdivision / Developments.

Flood Management

13. Within the Showground Station Precinct, Flood planning levels for new development shall comply with the requirements of Part C Section 6 of The Hills DCP 2012.
14. Development is to comply with the flood risk management provisions of Part C Section 6 of The Hills DCP 2012.
15. All landscaping is to be compatible with flood risk and not impede overland stormwater flows.
16. All vegetation species and structures, including paths, walls and fences, are to be able to withstand temporary flood inundation in any areas designated as detention basins.
17. During the construction phase of development, the relevant Stormwater Management Objectives for New Development as set out in the most up to date revision of "Managing Urban Stormwater: Soils and Construction" (NSW Department of Housing) must be complied with in full.
18. Erosion and sediment control measures are to be implemented and regularly maintained on site, while sediment trapping measures are to be located at all points where stormwater runoff can enter inlets to stormwater systems, or where runoff may leave the construction site.

9.4 Ecology and riparian corridors

Objectives

a. To protect and enhance areas of significant native vegetation
b. To protect and enhance wildlife habitat
c. To protect and enhance the integrity and environmental functionality of riparian corridors

Controls

1. Wherever practical, development within the Precinct should be sited to minimise impacts on the existing vegetation and avoid removal of significant trees.
2. A site specific Vegetation Management Plan (VMP) is to be prepared and implemented for Cattai Creek and Cockayne Reserve. This plan is to be lodged with development applications for development on land adjoining the Cattai Creek corridor as identified in Figure 17, and approved prior to the commencement of construction works in this land.
3. The VMP is to be prepared in accordance with relevant guidelines and based on standard vegetation management actions including:
   - Collection of seed from any native vegetation proposed to be cleared at the site;
   - Weed control;
   - Management of fire for conservation;
   - Management of human disturbance;
   - Retention of regrowth and remnant native vegetation;
   - Replanting or supplementary planting where natural regeneration will not be sufficient;
   - Retention of dead timber;
   - Erosion control; and
   - Retention of rocks.
4. The VMP is to ensure the rehabilitation and regeneration of Cattai Creek and Cockayne Reserve vegetated riparian corridor (being 30m wide on either side of the creek measured from top of bank).
5. The VMP is to provide for a minimum 2 year monitoring and maintenance period for the rehabilitated riparian area and other revegetation following final planting.

Figure 17 Land requiring preparation of Vegetation Management Plan

9.4.1 Noise

Objectives

a. To ensure the amenity of future residents and workers by appropriately responding to noise impacts.

Controls

1. Site planning, building orientation and interior layout is to lessen noise intrusion as far as possible.
2. The provisions of State Environmental Planning Policy (Infrastructure) 2007 and Development near Rail Corridors and Busy Roads Interim Guideline must be taken into consideration to minimise impacts of busy roads and railway corridors on residential and other sensitive development.
3. Development applications are to demonstrate how buildings can comply with the noise criteria specified in Table 6.

Table 7 Noise criteria

Internal Space	Recommended Noise Criteria	Maximum noise criteria
Living areas Working areas	40 dBA	45 dBA
Sleeping areas	35 dBA	40 dBA

9.4.2 Safety & Security

Objectives

a. To provide high levels of property safety and personal comfort and safety.

b. To minimise opportunities for criminal and anti-social behaviour.

Controls

1. Development is to address the principles of Crime Prevention Through Environmental Design.

Note: Consideration shall also be given to The Hills Council's Policy Designing Safer Communities, Safer by Design Guidelines (June 2002).

10 Castle Hill Showground

The Castle Hill Showground is an important regional facility that has the potential to accommodate a much broader range of open space, sporting, recreation, cultural, community to meet the needs of the existing and future residents, workers and visitors. The close proximity of station will open up this important regional facility to the wider community.

The future planning of the Castle Hill Showground is to be determined through a Master Planning process to be prepared by The Hills Shire Council.

It is intended that future planning of the Castle Hill Showground will provide new and enhanced recreation, community and cultural, commercial and multi-purpose uses including:

- Upgrade of the existing arena to provide a sports stadium;
- A range of passive and active recreation spaces to accommodate the needs of a broad cross section of the community. This includes children's playgrounds, dog walking/training areas, skate and other youth facilities, community gardens, equestrian facilities, picnic and barbeque areas and a range of other formal and informal spaces;
- The provision of semi-covered, flexible spaces that can accommodate a range of events and uses, including markets;
- A new multi-purpose facility that will accommodate community, cultural and recreational uses; and
- Various commercial uses that support the recreation, community and cultural functions of the Castle Hill Showground

10.1 Showground Master Plan

Objectives

a. To prepare a framework to guide the future development of the Castle Hill Showground

Controls

1. Prepare a Master Plan for the Castle Hills Showground.

10.2 Showground Events

Objectives

a. To ensure that development does not restrict the continued use of the Castle Hill Showground in relation to events.

Controls

2. Relevant development approvals are to require a public positive covenant to be placed on residential titles to ensure that residents will not complain in any forum or seek to make any claim or institute action against The Showground in relation to specified impacts of noise and lighting, restrictions on vehicle or pedestrian access, or security measures associated with events within the Showground.

SECTION 7.2.

Appendix B – Showground Landowners

No	Name	Address
1	AASHOUR, Mathew	4 Cadman Crescent
2	GURISIK, Sermet & Suzanne	10 Cadman Crescent
3	FIEGERT, Fred & Beverly	12 Cadman Crescent
4	SHVAVTSMAN, Sergey	14 Cadman Crescent
5	MILLAR, Janice & Rick	16 Cadman Crescent
6	SHI, Jane & Simon	18 Cadman Crescent
7	ZHENG, Zhi (Janet)	20 Cadman Crescent
8	STOKAN, Murray & Lisa	22 Cadman Crescent
9	BADEN, Ben	24 Cadman Crescent
10	WILSON, Bernadette & Malcolm	26 Cadman Crescent
11	READON, Bob & Kay	28 Cadman Crescent
12	BALLANTINE, Trevor	30 Cadman Crescent
13	FERNANDO, Hemal & Kamalin	32 Cadman Crescent
14	WANG, Jim	34 Cadman Crescent
15	McKINNEY, Katherine	2 Chapman Crescent
16	PALMER-BURTON, Clarrie & Maureen	3 Chapman Avenue
17	VIRSKI, Dimitri	4 Chapman Avenue
18	GEORGIOU, Kyriakos	5 Chapman Avenue
19	TOLHURST, Greg & Lyndall	6 Chapman Avenue
20	YIU, Chris	8 Chapman Avenue
21	CUNNINGHAME, Samantha & Warren	10 Chapman Avenue
22	PLUMMER, Cherold	11 Chapman Avenue
23	WAUGH, Terry	13 Chapman Avenue
24	BROWN, Greame	14 Chapman Avenue
25	BRUSH, Bernadette & Sean	1 Dawes Avenue
26	HADDAD, Sami & Luma	3 Dawes Avenue
27	AXIAK John & Beverley	5 Dawes Avenue
28	WILLIAMS. Jeff & Liz	6 Dawes Avenue
29	HODGES, Lee & John	8 Dawes Avenue
30	ISSA, Paul	9 Dawes Avenue
31	HARRISON, Brett & Alicia	10 Dawes Avenue
32	TAOUK, Samira	11 Dawes Avenue
33	PIKE, Richard & Glenys	12 Dawes Avenue
34	NICOL, Rob	14 Dawes Avenue
35	KHOURY, Sophie & Michael	33 Fishburn Crescent
36	ERWIN, Mathew & Mirella	35 Fishburn Crescent

No	Name	Address
37	PARK, Jenny	37 Fishburn Crescent
38	SMART, Trish	41 Fishburn Crescent
39	CHAMBERS, Jake	45 Fishburn Crescent
40	POLMANTEER, Gary & Judi	47 Fishburn Crescent
41	WICKS, Jerome & Kim	54 Fishburn Crescent
42	ALLEN, John & Ruth	56 Fishburn Crescent
43	ERWIN, Mathew & Mirella	58 Fishburn Crescent
44	GOVETT, Peter	59 Fishburn Crescent
45	GILLIES, Malcolm	60 Fishburn Crescent
46	MAHER, Wayne & Annette	61 Fishburn Crescent
47	WUU, Philip	62 Fishburn Crescent
48	OSBORNE, Noelene	63 Fishburn Crescent
49	COCKS, Barbara & Geoff	64 Fishburn Crescent
50	WILSON, Dennis & Glynis	65 Fishburn Crescent
51	GIBB, Raymond & Anne	67 Fishburn Crescent
52	LEE, Shirley	30 Hughes Avenue
53	HURDIS, Ian & JONES, Robina	33 Hughes Avenue
54	DANES, Neil & Gail	45 Middleton Avenue
55	ABUL, Kalam & Eve	45a Middleton Avenue
56	SALIB, Talaat & Madeleine	47 Middleton Avenue
57	CHEN, Doug & Veronica	49 Middleton Avenue
58	DUNN, Stephen & Jenny	51 Middleton Avenue
59	SUBRAMANIAM, Subbu & Parvathy	53 Middleton Avenue
60	AMOS, Helen	54 Middleton Avenue
61	Castle Hill Baptist Church	55 Middleton Avenue
62	McCLEOD, Rod & Kim	58 Middleton Avenue
63	LONGMUIR, June	68 Parsonage Road
64	ABDELKI, Souraya & Hussam	70 Parsonage Road
65	MARSHALL, Peter & YANG, Yang(Scarlet)	72 Parsonage Road
66	PERIES, Rachel & Sylvan	74 Parsonage Road
67	RASHIK, Sanjay & SONI, Asha	80 Parsonage Road
68	NITSOS, Mark & MUIR, Cara	82 Parsonage Road
69	JOHNSON, Michael & MCLAREN, Dianne	84 Parsonage Road
70	HONEYMAN, Peter & Jodie	88 Parsonage Road
71	HOWE, Richard & Sharon	90 Parsonage Road

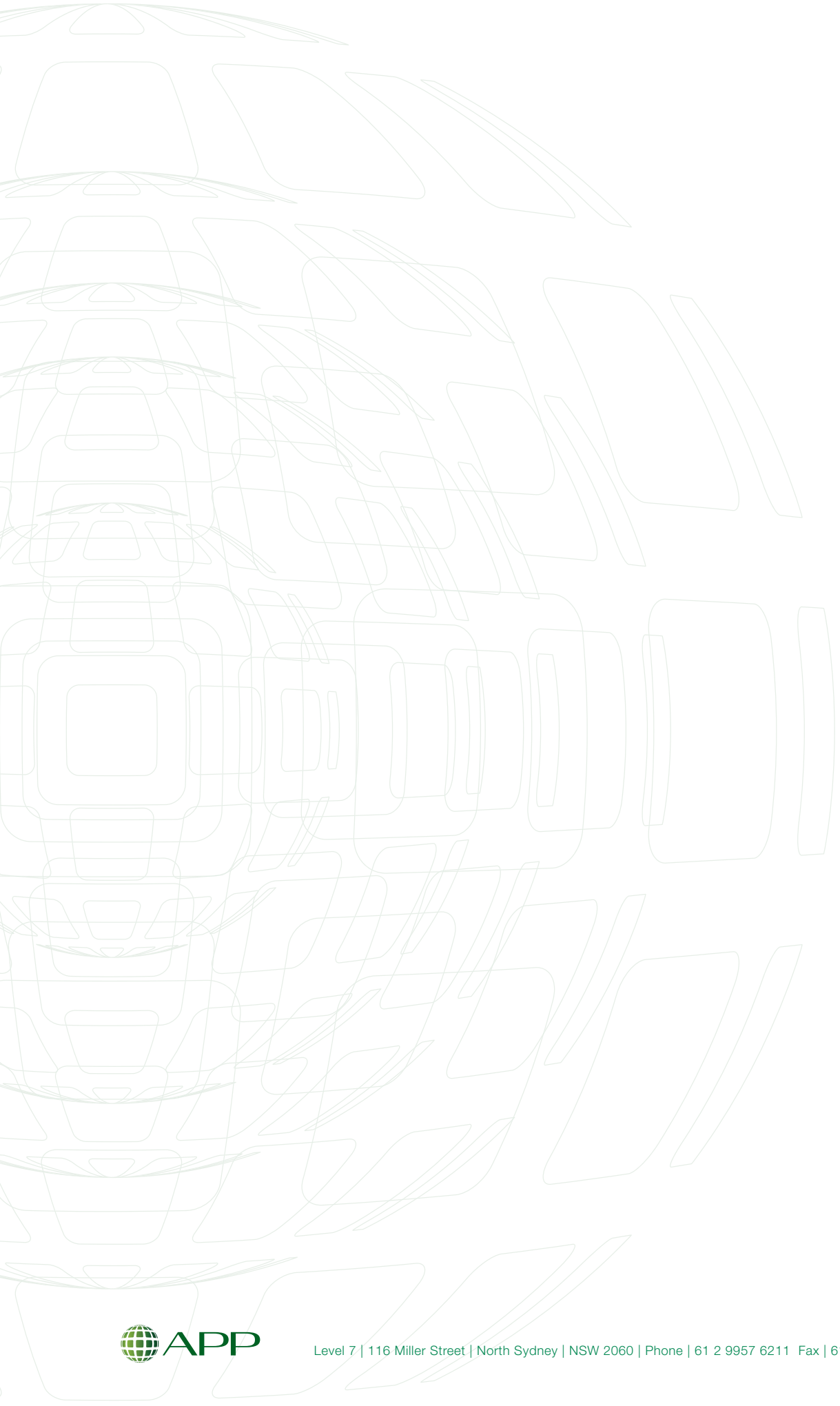
No	Name	Address
72	FALAMICH, Michelle & Peter	92 Parsonage Road
73	SEAL, Lena	89 Showground Road
74	HUNG, Russell	93 Showground Road
75	PALESY, Peter	97 Showground Road
76	HOSSEINI, Michael & Simin	99 Showground Road
77	CIOCCARELLI, Judith	142 Showground Road
78	MILLER, Geoffery & Susan	1 Turton Place
79	ANTHONYPILLAI, N.S & P	2 Turton Place
80	WISEMAN, Gary & Susan	3 Turton Place
81	HALL, Brett	4 Turton Place
82	SANG, Jimmy	5 Turton Place
83	FERNANDES, Gerard and Venetia	6 Turton Place

SECTION 7.3.

Appendix C – APP Submission on The Hills Draft Corridor Strategy

Showground Residents Response to The Hills Corridor Strategy

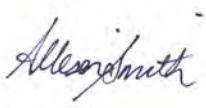
21 October 2015



Level 7 | 116 Miller Street | North Sydney | NSW 2060 | Phone | 61 2 9957 6211 Fax | 61 2 9954 1951 | www.app.com.au

This report has been prepared and reviewed in accordance with our quality control system. The report is a preliminary draft unless it is signed below.

This report has been reviewed by: Allison Smith

Signature  Date 21.10.2015

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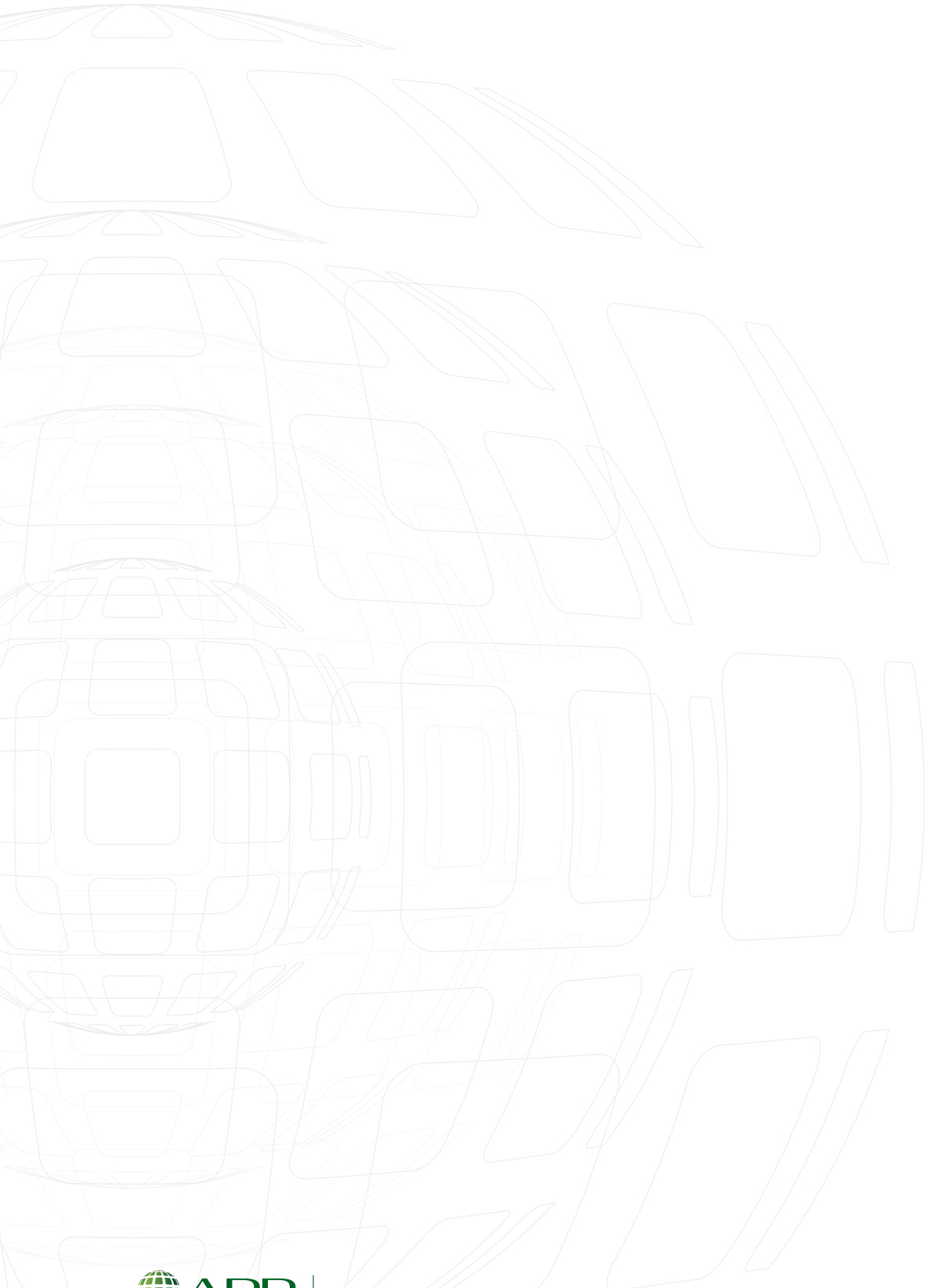

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Executive Summary

The Hills Corridor Strategy seeks to "*provide a more detailed response to the delivery of future housing and employment growth for all rail station precincts"* and *"translate the vision of the State Government Strategy to reflect the values and lifestyle of Hills Shire Residents".*

APP Corporation Pty Limited (APP) has been appointed by 110 land owners within the Showground Precinct to prepare a response to *"The Hills Corridor Strategy".* Having reviewed the Strategy and the NSW Government's Structure Plan for Showground, as well as convened several landowner meetings, the landowners do not support the statement that the Strategy does *"reflect the values and lifestyle of Hills Shire Residents"*. APP has analysed the studies, benchmarked Showground to other transit oriented precincts and undertaken a financial viability of this Strategy. This review concurs with the concerns of the Showground land owners. The Strategy, in APP's opinion, does not reflect a plan that represents a proposal to transform Showground into a high density, highly amenable and sustainable transit oriented development that will capitalise on the Government's investment into the Sydney Metro Northwest. The Strategy for Showground is unviable.

The key issues are:

The Strategy Does Not Propose High Density:

The range of densities proposed will not be realised. The 39 dwelling and 96 per dwelling density controls proposed are not high density controls that will capitalise on achieving yields that are commensurate with transit oriented development. These controls present low rise apartments and town houses that will not maximise Showground's yield potential and bring more people to live closer to Showground Station.

In APP's view, higher density can achieve Council's vision to maintain a Garden Shire. A minimum density of 144 dwellings per hectare will achieve better urban form starting at the peripheral edges of the precinct to realise transit oriented development principles. The perspective below depicts a higher density, high quality community that can be created at Showground and one that reflects densities the residents propose Council adopt:

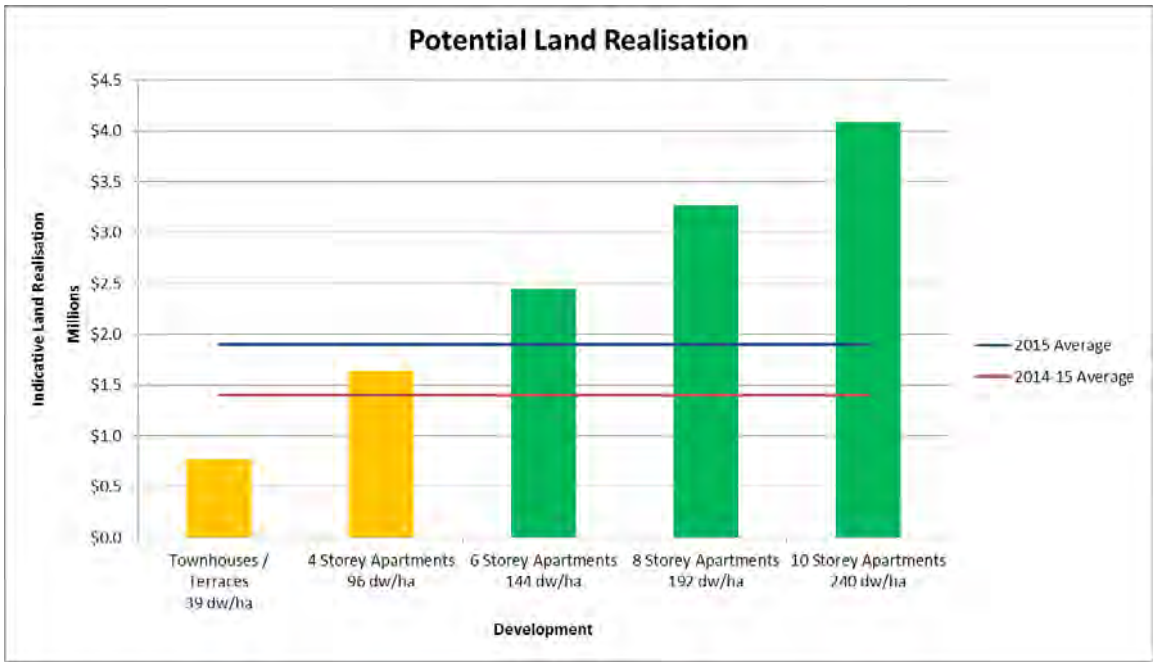
Aerial Perspective of Showground Precinct

Showground Has A Lower Density Than Other Precincts:

Cherrybrook, Castle Hill, Norwest, Bella Vista and Kellyville have higher densities proposed. Whilst the Strategy deems Showground as having high density development, the Cherrybrook precinct with a higher minimum density of 96 – 144 dwellings per hectare is described as "low rise apartment development within a landscaped setting". APP would expect densities to be higher in comparison to many other rail precincts given its location as the 'next stop' to the major destination centres of Norwest Business Park and Castle Hill. It is also inconsistent with Showground Station being one of three Priority Urban Renewal Precincts nominated as such in October 2013 by Council.

The Strategy Is Not Financially Viable:

For urban transformation to occur, existing land owners must be incentivised to sell and therefore need a sales price for their home that exceeds its pre-zoned current land value. Current average market values in Showground range from $1.4 million to $1.9 million. APP's analysis concludes that the 39 and 96 per hectare dwelling ranges will not entice owners to sell as is evident from the graph below which depicts indicative land realisations for 1,000 square metre lots in Showground.



Preliminary Feasibility Analysis

The land owner group are supportive of a new Showground Precinct. The ambition of a Garden Shire remains and there is a keen interest in protecting the future integrity of The Hills Shire. However, this can only be achieved through development objectives and controls that incentivise change. APP's planning analysis and benchmarking of other transit oriented developments planned in the Hills and existing in other areas of Sydney concludes that higher densities can be achieved whilst creating strong cohesive and highly amenable communities.

From a financial analysis, these higher densities must be set at a minimum of 144 dwellings per hectare allowing for higher densities closer to the train station. Under this scenario, home owners will be incentivised to sell, developers to purchase consolidated land holdings and good urban design and transit oriented developments can be realised. Failure to offer sufficient incentives is likely to result in the development of fragmented small lots which will fail to deliver benefits of master planned design outcomes which are achievable with sound planning controls.

On behalf of 110 Showground land owners, APP seeks amendment to The Hills' Corridor Strategy as drafted, and that these amendments be reflected in any representations The Hills' Shire Council make to The Department of Planning and Environment for future rezoning.

Street Perspective along Fishburn Crescent

1. Introduction

APP has prepared this submission to The Hills Shire Council (Council) in response to the public exhibition of the 'The Hills Corridor Strategy'. This submission has been prepared on behalf of the Showground land owners which comprises 110 individual landowners within the Showground Road Precinct. The Showground land owners are identified in **Appendix A** and shown in Figure 1.

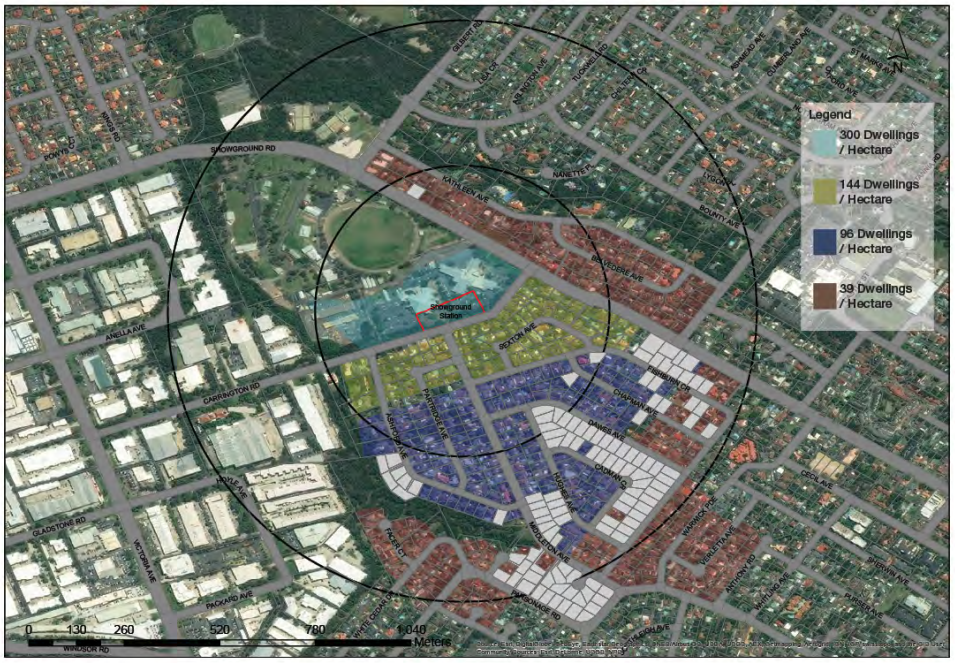


Figure 1 Landowners Represented by APP

The Showground landowners agree with Council that the Sydney Metro Northwest opens new opportunities for residents to live and work close to transport, connected to jobs and services, and acknowledges challenges exist to achieve the targets set for growth and still remain 'The Garden Shire'. The Showground land owners strongly believe that this is an achievable goal and that with innovative planning that challenges the perceived issues around density and height, the right mix of jobs and diversity of housing, new communities within and around the Sydney Metro Northwest can still reflect the 'The Hills' lifestyle, albeit in a different, denser and taller building form and with significantly improved transport options.

The Showground landowners support Council's vision for the Showground Road Precinct, being a high density residential living environment with access to employment, limited retail, cultural and recreation opportunities. This submission does identify issues with the planning approach to achieve that Vision and recommends alternate density controls be recognised if urban transformation is to occur to create a sustainable, cohesive community.

This submission is structured as follows:

- Executive Summary
- Chapter 1 Introduction
- Chapter 2 The Hills Corridor Strategy
- Chapter 3 North West Rail Link Showground Road Station Structure Plan

- Chapter 4 Showground Precinct - Compared to other Precincts
- Chapter 5 Response to The Strategy
- Chapter 6 Financial viability of The Hills Corridor Strategy
- Chapter 7 Proposed Planning and Density Controls for Showground
- Chapter 8 Conclusion

2. The Hills Corridor Strategy

2.1 Overview

The Hills Corridor Strategy presents Council's 20 year vision to guide development of the areas surrounding the future rail stations of the Sydney Metro Northwest, which will service The Hills Shire residents at Cherrybrook, Castle Hill, Showground, Norwest, Bella Vista, Kellyville and Rouse Hill stations. The draft Strategy identifies how and where Council believes future housing and jobs will be best located. According to the Strategy, it focuses higher densities close to the stations to build dynamic places that have a sense of community, are safe and convenient and contribute to the economic success of shops, cafes and activities at each station. This will be encouraged through quality buildings and well-designed public spaces that promote walking and the use of the rail.

The draft Strategy envisages that by 2036 suburbs alongside the rail corridor will cumulatively accommodate up to 15,698 additional dwellings, 25,984 people and 39,823 extra jobs. The Strategy states that these figures exceed the dwellings and jobs already planned for under current planning controls and that the total dwellings and jobs anticipated exceed those envisaged within the State Government Corridor Strategy, released in October 2013.

The Strategy contains precinct plans for each station precinct, including Showground. The Precinct Plan for Showground is shown in Figure 2.

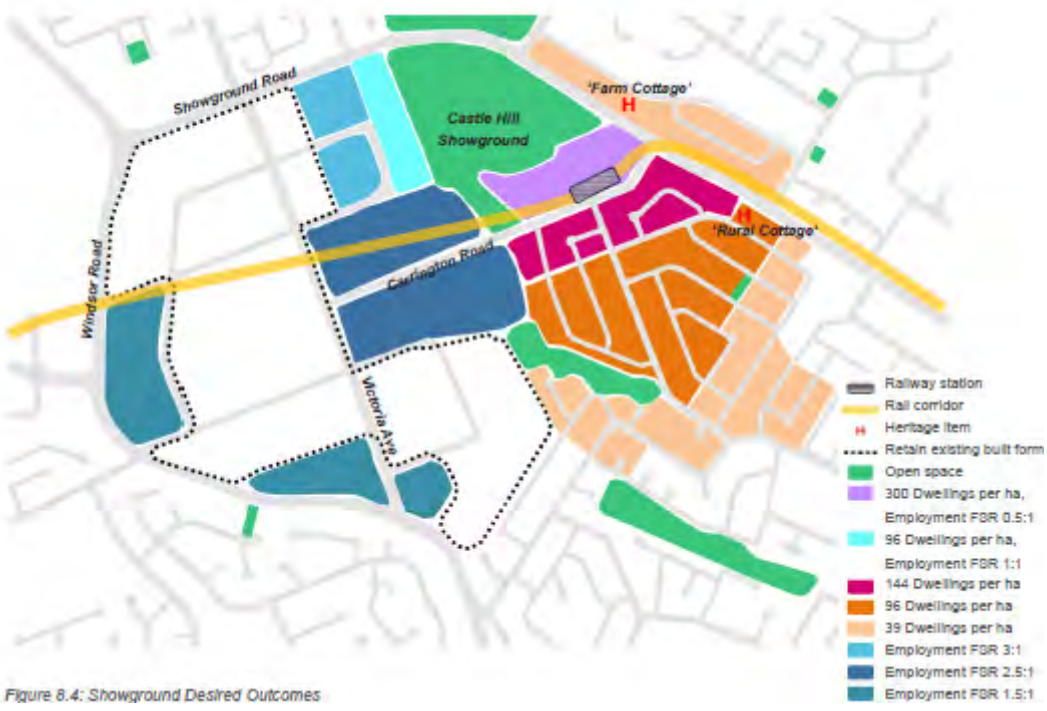


Figure 2 The Showground Precinct

Source: The Hills Council, Draft Hills Corridor Strategy

Showground Precinct Vision

The vision for the Showground Precinct is to achieve "High density residential living with access to employment, limited retail, cultural and recreation opportunities." The precinct is proposed to become a vibrant and active cultural and recreational hub supported by offices, light industry, retailing, community facilities, education and housing. The Showground itself will remain a regional recreational and cultural asset and benefit from increased activity generated by the new residents, workers and visitors to the station.

Proposed Density

In terms of density, the Strategy identifies a maximum residential density of:

- 300 dwellings per hectare for land north of Carrington Road and directly adjoining the station to the north;
- 144 dwellings per hectare for land south of Carrington Road and directly adjoining the station to the south;
- 96 dwellings per hectare for land generally between Carrington Road to the north and Fishburn Crescent to the south; and
- 39 dwellings per hectare for land adjacent to the perimeter of the Precinct.

Population and Yield

Under the Strategy, Council envisages the Showground Precinct will have 4,263 new dwellings and that there are 540 existing dwellings. (see Table 8.3 of the Strategy document). Of these additional dwellings, 2,407 are to be in the existing residential area with 1,498 dwellings anticipated on Council's site at the train station. APP has condensed Table 8.3 into Table 1 below and calculated population estimates per category.

Table 1 Showground Precinct – Council Projected Population and Yields

Net developable area	Dwellings per hectare	Uptake Rate	Existing Dwellings	New Dwellings - Council Figure	Population
6.2	300	80%	0	1498	2996
9.7	144	70%	92	917	1834
22	96	60%	214	1139	2278
24	39	50%	234	351	983

Dwelling Density per Storey

The maximum dwelling yields identified in the Strategy are expressed in terms of 'dwellings per hectare'. Where apartment style development is envisaged, a dwelling density of 24 dwellings per storey is assumed over one hectare of land. According to the Strategy, this per storey density calculation is based on a review of recently approved apartment buildings within The Hills Shire. APP has translated this to an approximate site coverage of 30%. The occupancy rates adopted in the draft Strategy are 2.8 persons per townhouse / terrace and 2 persons per apartment.

Infrastructure Capacity

The Showground Precinct currently has access to a full range of utility services such as electricity, telecommunication, gas, water, sewer and stormwater drainage. All services are capable of being upgraded if required. The capacity of the road network and any upgrade requirements are not known and Council are reliant on a State Government Study for this information.

Height

Key sites adjoining the Showground Railway Station are envisaged to accommodate mixed use development with an average height of around 12 storeys. Adopting the 24 dwellings per storey per hectare approach from the Strategy, heights are then proposed to transition downward as follows:

- 12 storey buildings on land north of Carrington Road and directly adjoining the station to the north;
- 6 storey buildings on land south of Carrington Road and directly adjoining the station to the south (i.e. up to 150 m from the new station);
- 4 storey buildings on land generally between Carrington Road to the north and Fisburn Crescent to the south (i.e. between 150 m and 450 m from the new station);
- 2-3 storey townhouses and terraces on land further to the south-east and south-west, approximately 600 meters south of the new station, as well as along the northern side of Showground Road, within 400 metres from the station.

Open Space

There are a number of areas zoned as open space within the precinct, all of which have passive and active recreation functions to service the existing population. Further opportunities for open space are proposed to be investigated to meet the needs of future population. The Strategy notes that these opportunities might not be located within the precinct. Notwithstanding, there will be opportunities to either expand on existing passive open space or create a new centralised local park within the residential area of the precinct to cater for the daily needs of existing and future residents. The Showground itself and Fred Caterson Reserve are significant open space areas within walking distance to residents.

Access

The Showground Precinct is bordered by Windsor Road to the west and Showground Road to the north and east. Access points into and out of the precinct are primarily Carrington Road and Victoria Avenue. It is expected that an Infrastructure Strategy that forms part of the State Government's planning process will address upgrade requirements to improve accessibility. APP believes it is premature to speculate on future carrying capacity of the road network without a detailed analysis. It would be inappropriate to speculate vehicle trip generation on current trends without traffic modelling which considers changing mode shift from vehicle to bus and train.

3. North West Rail Link Showground Road Station Structure Plan

3.1 Overview

Transport for NSW (TfNSW) and the Department of Planning and Environment (DoPE) prepared the 'Showground Road Station Structure Plan – A Vision for Showground Station Surrounds' in September 2013 as part of broader planning for the Sydney Metro Northwest, a catalyst transport project for the NSW Government that has great potential to become a major transport oriented corridor, delivering a significant amount of housing and employment, high levels of self-containment and an unrivalled level of amenity and lifestyle within a desirable residential community.

The Sydney Metro Northwest will meet the challenge of future growth by:

- Providing rail access between North West Sydney and Epping, Macquarie University, Macquarie Park, Chatswood, St Leonards, North Sydney and the Sydney Central Business District (CBD), including new rail services to existing centres in the Hills District, such as Castle Hill, Rouse Hill and Norwest Business Park.
- Reducing vehicle trips when rail is introduced to the North West all modes of public transport will become a more attractive and accessible alternative to the private motor vehicle.
- Improving travel times from, to and within the North West and delivering a reliable, dependable service.

The Structure Plan for Showground Road is provided in Figure 3.

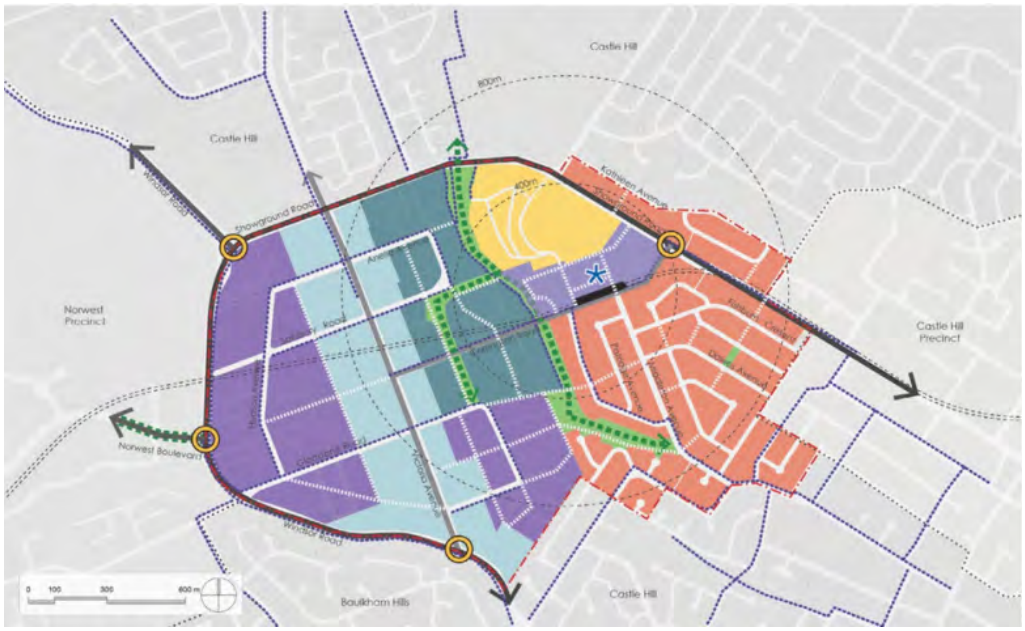


Figure 3 Structure Plan for Showground Road

Source: NSW Structure Plan for the North West Rail Link (TfNSW and DoPE)

3.2 Future Precinct Character

The desired future character for key sites within the Showground Precinct in the future are outlined below.

Mixed Use Centre

This precinct could accommodate retail, commercial and residential buildings up to 22 storeys to accommodate tower forms at appropriate locations within close proximity to the station, subject to merit assessment. It would create a mixed use local centre that is carefully designed to integrate into the existing streetscape. This precinct would also provide residents with direct access to the new rail link and station which would be located underground.

Public Domain and Open Space

The Structure Plan identifies green open spaces for residents that are accessible and safe. They should be landscaped appropriately to integrate with and enhance the existing character of the area

Medium Density Apartment Living (Equivalent of High Density in The Hills Shire Council Draft Strategy)

The Structure Plan identifies that this precinct could accommodate multi-dwelling housing only where the site is an appropriate size to deliver a high level of amenity for the existing and future residents. This could comprise 3-6 storey apartment buildings, carefully master planned around communal open spaces and incorporating landscaped setbacks to existing streetscapes.

Medium Density Townhouse Living

This precinct will evolve to become a mixture of single detached dwellings, townhouses, duplexes and medium density apartments

The Structure Plan presents images "depicting the desired future character of Showground Road". This is reproduced in Figure 4 below. It shows residential apartments of 6 – 7 storeys.

Figure 4 – Desired future character of Showground Road

Source: NSW Structure Plan for the North West Rail Link (TfNSW and DoPE)

3.3 Projected Growth

The projected growth for the Showground Road Precinct under the Structure Plan is an additional 7,500 dwellings by 2036. However, it is anticipated that 48% of this capacity will be realised, delivering an additional 3,600 dwellings within the precinct. Table 5.1 from the Structure Plan is reproduced in Figure 5 below.

TYPE OF HOUSING	DWELLINGS IN 2012		DWELLINGS IN 2036		GROWTH
	TOTAL	%	TOTAL	%	TOTAL
SINGLE DETACHED	500	67%	400	9%	-100
TOWNHOUSE	0	0%	350	8%	350
3-6 STOREY APARTMENT	250	33%	2,600	60%	2,350
7-12 STOREY APARTMENT	0	0%	1,000	23%	1,000
TOTAL DWELLINGS	**750**	**100%**	**4,350**	**100%**	**3,600**

Figure 5 Table NSW Government Projected Growth Calculations
Source: NSW Structure Plan for the North West Rail Link (TfNSW and DoPE)

From this table, the State Government seeks to have 83% of the residential area reflected as 3-12 storey apartment areas. Two significant parts are made up by the Structure Plan:

- "the demand analysis supports the provision for 7-12 storey and 3-6 storey garden apartments"; and
- These areas of residential uplift and renewal may serve as the catalyst for regeneration within the broader precinct. In particular, future residents will be attracted to the areas for their levels of amenity, employment opportunities, retail and community facilities and close proximity to the station.

4. Showground Precinct - Compared to Other Precincts

4.1 Other Recent Transit Oriented Development

APP has undertaken research to establish the strategic planning approach to Transit Oriented Development (TOD) elsewhere. The purpose of this information is to provide context to the planning strategy proposed by Council at Showground and how this compares to other existing or planned developments around major transit nodes.

APP identified relevant planning controls affecting residential development density in 7 precincts, located around existing or planned commuter transport infrastructure, mainly in metropolitan Sydney. This includes Cudgegong Road which is the last stop of the Sydney Metro Northwest. The following planning provisions apply to each of these precincts within a walkable distance of 400-800 metres of a railway station.

Table 2 Transit Oriented Development – Planning Provisions

Transit Precinct	Height	FSR
Leppington North	9-24m (3-9 storeys)	Not specified – no limit
St Leonards South	9.5-49m (3-16 storeys)	0.75:1 to 2.5:1 with some areas not specified
Schofields	9-18.5m (3-6 storeys)	1.75:1 to 3:1
Riverstone	9-17m with majority being 9m (3-5 storeys)	1:1 to 2.75:1
Oran Park	16m residential flat buildings (5 storeys) 9.5m all other developments (3 storeys)	Not specified – no limit
Cudgegong Road	16-26m (5-8 storeys)	1.75:1 (medium density residential)
Cockburn (Perth)	R160 which to equates to 160 dwellings per hectare	

Source: NSW Government, WA Government, APP

Other than land located at Showground Station, the 400-800 metre catchment area proposed by the Strategy is to include low density terraces and town houses at 39 dwellings per hectare. Densities for residential flat buildings are assumed to produce 24 dwellings per floor per hectare up to 96 dwellings per hectare and 144 dwellings per hectare.

From a height translation, Showground Precinct has the lowest density proposed comparative to the above examples, especially Cudgegong Road. APP would expect densities to be higher in comparison to many other rail precincts given its location as the ”next stop” to the major centre at Castle Hill and the employment precinct at Norwest Business Park, two centres that will see significant containment of jobs and living for ‘The Shire’.

4.2 The Hills Corridor Strategy – Other Precincts in Comparison

The proposed dwelling density for all precincts within the Hills Shire under Council's Draft Corridor Strategy is set out in Table 3. As shown, the minimum dwelling per hectare for the Showground Precinct is 39 dwellings per hectare. With the exception of Rouse Hill, this number is well below the proposed minimum dwelling per hectare for other precincts such as Cherrybrook, Norwest, Bella Vista, and Castle Hill[1], which all have a minimum dwelling density of 96 dwellings per hectare.

No explanation is provided within the Strategy as to why the density for the Showground Precinct is significantly lower than other precincts. The low minimum dwelling per hectare density is also inconsistent with the vision for the Showground Precinct which is described as "high density residential living with access to employment, limited retail, cultural and recreation opportunities".

In comparison, the Strategy's vision for the Cherrybrook Precinct, which has a minimum dwelling density of 96-144 dwellings per hectare, is described as "low rise apartment development within a landscaped setting responding to existing built form, topography, character and vegetation". Clearly, higher density development, and corresponding taller building forms, are acceptable and can be accommodated within and around railway stations whilst still remaining 'The Garden Shire'. This comparison alone demonstrates inequity in diversity distribution across the different precincts. It is acknowledged that Showground has the highest diversity allocation which is located on the train station site (former Council administration offices) which raises the total yield for the precinct considerably but halves the density adjacent to Council land, a dramatic shift in built form.

The differences in dwelling densities are summarised in Table 3 and Figure 6 below.

Table 3 - Draft Hill's Corridor dwelling density by precinct

Precinct	Dwelling density	Equivalent number of storeys
Cherrybrook	96 – 144	4 - 6
Castle Hill	39 - 679 (majority at 96)	3 - 28
Showground	39 – 300	3 - 12
Norwest	96 – 240	4 - 10
Bella vista	96 – 264	4 - 11
Kellyville	168 – 300	7 - 12
Rouse Hill	34 - 144	3 - 6

1. Whilst the Castle Hill Precinct has a minimum dwelling density of 39 dwellings per hectare, the clear majority of the precinct has a minimum dwelling density of 96 dwellings per hectare.

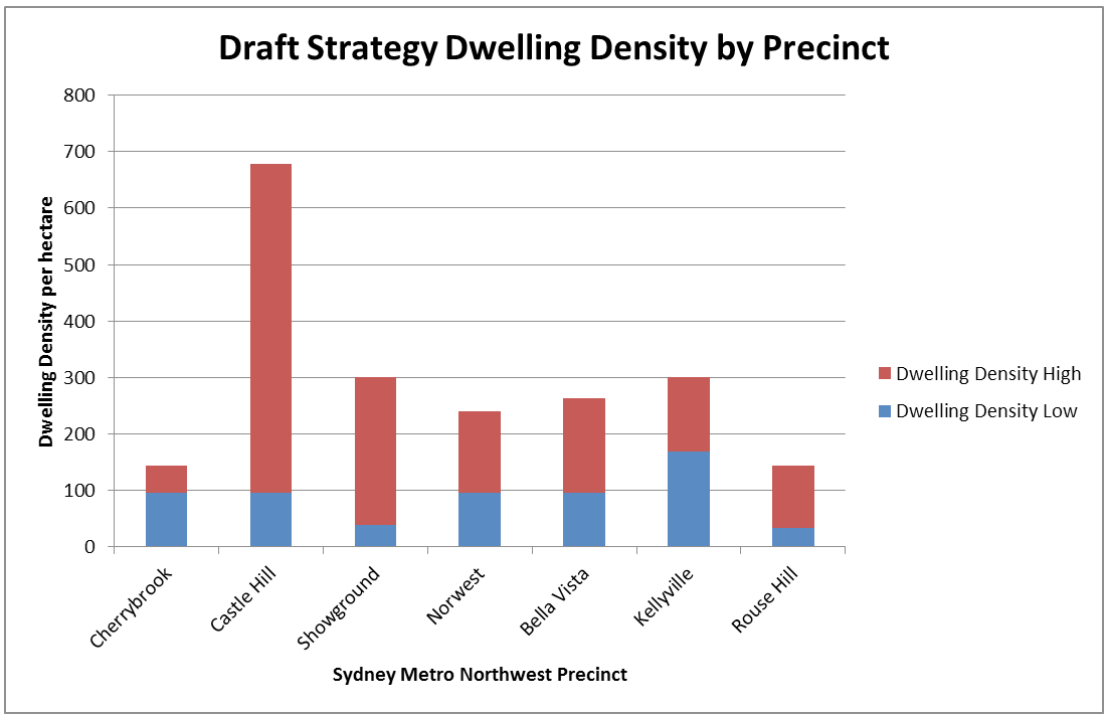


Figure 6 Dwelling Density by Precinct

This graph clearly illustrates the discrepancy between the 'low' 39 dwellings per hectare density for the Showground precinct in comparison to the other Sydney Metro Northwest precincts. The proposed density is in stark contrast to the definition of "high density residential living" as outlined in the Strategy.

5. Response to the Strategy

5.1 Response to the Strategy

The Showground land owners agree with Council that the Sydney Metro Northwest opens new opportunities for residents to live and work close to transport, connected to jobs and services. The land owners also have a vested interest in The Shire with many likely to remain in 'The Garden Shire' close to existing families and friends. 'The Hills' lifestyle, albeit in a different and denser taller building form can reflect desirable urban qualities. However, unlike Council's draft Strategy that infers higher density adversely impacts the ability to achieve good design outcomes and garden amenity qualities, the residents do not support the proposed density changes or suggested height limits.

The Showground land owners support Council's vision for the Showground Road Precinct, being a high density residential living environment with access to employment, limited retail, cultural and recreation opportunities. But the Strategy does not present a 'high density' response.

The following issues have been identified:

- The minimum dwelling per hectare for the Showground Precinct at 39 dwellings per hectare is significantly below the proposed minimum dwelling per hectare for other precincts such as Cherrybrook, Norwest, Bella Vista and Castle Hill , which all have a minimum dwelling density of 96 dwellings per hectare. No explanation is provided within the draft Strategy as to why the density for the Showground Precinct is significantly lower than other precincts.
- The Hills Corridor Strategy fails to fully capitalise on the State Government's investment into the Sydney Metro Northwest. The distribution of densities set out within The Hills Corridor Strategy is not supported, particularly densities within the existing residential area. Planning within and around the station should be based on transit oriented development principles which maximises the number of dwellings that can be achieved in walkable neighbourhoods with a distance of approximately 800 m. One kilometre distances are acceptable for higher density where movement networks are well designed. The Strategy is inconsistent with these high density principles, and should be seeking to implement higher density controls, higher dwelling targets and sound design controls to achieve design excellence.
- Higher density living can be achieved whilst still maintaining a 'Garden Shire' character. The Hills Corridor Strategy seeks to maintain a landscape and amenity reflective of a 'Garden Shire'. Whilst not explicitly stated it is implied that this is achieved through lower densities. With careful planning, good design and an efficient transport network, increased density can bring vibrancy and better amenity to communities along the Sydney Metro Northwest corridor, while also being sensitive to their character and heritage. High density residential development can achieve quality landscaping and gardens, resulting in attractive streetscapes where people choose to live. Council's implication that higher density and taller building forms are generally inconsistent with a 'Garden Shire' is not supported. Taller building forms generally achieve larger open space and landscaped areas, as well as provide higher quality treatments.
- The Hills Corridor Strategy for Showground Plan is not financially viable. The densities proposed actually diminish current values and will not attract developers. For redevelopment to occur, land owners must realise a sales price that will see an improvement in market value from today's values, otherwise they will not sell and the opportunity for a consolidated land holding that is of a sufficient size to enable good urban development will be lost. A detailed discussion of the financial viability of The Hills Corridor Strategy is provided in Chapter 6.

These issues are elaborated below.

Higher Density Development

Sydney can no longer rely solely on expanding at its fringes to accommodate our growing population. This is a statement held by UrbanGrowth NSW. By planning housing in established suburbs along existing corridors or new corridors such as the Sydney Metro Northwest, higher density neighbourhoods will stimulate better transport, more local jobs, upgraded infrastructure and more community facilities. The seven (7) precincts identified to be the focus of growth and renewal within The Hills Corridor Strategy, have been selected because of their opportunities, access to existing jobs, transport, available infrastructure and open space. As set out in the Strategy each precinct will accommodate a different mix of housing, jobs and public spaces in a way that appreciates the existing character and heritage of the area, but recognises change will happen to accommodate Sydney's growth.

The transformation of the Showground precinct is a 'once off' opportunity and the planning controls must get the built form, and density controls right. It is well understood throughout Sydney that urban renewal is impeded by low rise 'strata' titled apartments, that were developed 50 years ago and now prove a significant constraint in realising population growth demands. Redevelopment into low rise residential at Showground is likely to remain well into the future, eliminating further opportunity to redevelop to accommodate growing population needs beyond 2036.

A Garden Shire

The Hills Corridor Strategy seeks to maintain a 'Garden Shire'. Whilst not stated, it is implied that higher density development will be detrimental to achieving this objective. In APP's view, this is an inappropriate connection to make. Quality garden spaces, public domain and parklands are created through the benefits of higher density living. Taller buildings bring smaller footprints and more landscaping, whilst additional people bring activity, vibrancy and investment into public spaces. To achieve great 'garden' communities is a mandate to set viable urban design objectives and controls that will attract good development opportunities.

The entire Showground Precinct should and could provide the level of density that equates to at least six (6) storeys high around the 800 metre radii zone with higher levels drawing closer to the station and along Showground Road where bus transit lanes are likely. 8 to 10 storey developments, shaping a 'pyramidal' form to Council's proposed 12 storey site, can realise high quality landscaped spaces and garden spaces. Density and height, in APP's view, have no bearing on landscape amenity in comparison to lower rise developments. Good examples of high density landscaped apartments are shown in the images in Figure 7

Figure 7 Good examples of landscaped garden apartments

Yield and Density

Upon review of Council's forecast dwelling figures, APP has identified several inconsistencies in calculations.

These inconsistencies include:

- The assumed uptake rates of 40% for townhouses and 70-80% on high density residential stated in the text are different to those used in calculations, being 60-80% for higher density residential and 50% for townhouse development;
- The methodology used by Council measures the net developable area of each precinct and multiplies this by dwellings/hectare and the uptake rate. APP has checked these calculations and found inconsistencies. Table 4 below summarises the yield calculated by Council and compares this to the yield calculated by APP;
- It is noted that Council list the calculated figures as 'Additional Dwellings' however they do not appear to discount dwellings which would be replaced by new development. This would lower the Council yield up to 540 dwellings; and
- Additionally, the uptake rates assumed by Council may not be realised in the 39 and 96 dwelling/ha zones as these developments have been shown by APP to not be financially viable. If there were to be no new development in these zones the Council dwelling yield would be decreased by 1,490 dwellings, 33% short of the 3,600 dwelling target set by the NSW Government.

Table 4 Analysis of Council dwelling calculation

Net developable area	Dwellings per hectare	Uptake Rate	Existing Dwellings	New Dwellings - Council Figure	New Dwellings – APP Calculated Figure
6.2	300	80%	0	1498	1488
9.7	144	70%	92	917	978
22	96	60%	214	1139	1,267
24	39	50%	234	351	468
Total	n/a	n/a	540	3905	4201

The Strategy has decreased the development potential of the existing residential precinct from the State Government's Showground Structure Plan. The Strategy states that it has maintained and increased overall yield from the Precinct through increasing the yield potential on the Council owned site at the Station. In APP's view this is a very disproportionate distribution of density allocation. Residents living on the south eastern side of Carrington Road within 400 metres are likely to be just as motivated to use the station as those living on the station site.

APP has undertaken a feasibility assessment of the suggested dwellings per hectare and concludes that the 39 dwelling per hectares and the 96 dwelling per hectare density are unlikely to redevelop. The feasibility analysis is considered in Chapter 5.

Without the redevelopment of the areas, the target yields will not be met, there will be reduced population numbers, lower train patronage and reduced community amenity due to reduced investment. The risk of not achieving a sustainable and high quality community are significant if planning policy does not recognise financial viability.

The feasibility analysis concludes minimum densities of at least 144 dwellings per hectare on the periphery edges of the study area would result in redevelopment and desired urban transformation. Based on measured land areas and applying a 144 dwelling rate across the precinct desired dwelling targets should exceed 9,000 dwellings. The breakdown is provided in Table 5, and it should be noted this is a minimum density which has not calculated high density built form in area closer to the station and Showground bus stops.

Table 5 Yield and Population Comparison

Density (dw/ha)		Precincts	Yield –New Dwellings		Population	
Council	APP	Area	Council	APP	Council	APP
300	144	6.5	1,498	936	2,996	1,872
144	144	8.2	917	1,180	1,834	2,360
96	144	20.1	1,139	2,894	2,278	5,788
39	144	27.7	351	3,988	983	7,976
Total		62.6	3,905	8,998	8,091	17,996

Land Fragmentation

Developing fragmented land is an urban planning challenge in many areas of Sydney. It requires a collaborative effort between a multitude of land owners, Government and developers. The inability to collaborate often results in land not being redeveloped, or fragmented, developments occurring that frustrate cohesive, well designed communities and populations being realised that do not capitalise on Government infrastructure spending. Land areas around the recently developed South West Rail Link stations have been slow to develop, resulting in train stations with smaller than envisaged passenger numbers.

The Showground Precinct is unique. Many of the land owners are united and organised in anticipation of the future redevelopment of their land. They are keen to form consolidated land parcels that will attract quality developers who can create holistic master planned communities by way of benefitting from large land parcels. An opportunity that is rare in established areas wherby redevelopment can often result in ad hoc smaller developments that present differing built form characters and designs from neighbouring developments. Examples of apartment buildings that can occur on fragmented parcels are evident around Sydney and are reflective of poor design. Examples are shown in Figure 8.

Figure 8 Examples of development on fragmented land

This consolidation and collaboration is an opportunity for Council and the State Government to capitalise on. This can be done by promoting collaboration, implementing good urban design frameworks and offering development opportunities through higher density controls that will reflect land values that owners are willing to accept. Without such incentives, it is inevitable that the current consolidated groups will fragment, with many preferring to remain living in their current homes.

Provision of Infrastructure

The Strategy identifies the need to provide additional community facilities such as playing fields and community centres that will be in demand due to increased population. It implies that the Shire will not be able to accommodate larger populations.

This is a common concern for Councils, responsible for the delivery and upkeep of such facilities, but inevitably the provision of infrastructure in all densification projects is met by the financial mechanisms that pay for infrastructure to meet demand. Funding for community infrastructure is collected by Council and potentially State Government, through a range of means including developer contributions, voluntary planning agreements, acquisitions and sales, direct government funding, and rates. High density development brings significant benefits in cost efficiencies for infrastructure spending. As an example greenfield development contribution plans for infrastructure will attract a Section 94 developer contribution of approximately $70,000 to $80,000 per dwelling of which Government will partially fund plus a state infrastructure contribution of approximately $23,000 per dwelling. For urban renewal, Section 94 costs are approximately $45,000 per dwelling and state contributions $2,400 per dwelling, unknown local and state infrastructure costs.[2]

2 $345,000 per hectare at 144 apartments per hectare

6. Financial Viability of the Draft Hills Corridor Strategy

6.1 Introduction

If an urban transformation of the Showground Precinct is to occur, existing land owners must be motivated to sell and therefore will need a sales price for their home that exceeds its pre zoned current land value. The Hills Corridor Strategy document does not consider the economic or financial feasibility of the proposed dwelling densities.

APP has undertaken a high level financial feasibility analysis of the Council Strategy. The approach and findings of this work are presented in the following sections.

6.2 Current Market Value

APP has reviewed land sale prices within the Showground Precinct over the past two years. Over 25 sales have occurred in the Precinct since January 2014. These sales have been sourced from Core Logic and are provided in **Appendix B**. APP has averaged these sales, which is shown in Table 6. The average lot size of the properties analysed by APP is 981 square metres.

Table 6 Showground Precinct current market value

Average price since 1 January 2014	$1.4 million
Average price since 1 January 2015	$1.9 million

The average sales prices in Table 6 have been adopted for the feasibility analysis.

6.3 Preliminary Feasibility Assessment

For the purpose of the feasibility assessment APP has used a net realisation figure which incorporates development revenues as well as costs and levies in order to calculate the residual land realisation that a purchaser (developer) could pay for each house lot under each Council density scenario.

The net realisation per square metre (GFA) has been adopted considering comparable analysis of similar apartment developments transacted in the surrounding area and market sales evidence and sounding from active real estate agents in the Hills Shire Council area. Typical development costs and levies are subtracted to leave a net realisation figure. The process adopted is:

- A gross realisation figure per square metre GFA (refer basis above);
- Development costs and levies subtracted to reach net realisation per square metre GFA;
- Multiply net realisation per square metre GFA by average dwelling size and number of dwellings to reach a hypothetical development realisation; and
- Assume a 20% profit/risk factor (this is a development industry standard).

The net realisation figure has been applied to the dwelling density scenarios outlined by Council in The Strategy. In addition to the 39, 96 and 144 dwellings per hectare scenarios outlined in The Strategy, APP has extended analysis to 192 and 240 dwelling scenarios. This equates to 8 and 10 storey apartment buildings respectively by using the Council metric of 24 dwellings per storey per hectare. This equates to indicative densities utilised in other Transit Oriented Developments such as Cudgegong Road, Schofields, St Leonards South and Leppington North.

For consistency, it is assumed that each hypothetical development site is roughly 1 hectare and made up of 10 existing lots. Once the hypothetical development realisation figure has been calculated it can therefore be divided by 10 to give an indicative residual land value ($) per 1,000 square metre property. This value has then been converted to a square metre rate to give a figure which can be efficiently multiplied to give a representation of the potential realisation of a particular parcel of land.

6.4 The Hills Corridor Strategy - Tested

APP has modelled what a purchaser would be seeking to pay for a 1,000 square metre land parcel under Council's proposed development densities. In addition to the methodology outlined above, the following assumptions have been made:

- Adoption of Council's densities of 39, 96 and 144 dwellings per hectare;
- Extension of Council's densities to 192 and 240 dwellings per hectare;
- Gross Floor Area (GFA) is uniform across all storeys (consistent with Council assumptions);
- Indicative net realisation of $1,700 per square metre of GFA for apartments. APP has calculated this figure through market research of new apartment developments and transactions in Castle Hill and market soundingwith local real estate agents;
- This results in a indicative realisation of $170,000 per apartment (100m^2 GFA); and
- Adopt an indicative realisation of $198,000 per terrace / townhouse.

Figure 9 below shows the results of the preliminary feasibility assessment for the Council scenario. Yellow indicates potential land realisation where landowners are unlikely to sell whereas green indicates potential land realisation where landowners are likely to be motivated to sell.

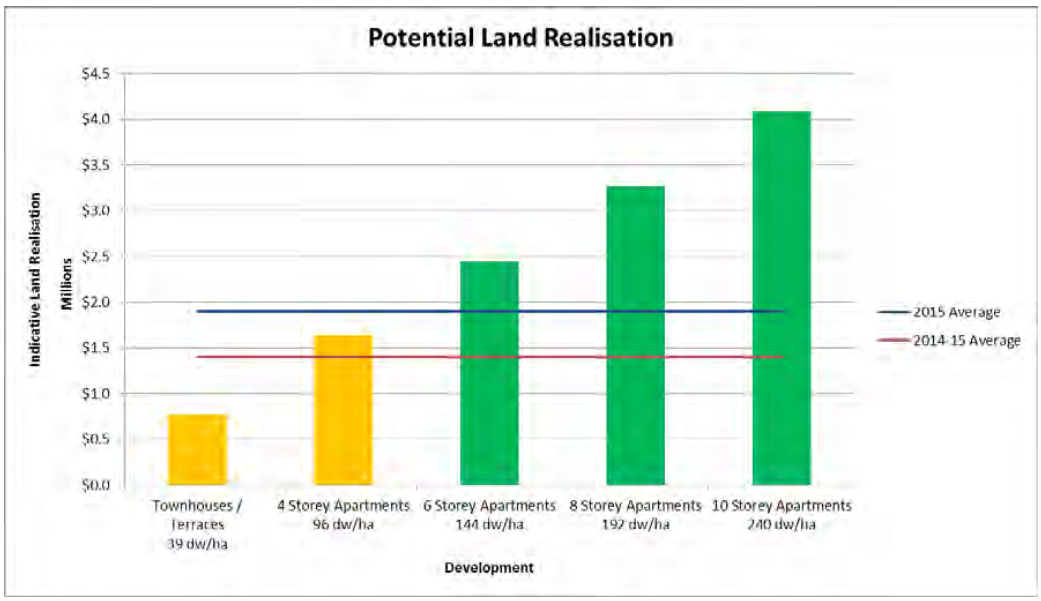


Figure 9 APP Preliminary Feasibility Assessment

The above chart shows that based on recent sales history terrace / townhouse and four storey apartment developments would return a sales price below current market value. In other words, the density controls have an adverse effect on land prices. At current market prices, anything less than 96 dwellings per hectare is unlikely to be developed as it would not meet developer requirements for commercial returns. Accordingly, the 39 and 96 dwellings per hectare objectives are highly unlikely to be realised. The 144 dwelling per hectare density control represents the minimum threshold for viable development. Conversely, at the prices which are feasible for developers to buy, owner occupiers will not be incentivised to sell. There are 234 lots (measured at 27.7 hectares) in the 39 dwelling per hectare area as well as 214 lots in the 96 dwellings per hectare area (measured at 20.1 hectares). Many landowners have specified that these lots would not be developed. In accordance with the yields outlined in The Strategy, 351 townhouses and 1,139 apartments would not be realised. This would lead to, as a worst case scenario, 1,490 total dwellings will not be realised.

At 144 dwellings per hectare, existing homes will be more likely to sell than at lower densities. At 192 dwellings per hectare, a density option not proposed by The Strategy, existing homes are likely to sell as the resulting land realisation is sufficiently higher than current market pricing to motivate existing land owners. From this scenario, it can be concluded that the 39 and 96 dwelling per hectare areas will likely remain as single residences. That is, 76% of the total residential area will remain low density.

The intended outcomes for the Showground Precinct can only be realised if planning controls enable land values that will incentivise and motivate landowners to sell. In order to relate the residual land value to a particular lot it must be converted to a per square metre rate. The Table below summarises the indicative realisation per square metre of land area.

Table 7 Land realisation per square metre

Dwellings	Land Realisation / 1000 SQM	Land Realisation / SQM
39	$772,200	$772
96	$1,632,000	$1,632
144	$2,448,000	$2,448
192	$3,264,000	$3,264
240	$4,080,000	$4,080

The table shows the low residual land value for areas zoned 39 and 96 dwellings per hectare. Given that landowners have indicated they will not consider selling their land below current market value, 144 dwellings per hectare represents the minimum land value per square metre that is financially viable for development.

6.5 Summary

The Hills Corridor Strategy proposed by Council is not a viable Strategy. To be viable it must provide for planning controls and densities that attract developers to purchase the land at prices home owners are willing to sell for. APP represents 110 land owners who have confirmed that they will not sell their homes for prices below current market values. Under this scenario, the 144 dwelling per hectare area represents the minimum density to which many landowners are likely to sell. This could potentially result in 1.490 anticipated dwellings not being realised thereby Council's target of 3,905 dwellings is unrealistic in the short to medium term.

In contrast, if the minimum dwelling density was increased to 144 dwellings per hectare landowners would be incentivised and motivated to sell their land. This would result in the assembly of larger development lots that have the ability to be master planned to ensure the best possible design outcomes. This density threshold would enable best practice urban development and enhance the garden aspect and vision for the Hills Shire Council.

7. Proposed Planning and Density Controls for Showground

The transformation of the Showground Precinct can only be realised if land owners are enticed to sell. Planning and density controls are integral to both attracting developer interest and to achieving high quality urban design outcomes. For reasons outlined in previous chapters, The Hills Corridor Strategy will not achieve good urban development outcomes. It is an unviable strategy which will result in ad hoc developments across smaller fragmented land holdings. Showground will not become a high quality transit oriented community.

APP therefore proposes an improvement to the Strategy. Improvements by way of planning controls that will:

- Support the redevelopment of the Showground Precinct into a high quality transit oriented development;
- Maintain the Garden Shire Character of The Hills;
- Realise a future sales price for home owners that will see an improvement in market value from today's values and be reflective of higher density prices that most redevelopment plans bring with them in other urban transformation precincts;
- Allow land owners to work together as consolidated land holding to enable good urban development outcomes that are attractive to quality developers; and
- Allow no one in the precinct to be left behind.

Proposed Density

A minimum density control of 144 dwellings per hectare is proposed for the peripheral edges of the Precinct Area. That is, a minimum to replace the current 39 dwellings per hectare minimum. Densities closer to the Station should increase to maximise the population catchment for a walkable neighbourhood and also allow for a gradation of increased building heights towards Council's 300 hectare dwelling site.

Figure 10 below presents an artist perspective of higher density living for the Showground precinct, showing densities of at least 144 dwellings per hectare in the 800 metre radii areas.

Figure 10 Aerial view of proposed Showground Precinct

Dwellings per Storey

Council's indicative metric of 24 dwellings per storey per hectare for an apartment building is considered a highly conservative calculation of how apartment development occurs. This equates to approximately 30% site coverage. It is also considered an inappropriate method to calculate yield and population and misleading in terms of determining building height and footprint. APP has adopted higher per storey numbers from recent apartment development areas elsewhere in Sydney. This metric should be removed as a means of determining built form controls.

Yield calculations should be based on using a combination of density, height and/or floor space ratio controls.

Population and Yield

The Hills Corridor Strategy has set a yield target of 4,263 for the Showground Precinct. By seeking higher density development, this will increase the yield, and we believe this to be a positive urban development outcome for The Hills.

A higher population brings with it significant benefits. It offers greater monetary investment which means greater expenditure into public domain and community facilities. With good urban design it also brings vibrancy, activated streets and social cohesion.

Infrastructure Capacity

An infrastructure capacity analysis has not been provided to determine infrastructure requirements. Utility capacities can be increased with new development. In terms of community facilities there are significant capacity opportunities on the train station site to provide community buildings and services within walking distance with Section 94 levies available to support funding as well as contribution commitments by State Government. In terms of recreational needs, APP is aware that there is demand for more active playing fields having reviewed the commentary in Section 94 Plans. Within the actual Showground Precinct there is significant opportunity to convert the former Showground itself into playing fields along with the land availability at Fred Caterson Reserve. Again Section 94 levies offer funding solutions for these recreational needs.

It is also suggested that the road network capacity has limitations to accommodate the additional dwellings. It is premature to determine maximum yields for the precinct without detailed traffic modelling analysis that considers modes of travel for the population and the carrying capacity of an upgraded road network. APP does not believe the Showground Precinct is limited in its development potential as a result of an ability to upgrade and provide infrastructure and community services. Certainly yield targets should not be limited or concluded without the supporting infrastructure studies.

The Minor Road Network

The Showground Structure Plan identifies a proposed minor road reservation extending from Showground Road to Hughes Avenue. It is premature to plan minor road layouts at this stage and therefore difficult to appreciate why these minor roads have been included in what seems a random area of the Precinct. This has affected several land owners and the Strategy or Government's Structure Plan has not provided the information to demonstrate need or reasoning for location. We seek that this be removed from any future plans.

Built Form Controls

Built form controls should reflect sound objectives for quality urban design and architectural excellence. To achieve viable development outcomes, built form controls must allow for a minimum of 144 dwellings per hectare. This can be achieved through use of FSR, height and site coverage controls. APP does however support objective based controls that enable developers, architects and urban designers the ability to create innovative master planned designs,

Figure 11 below portrays higher density buildings along Fishburn Crescent. This portrayal represents 8 to 10 storey buildings and demonstrates an ability to achieve great streetscapes, through built form and landscaping requirements.

Figure 11 Street perspective along Fishburn Crescent

Along Showground Road

Showground Road is an important feature of the Showground Precinct. It will become, as it is today, the major thoroughfare for the precinct and will set the scene for the community and design of the area. It will incorporate bus lanes, cycleways and pedestrian passageways. It is crucial that the planning controls capitalise on the Showground Road streetscape and that the road itself becomes 'Avenue' like, tree lined and bordered by built form that offers a distinctive street edge. To do so, height, architectural design, street setbacks must be carefully planned. The urban design criteria for Showground Road in APP's opinion will be through higher building forms with a minimum height of 6-8 storeys recommended to achieve this. Indeed the State Government's Structure Plan envisages 6 storey built form. See Figure 10.

Safe pedestrian access across Showground Road to the Station can be accommodated through pedestrian friendly and well located traffic signals. Pedestrian bridging is an important requirement that should be promoted.

8. Conclusion

The Hills Corridor Strategy for the Showground Precinct incorporates a development scenario that is not realistic. It is a Strategy that has failed to consider the economic and financial parameters that must be realised to allow land to become developable.

The Strategy proposes densities that fail in two fundamental areas:

- It proposes a yield that will not achieve the best development outcomes reflective of a transit oriented development. This will inhibit the ability for investment into public domain and quality open spaces, social meeting places, community facilities and activated streets; and
- It proposes densities that will detract from current land values, providing no incentives for land owners to sell and no incentives for developers to purchase. The Strategy is unviable.

The land owner group are, however, supportive of a new Showground Precinct including its redevelopment into higher density living. The ambition for a Garden Shire remains and there is a keen interest in protecting the future integrity of The Hills Shire. However, this can only be achieved through development objectives and controls that incentivise change. APP's planning analysis, benchmarking of other TODs planned in the Hills and existing in other areas of Sydney concludes that higher densities can be achieved whilst creating strong cohesive and highly amenable communities.

From a financial analysis these higher densities must be set at a minimum of 144 dwellings per hectare allowing for higher densities and taller building forms closer to the train station. Further planning controls should be flexible allowing for innovative higher density design that celebrates higher populations and new active communities.

The 110 landowners for whom APP represents requests that this strategy be amended to reflect higher density living and that any representation Council may make to State Government reflect the views of these landowners.

9. Appendices

9.1 Appendix A

Landowners represented by APP

No	Name	Address
1	Warwick	4 Ashford Avenue
2	Roger Newman	22 Ashford Avenue
3	Michael & Dimitra Livisianos	24 Ashford Avenue
4	Tim Letter	26 Ashford Avenue
5	Mark Sherwood	28 Ashford Avenue
6	Patrick Carroll	30 Ashford Avenue
7	Nestor Figol	32 Ashford Avenue
8	George Hay	34 Ashford Avenue
9	Andrew & Jeanna Huggett	2 Cadman Crescent
10	Mathew Aashour	4 Cadman Crescent
11	Kathy Eldridge	6 Cadman Crescent
12	Sermet & Suzanne Gurisik	10 Cadman Crescent
13	Fred & Beverley Fiegert	12 Cadman Crescent
14	Serge Shvartsman	14 Cadman Crescent
15	Rick & Janice Millar	16 Cadman Crescent
16	Simon & Jane Shi	18 Cadman Crescent
17	Zhi Deng	20 Cadman Crescent
18	Murray Stokan	22 Cadman Crescent
19	Ben Baden	24 Cadman Crescent
20	Malcolm & Bernadette Wilson	26 Cadman Crescent
21	Robert & Kayleen Readon	28 Cadman Crescent
22	Hemal Fernando	32 Cadman Crescent
23	Jim Zhen Wang & Sheng Ying Wu	34 Cadman Crescent
24	Kerry Georgiou	5 Chapman Avenue
25	Cherold Plummer	11 Chapman Avenue
26	Terrence Waugh	13 Chapman Avenue
27	Graeme Brown	14 Chapman Avenue
28	Alexander Gillies	30 Chapman Avenue
29	Phillip & Rosina Murphy	2 Dawes Avenue
30	Albert & Tereze Fam	4 Dawes Avenue
31	Jeff & Liz Williams	6 Dawes Avenue
32	John & Lee Hodges	8 Dawes Avenue

No	Name	Address
33	Brett & Alicia Harrison	10 Dawes Avenue
34	Richard & Glenys Pike	12 Dawes Avenue
35	Robert & Lisa Nicol	14 Dawes Avenue
36	Leo Chen	16 Dawes Avenue
37	Damien Sutton	18 Dawes Avenue
38	Julian & Mary Grech	20 Dawes Avenue
39	Tony & May Wong	22 Dawes Avenue
40	Frank & Anna Czereba	24 Dawes Avenue
41	Barry Yao & Glorys Wang	26 Dawes Avenue
42	Joe & Denise Harney	28 Dawes Avenue
43	Von Linklater	30 Dawes Avenue
44	Zvonimir & Stephanie Peharda	19 Fishburn Crescent
45	Perumal Janarthanan	29 Fishburn Crescent
46	Peter Panayi	31 Fishburn Crescent
47	Ross Fung	39 Fishburn Crescent
48	Trish Smart	41 Fishburn Crescent
49	Gary & Judi Polmanteer	47 Fishburn Crescent
50	Henry Kiwarkis	48 Fishburn Crescent
51	Paul Ogilvy	50 Fishburn Crescent
52	Ivan Qi	52 Fishburn Crescent
53	Jerome Wicks	54 Fishburn Crescent
54	Stjepan & Maria Kokanovic	55 Fishburn Crescent
55	John Allen	56 Fishburn Crescent
56	Annette Ford	57 Fishburn Crescent
57	Mathew Erwin	58 Fishburn Crescent
58	Peter Govett	59 Fishburn Crescent
59	Malcolm Gillies	60 Fishburn Crescent
60	Wayne & Annette Maher	61 Fishburn Crescent
61	Laurence & Noeline Osborne	63 Fishburn Crescent
62	D & Glennys Wilson	65 Fishburn Crescent
63	Raymond & Anne Gibb	67 Fishburn Crescent
64	Ming Feng Chen & Yue Ying You	69 Fishburn Crescent
65	Peter & Shirley Lee	71 Fishburn Crescent
66	Steve Nahirny	4 Hughes Avenue
67	Brooke Matthews	6 Hughes Avenue
68	Jason & Rebecca Mercimek	8 Hughes Avenue
69	Anne Maree Barrett Brown	21 Hughes Avenue
70	Morne Rathbone	23 Hughes Avenue
71	Cherie Andia	25 Hughes Avenue

No	Name	Address
72	David Solomons	27 Hughes Avenue
73	Jack & Patty Chen	7 James Place
74	Bo Wang	38 Middleon Avenue
75	Adam & Jenny Hopkins	40 Middleton Avenue
76	Kwan & Florence Lee	42 Middleton Avenue
77	Chris & Aly White	1/42A Middleton Avenue
78	Susan & Bill Triglone	2/42A Middleton Avenue
79	Peter & Cathy Dowd	44 Middleton Avenue
80	Neil & Gail Daines	45 Middleton Avenue
81	Kalam & Eve Abul	45a Middleton Avenue
82	Tony Pisto	46 Middleton Avenue
83	Kristy & Lance Lee	48 Middleton Avenue
84	Stephen & Jennifer Dunn	51 Middleton Avenue
85	Kunissery & Parvathy Subramaniam	53 Middleton Avenue
86	Baptist Churches of NSW Property Trust	55 Middleton Avenue
87	June Longmuir	68 Parsonage Road
88	Hussam, & Souraya Abdelki	70 Parsonage Road
89	Peter Marshall & Yang Yang	72 Parsonage Road
90	Rachel & Sylvan Peries	74 Parsonage Road
91	John & Pamela Snow	76 Parsonage Road
92	John Bao-Hon Phung & Michelle Ramirez	78 Parsonage Road
93	Sanjay & Asha Soni	80 Parsonage Road
94	Mark & Cara Nitsos	82 Parsonage Road
95	William Johnston	84 Parsonage Road
96	James Fong	86 Parsonage Road
97	Peter & Jodie Honeyman	88 Parsonage Road
98	Richard & Sharon Howe	90 Parsonage Road
99	Michelle & Peter Falamich	92 Parsonage Road
100	Peter Palesy	97 Showground Road
101	Michael Hosseini	99 Showground Road
102	Alex Mottshaw	101 Showground Road
103	Carolyn Smale	105 Showground Road
104	Judith Cioccarelli	142 Showground Road

No	Name	Address
105	Geoffrey & Susan Miller	1 Turton Place
106	Nirmalan Sriranjan & Placida Anthonypillai	2 Turton Place
107	Gary Wiseman	3 Turton Place
108	Brett Hall	4 Turton Place
109	Chunbo Sang	5 Turton Place
110	Gerard & Venetia Fernandes	6 Turton Place

9.2 Appendix B

Showground Precinct Recent Sales

Address	Land Size	Sale Date	Price
7A Belvedere Ave	756	31/08/2015	$1,850,000
7 Sexton Ave	930	15/08/2015	$2,300,000
9 Hughes Ave	934	10/07/2015	$1,840,000
16 Hughes Ave	962	4/07/2015	$1,856,000
79 Britannia Rd	929	20/06/2015	$1,940,000
31 Dawes Ave	1092	6/05/2015	$1,500,000
9 Middleton Ave	948	21/03/2015	$2,200,000
16 Dawes Ave	934	29/01/2015	$1,405,000
4 Belvedere Ave	930	17/12/2014	$1,380,000
34 Cadman Cr	997	19/10/2014	$1,355,000
26 Dawes Ave	973	13/09/2014	$1,512,000
9 Cadman Cr	934	30/08/2014	$1,385,000
15 Partridge Ave	1041	19/08/2014	$1,500,000
9 Partridge Ave	967	5/08/2014	$1,260,100
1/36 Kathleen Ave	1047	18/07/2014	$1,025,000
13 Ashford Ave	942	26/06/2014	$950,000
7 Cadman Cr	985	7/06/2014	$955,000
14 Hughes Ave	1052	21/05/2014	$1,140,000
14 Facer Court	956	1/05/2014	$1,020,000
10 Ashford Ave	929	28/04/2014	$1,150,000
8 Sexton Ave	1060	29/03/2014	$1,300,000
1 Cadman Cr	988	27/03/2014	$952,200
37 Fishburn Cr	1015	13/03/2014	$1,220,500
27 Partridge Ave	1045	19/02/2014	$1,160,000
4 Sexton Ave	1286	15/02/2014	$1,390,000
3 Partridge Ave	931	8/02/2014	$1,225,000
37 Dawes Ave	1019	4/02/2014	$1,150,000
54 Kathleen Ave	946	25/01/2014	$1,002,000
34 Middleton Ave	934	16/01/2014	$900,000
38 Middleton Ave	934	12/12/2013	$880,000
4 Partridge Ave	930	2/12/2013	$1,125,000
29 Ashford Ave	995	23/11/2013	$1,060,000
48 Kathleen Ave	946	22/11/2013	$985,000
12 Chapman Ave	1033	12/11/2013	$1,008,000
72 Parsonage Rd	929	2/11/2013	$980,000

Address	Land Size	Sale Date	Price
14 Partridge Ave	948	26/10/2013	$925,000
27 Chapman Ave	951	21/09/2013	$1,055,000
5 Sexton Ave	1141	17/09/2013	$881,056
52 Fishburn Cr	950	10/09/2013	$946,000
10 Dawes Ave	933	9/09/2013	$1,680,000
6 Sexton Ave	1286	31/08/2013	$1,210,000
45 Fishburn Cr		20/07/2013	$945,000
3 Dawes Ave	1061	28/05/2013	$887,300
35 Dawes Ave	931	30/03/2013	$800,000
28 Ashford Ave	930	29/03/2013	$815,000
39 Middleton Ave	994	8/11/2012	$816,600
11 White Cedar Dr	967	15/09/2012	$890,000
32 Ashford Ave	1286	19/08/2012	$855,000
15 Ashford Ave	1040	3/02/2012	$720,000
18 Chapman Ave	946	20/11/2011	$828,888
19 Dawes Ave	944	12/11/2011	$725,000
14 Cadman Cr	934	26/10/2011	$755,000
1 Hughes Ave	1869	13/10/2011	$720,000
40 Middleton Ave	934	13/08/2011	$810,000
6 Dawes Ave	933	23/07/2011	$711,000
29 Sexton Ave	947	22/02/2011	$715,000
5 Fishburn Cr	940	8/02/2011	$820,000
5 White Cedar Dr	1071	10/08/2010	$735,000
39 Dawes Ave	1022	1/06/2010	$735,000

SECTION 7.4.

Appendix D – Recent Property Sales within the Showground Precinct

Recent Sales Data - Showground Precinct			
Address	**Land Size**	**Sale Date**	**Price**
7A Belvedere Ave	756	31/08/2015	$1,850,000
7 Sexton Ave	930	15/08/2015	$2,300,000
9 Hughes Ave	934	10/07/2015	$1,840,000
16 Hughes Ave	962	4/07/2015	$1,856,000
79 Britannia Rd	929	20/06/2015	$1,940,000
31 Dawes Ave	1092	6/05/2015	$1,500,000
9 Middleton Ave	948	21/03/2015	$2,200,000
16 Dawes Ave	934	29/01/2015	$1,405,000
4 Belvedere Ave	930	17/12/2014	$1,380,000
34 Cadman Cr	997	19/10/2014	$1,355,000
26 Dawes Ave	973	13/09/2014	$1,512,000
9 Cadman Cr	934	30/08/2014	$1,385,000
15 Partridge Ave	1041	19/08/2014	$1,500,000
9 Partridge Ave	967	5/08/2014	$1,260,100
1/36 Kathleen Ave	1047	18/07/2014	$1,025,000
13 Ashford Ave	942	26/06/2014	$950,000
7 Cadman Cr	985	7/06/2014	$955,000
14 Hughes Ave	1052	21/05/2014	$1,140,000
14 Facer Court	956	1/05/2014	$1,020,000
10 Ashford Ave	929	28/04/2014	$1,150,000
8 Sexton Ave	1060	29/03/2014	$1,300,000
1 Cadman Cr	988	27/03/2014	$952,200
37 Fishburn Cr	1015	13/03/2014	$1,220,500
27 Partridge Ave	1045	19/02/2014	$1,160,000
4 Sexton Ave	1286	15/02/2014	$1,390,000
3 Partridge Ave	931	8/02/2014	$1,225,000
37 Dawes Ave	1019	4/02/2014	$1,150,000
54 Kathleen Ave	946	25/01/2014	$1,002,000
34 Middleton Ave	934	16/01/2014	$900,000

SECTION 7.5.

Appendix E – Showground Station Precinct – R3 Economic Viability

Showground Station Precinct R3 Economic Viability

A Residents' Perspective

Contributed by:

John Allen and
Jerome Wicks

Two residents in Fishburn Crescent, Castle Hill

with support from Paul Issa, a landowner in Dawes Avenue

This document has been put together to support a submission by R3 Residents and APP

Contents

R3 ECONOMIC VIABILITY – A RESIDENTS' VIEW

Summary

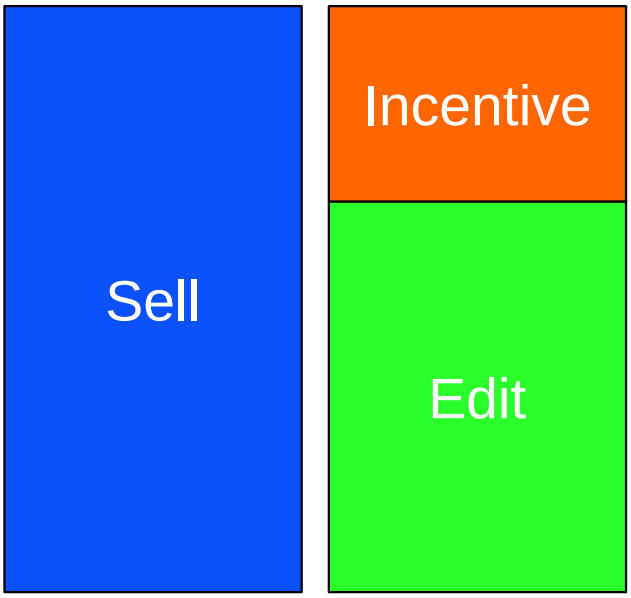
In the end, our message is very simple.

In order for there to be redevelopment, existing properties have to be demolished and new dwellings built on the land they occupy today.

That means that residents need to:

1. Sell, and then
2. Buy an equivalent property somewhere else

We realise that this could involve several permutations on that theme however the idea of an 'equivalent property' seems to be the fairest way of treating the various options different people will have or would entertain.



The difference between the Sell Price for their land and their Buy price for an equivalent property elsewhere represents the Incentive to act.

It is not a quantification of their greed level or anything similar to that which some cynical people might suggest, but it is the level of monetary gain that is needed in order for sufficient people to act together and sell in large enough lots so as to facilitate master planned development. It has to be enough.

Sell - Buy = Incentive > enough

This analysis demonstrates that not only does the equation not generate a positive incentive, it actually generates a disincentive, so that:

Sell - Buy <= Zero

Even with very generous assumptions for townhouses and terraces (like packing a maximum number on every block), without regard to good design and other important factors, you simply cannot achieve sufficient incentive; in fact anyone who tried to participate in such an arrangement would incur a loss – therefore no one will sell, there will be no large or super lots, there will be no master planned developments and any development will fall way short of the kind of Garden Shire environment that people in the Hills value.

Current Landowners want Master Planned Development

In contrast to the way some portray them as 'greedy landowners', the existing R3 landowners actually do care very much about a good outcome.

They fully support the State Government's desire to have a master planned precinct.

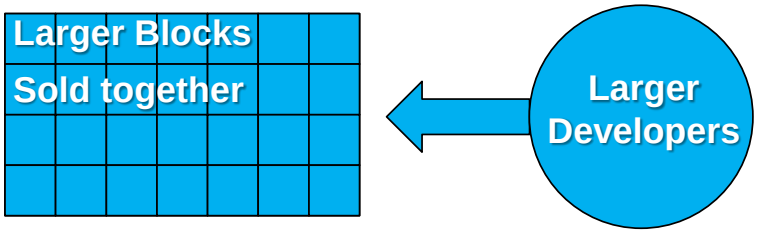
More than that residents, are informed as to what represents good design and layout in other precincts.

We see it when we travel around Sydney and even beyond on our holidays (the photo with the bikes is on the Newcastle waterfront).

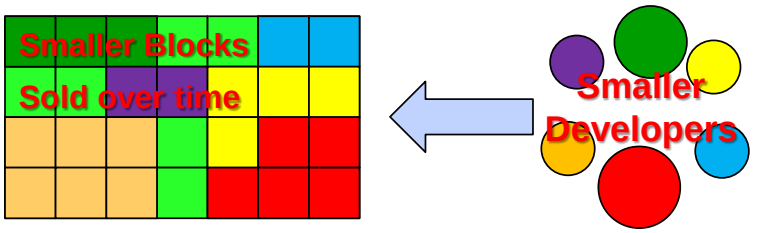
It was recognised when we made our submission via APP with 112 residents in response to the Hills Shire Council's Corridor Strategy for the North West Rail Link.

Residents also understand what they absolutely do not want to see in our area.

Residents understand also that the only way to produce good outcomes is to create large parcels of land (much bigger than the 1,500m^2 minimum envisaged in the current plans), and that in turn this attracts quality developers who can deliver quality results.



- **Master Planned**
- **Resources**
- **Contribute to Infrastructure**

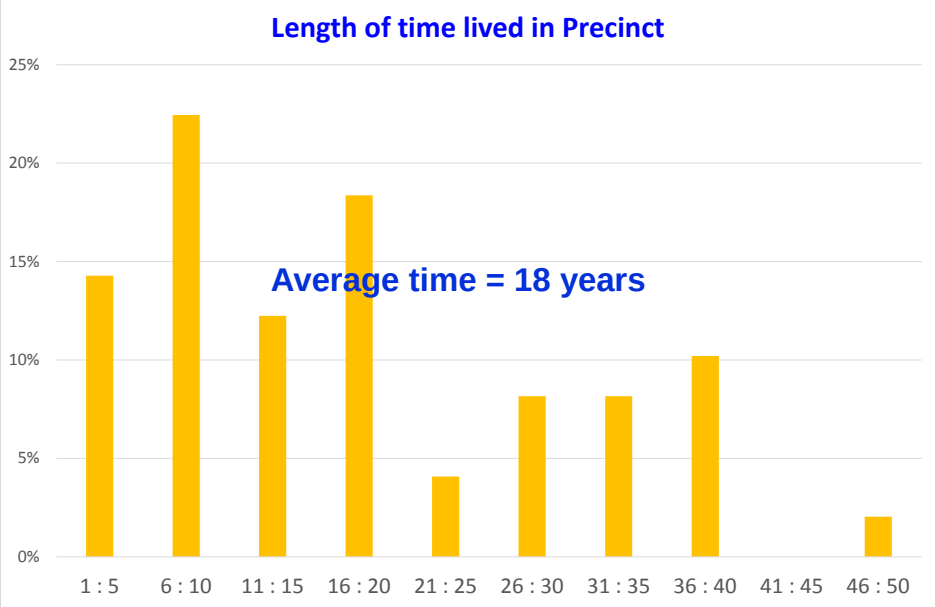


- **Less equity**
- ~~**Bigger projects**~~
- **Poor design & integration**

If the developments are not viable they will not deliver quality results. We will get a hodge podge of developments that will not integrate.

All the dots need to line up. There has to be something for existing landowners, developers need to make a good margin and the product has to be attractive to new residents of Castle Hill.

This is all recognised by the existing landowners who have a very strong connection to the area. On average they have lived for 18 years in the precinct.



They share a lot of views about what they value today and what they want to see in future …

I like Castle Hill because of the close knit professional community with good schools, lots of open space for children and middle age people to go for evening walks in the open green space, it is an upper middle class suburb that is safe for all to live in.

It has big blocks, gardens, access to all facilities and great schools. The railway is a bonus …the area has been crying out for this for decades and I remember this being talked about as a kid. We hope it all goes ahead and it's a great place to live.

I've lived here for 22 years. We have lots of our friends and our activities like golf in this area, people who live around us are a similar age and outlook on life. Our children are married now and are within a reasonable distance of Castle Hill and when we do downsize we want to stay in this area, because this is where our connections are.

The last comment is particularly interesting as the housing for young adults without kids and older people is recognised in the Hills Shire Council Housing Strategy as being poorly represented in the available housing stock. Apartments would fill that gap.

Two residents went so far as to record some videos for our submission.

https://youtu.be/Kug5XepMEeI

https://youtu.be/LxMIeJjB46U

Their statements represent the typical hopes of landowners, but also the fears and questions that they have.

The planning response needs to recognise that the existing landowners represent a very cohesive and committed group of people who care about their current and future community. Many would like to stay.

The trick is to have zonings and planning controls that incentivise the behaviours that will create good planning outcomes. There is a unique opportunity to do this now. It will not present itself again for decades (and even longer).

How big should the Incentive be?

The incentive needs to be enough to cover at least the following:

Stamp Duty (assume a $1.5m property)	$68,311
Agents commission (assume, again a $1.5m property and a NSW average rate of 2.11% - source State Averages for Real Estate Agents Commissions/Fees - http://www.localagentfinder.com.au/	$31,650
Legal Fees/Conveyancing (could be 50-100% more than this)	$1,000
Moving costs (will of course depend on how far you move) – plus there are renovations, painting … may $10-50,000 more.	$2,500
Total	**$103,461.00**

So before we start, the Sell value needs to exceed the Buy Value by over $100,000.

However people will clearly not act on a net zero return.

Even valuations for forced resumptions recognise the need to have a 'hardship' compensation component of at least a couple to several hundred thousand dollars.

However let's look at what else people need to consider, even without the hassle. Putting together large blocks involves risks and issues not present in normal real estate transactions, including:

- Developer risks – they may go bankrupt or renege on any deal
- Time – it could take a year or two to finally conclude such a transaction
- Costs – there are legal and other marketing expenses well above normal real estate selling, simply because of the number of parties involved.
- The last holdout – there is always the last person to sign in any such group – group dynamics can be challenging, but as is being demonstrated in the Showground Precinct, they can be managed. Not everyone is a willing seller. Aligning everyone's time of selling raises the price somewhat.

A full due diligence would list other risks and issues but you would get some idea that it cannot be done for nothing – a fairly large incentive is needed. So how big does the incentive need to be?

At a meeting of 75+ R3 landowners on the 22nd January, we asked that question.

$100,000 does not even cover moving.

$2-300,000 – No

$500,000 – might convince a few, but

$750,000 – gets the hands up. It justifies the hassle, the risks and the expense.

As however we will demonstrate you cannot even get to an incentive of ZERO. So nothing will sell!

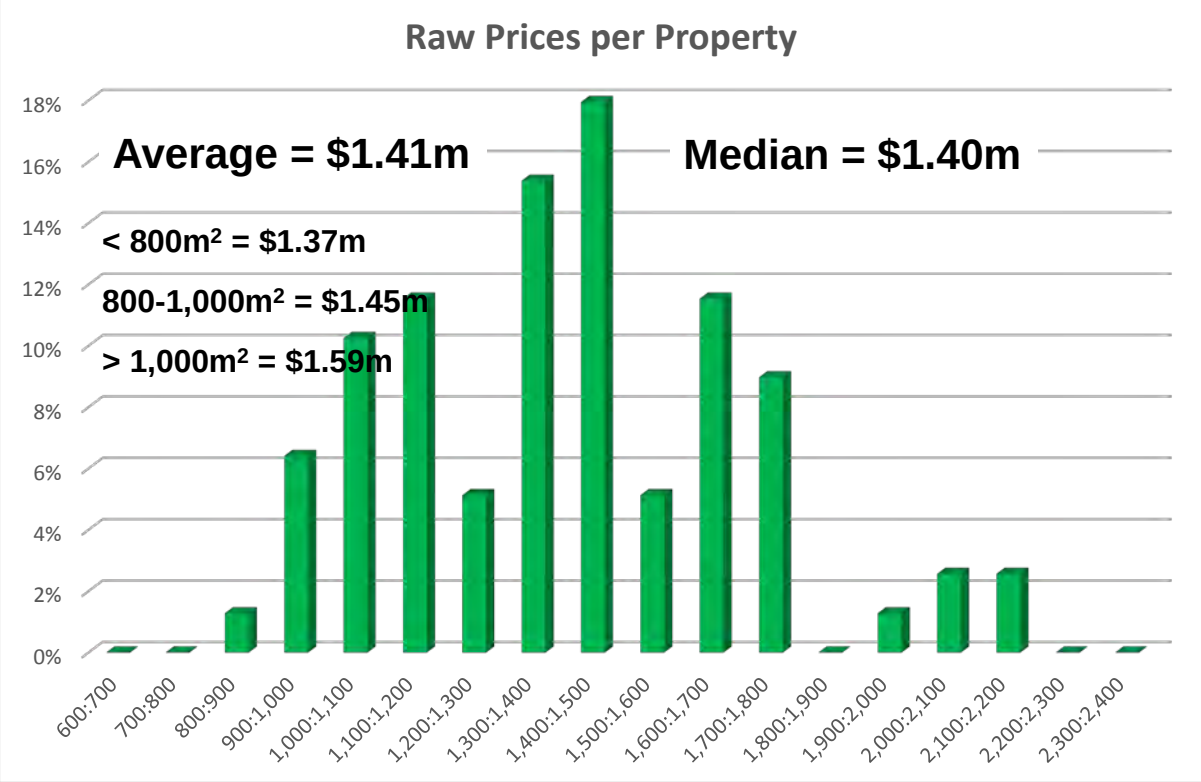
$1.5m to Buy

The premise is that people will move for a variety of reasons but a fair way to consider this is that they will move to an equivalent property somewhere in the Hills. To be equivalent the property will need to be:

- 4 bedrooms,
- Have a 2 car garage
- And be on a similar size of land to the existing properties (so about 950m^2). We looked at possible houses on 700m^2 to 1,100m^2.

So what is available with these parameters?

In Castle Hill and nearby suburbs, on 20th January, 2016, 78 ads for these sorts of properties were listed on www.realestate.com.au.

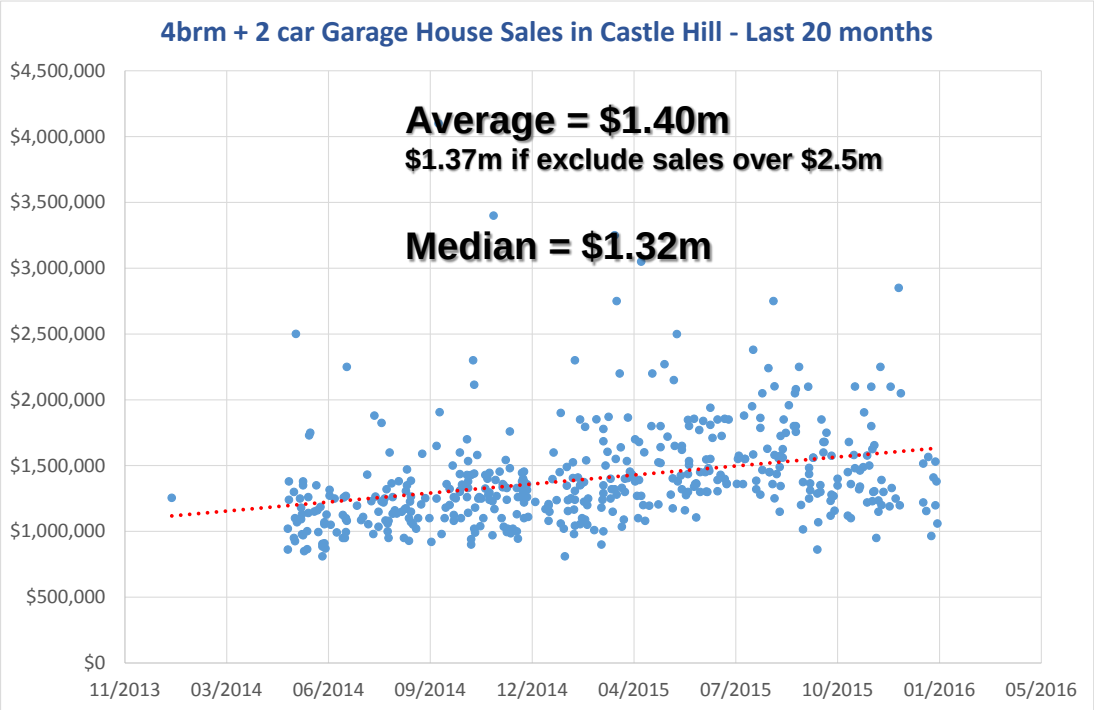


The average property examined was 840m^2 (smaller than the typical Showground property of 950+m^2) but the average and median were about $1.4m. However note that properties in the range 800-1,000m^2 averaged $1.45m and ones over 1,000m^2 were asking nearly $1.6m. So buying an 'equivalent' property for about $1.5m seems a pretty reasonable conclusion.

In fact if you normalise all the property prices to a standard 1,000m^2 block, you would be tempted to put the 'buy' figure as high as $1.75m, but let's ignore that as we want to keep the evaluation conservative.

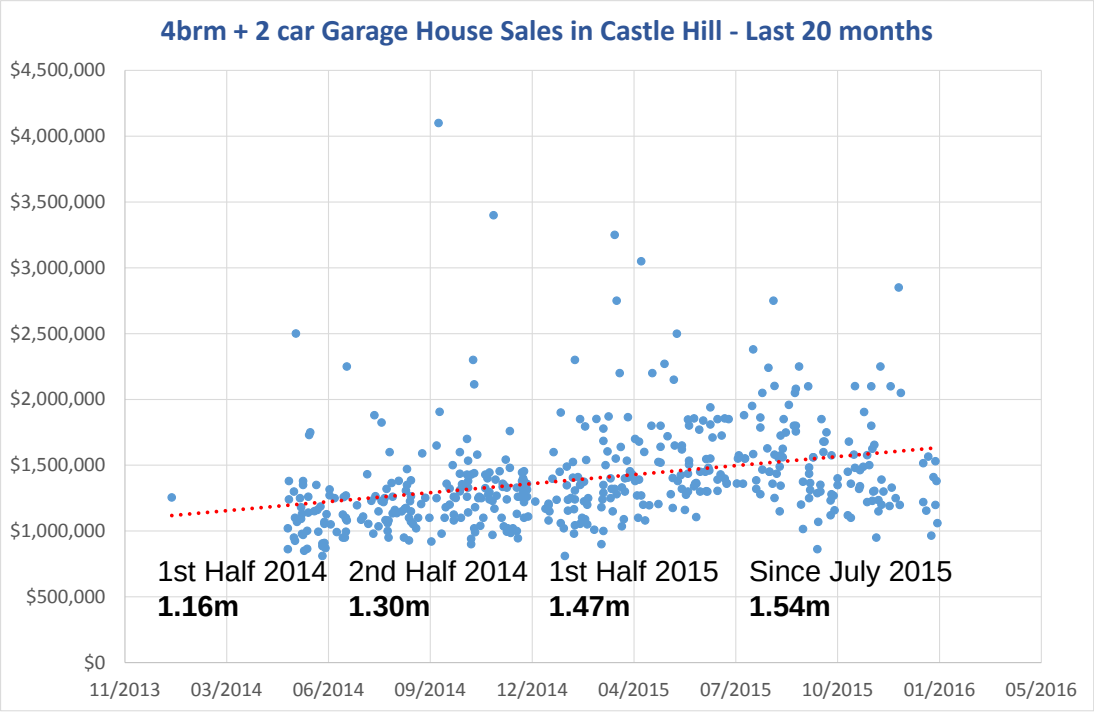
Trends in recent sales

If you look at www.realestate.com.au at the 461 house sale prices in Castle Hill over the last 20 months then you see …



Even if you cut out some anomalies over $2.5m then you do not reduce the average very much.

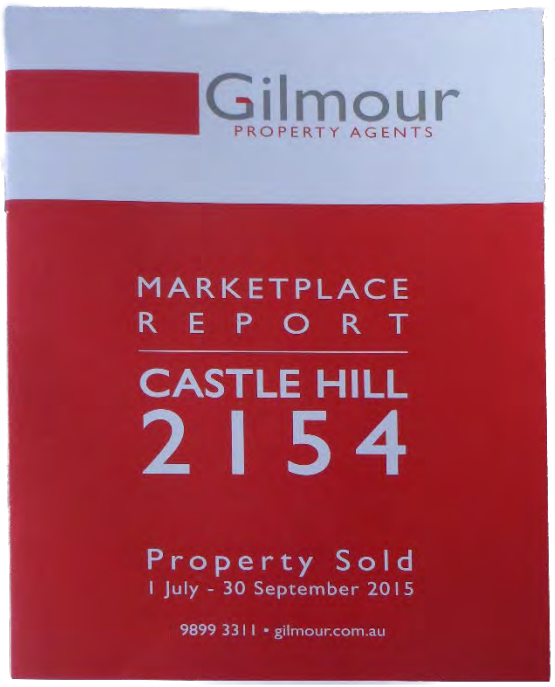
Note also the trend:

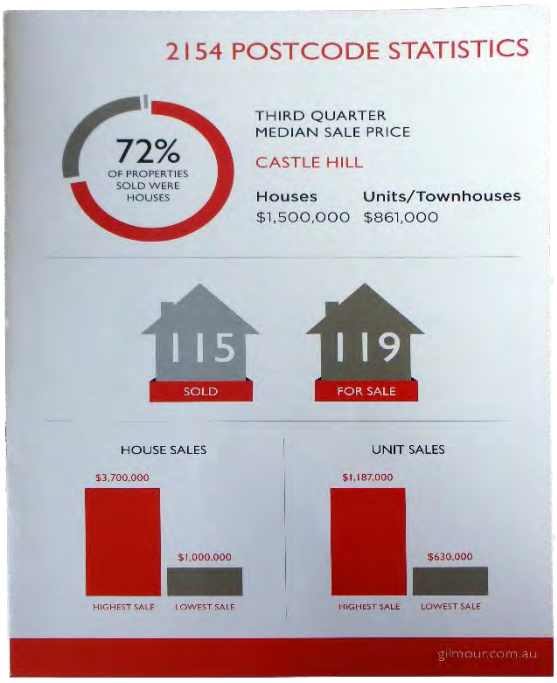


The current pricing is clearly about the $1.5m mark. It has certainly increased since planning for the Showground Station precinct began but the higher value is a reality.

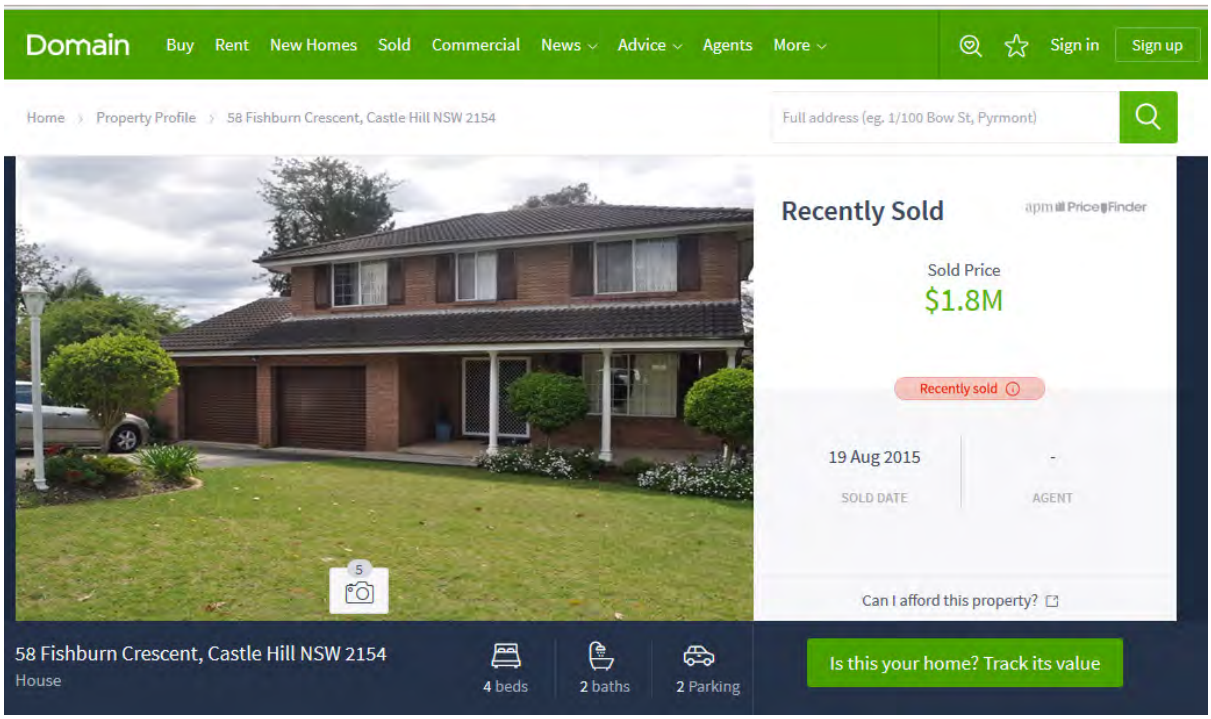
Some Anecdotal Evidence

Residents are also very aware of what real estate agents are saying …





And even what their next door neighbour sold for …

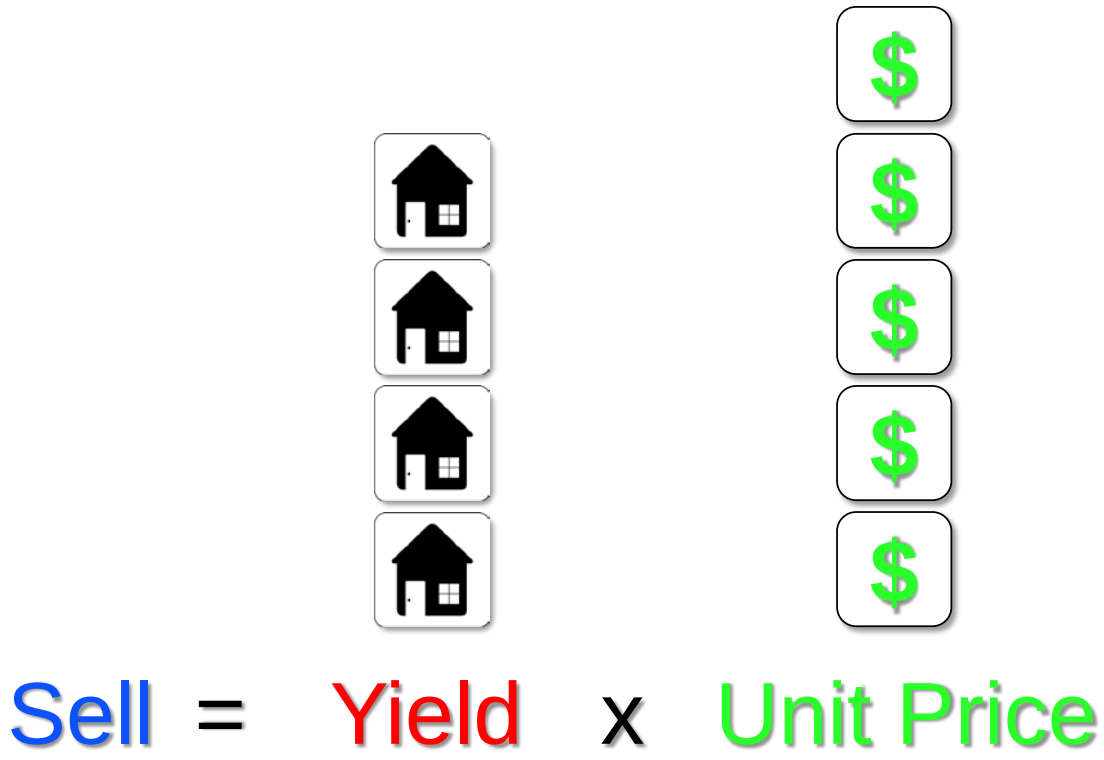


and what they bought for in a nearby suburb (we know it was well above $1.5m).

$1.5m has to be regarded as a fair estimate of what residents would have to pay for an 'equivalent' property in the Hills.

$1.4m is the best you can hope for if townhouses / terraces

The amount that residents might be able to sell for can be estimated via a simple formula:



The idea is that:

- We need to sell as many units as possible
- At the highest realistic price

In general we have tried to err on the side of maximising the sell price (within reason), so as to see if we can get the Sell – Buy = Incentive equation to work.

Estimating Yield – Theoretical Maximum

For the purposes of estimating yield, we have used *Table 4* and *Figure 15 Attached Dwellings on minimum 240m2 Lots* of the DoPE document entitled, "*Appendix B Recommended Development Control Plan Amendments*".

Figure 15 demonstrates the maximum townhouse / terrace density which could be placed on a block of land (if we ignore issues of aesthetics, design etc.). From this we can calculate:

- A 6m frontage and a 24m depth gives a property area of 144m^2 (we understand this is below the minimum for a Torrens title block, and assume that the properties would be configured in a row or terrace house arrangement). With 2-3 stories this would also equate to about 215m^2 of building and probably 3 bedrooms.
- If we assume half of a 6m laneway to provide access to the front or back of such a terrace house this translates to 144m^2 plus 0.5 x 6m x 6m = 162m^2 for a notional high density block.
- In theory you can fit 1,000m^2 / 162m^2 = 6.17 dwellings per 1,000m^2 block with these controls.

How many however can you really fit?

Realistic Yields

To give an idea of what can be practically done with real blocks of land, let's look at two typical blocks. Others would yield similar results.

We chose the blocks by looking at the artist's impression on page 28 of the "Showground Station Precinct Proposal".

Note the on-street car parking. The controls illustrated in Figure 15 only allow for a single car garage. With people parking across the precinct so they can then walk to the station, on-street parking could become a nightmare.

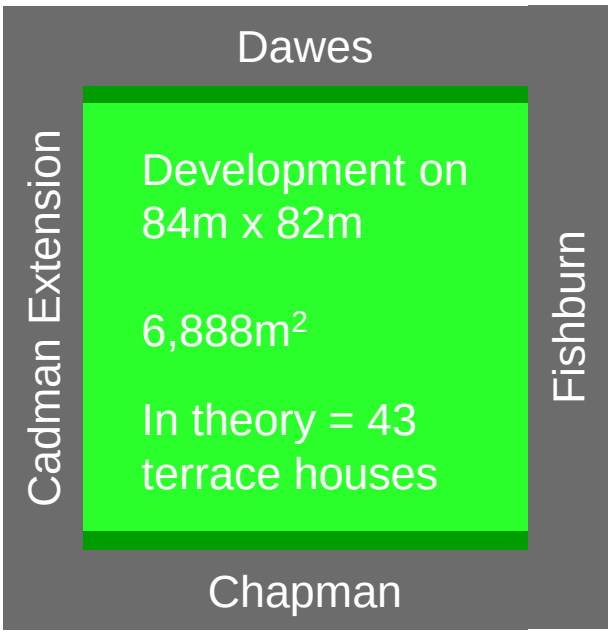
Note also the green space between the rows.

Note also the extension of Fishburn to Showground something with which we agree, but that is more a planning argument than an economic viability issue.

We also recognise that the properties illustrated immediately adjacent to Showground road are also presumably higher than the townhouses / terraces.

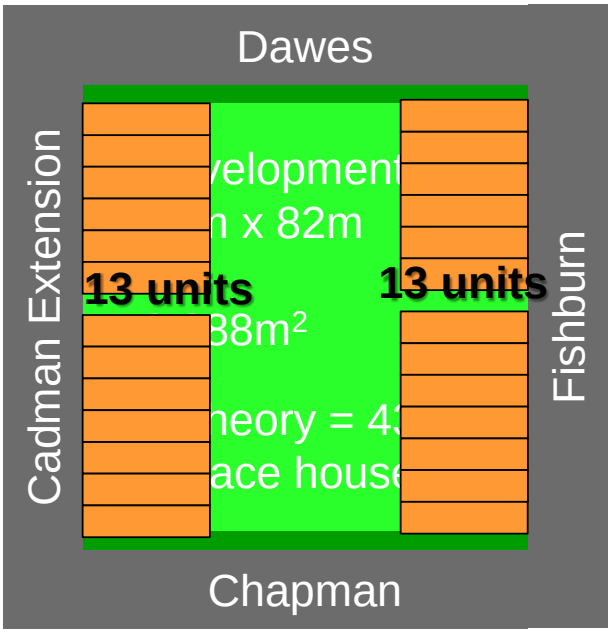
However for now let's concentrate on two blocks, a typical one in the middle and one on the Fishburn Showground edge.

If you look at the new block bounded by Fishburn, Dawes, Chapman and the proposed extension of Cadman …



You get a block of 6,888m^2 which could in theory fit 43 terrace houses.

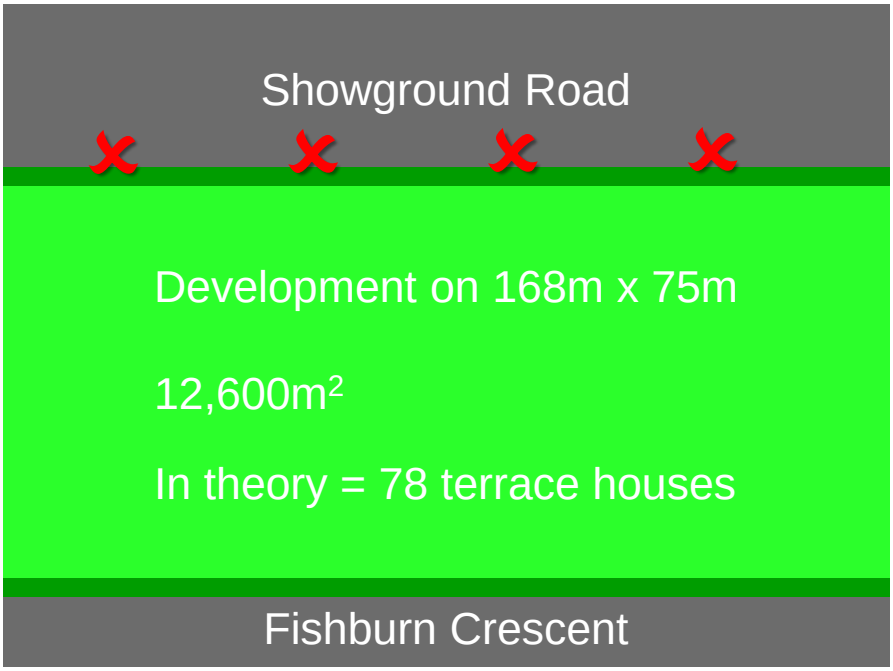
However in practice you can get just 26.



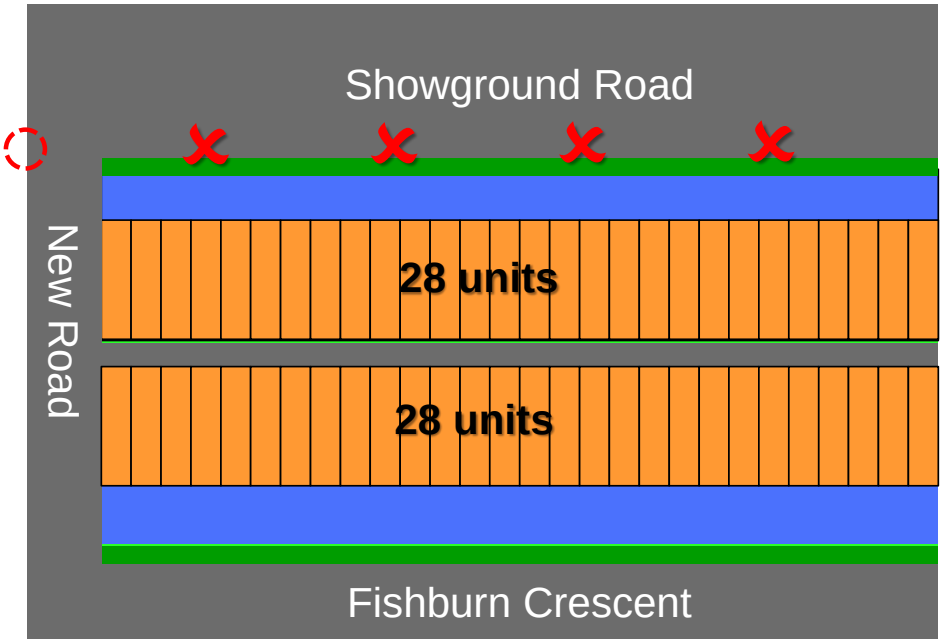
This means you only achieve 60% of the theoretical maximum, or 3.73 dwellings per 1,000m^2.

If you look at the Fishburn-Showground block you achieve a higher figure but no matter how you play with it, you cannot get above 5 dwellings per 1,000m^2.

You also have to recognise that Showground Road will effectively be a 'no-access' frontage in the future with cars going past every 4 seconds on average in the peak periods.

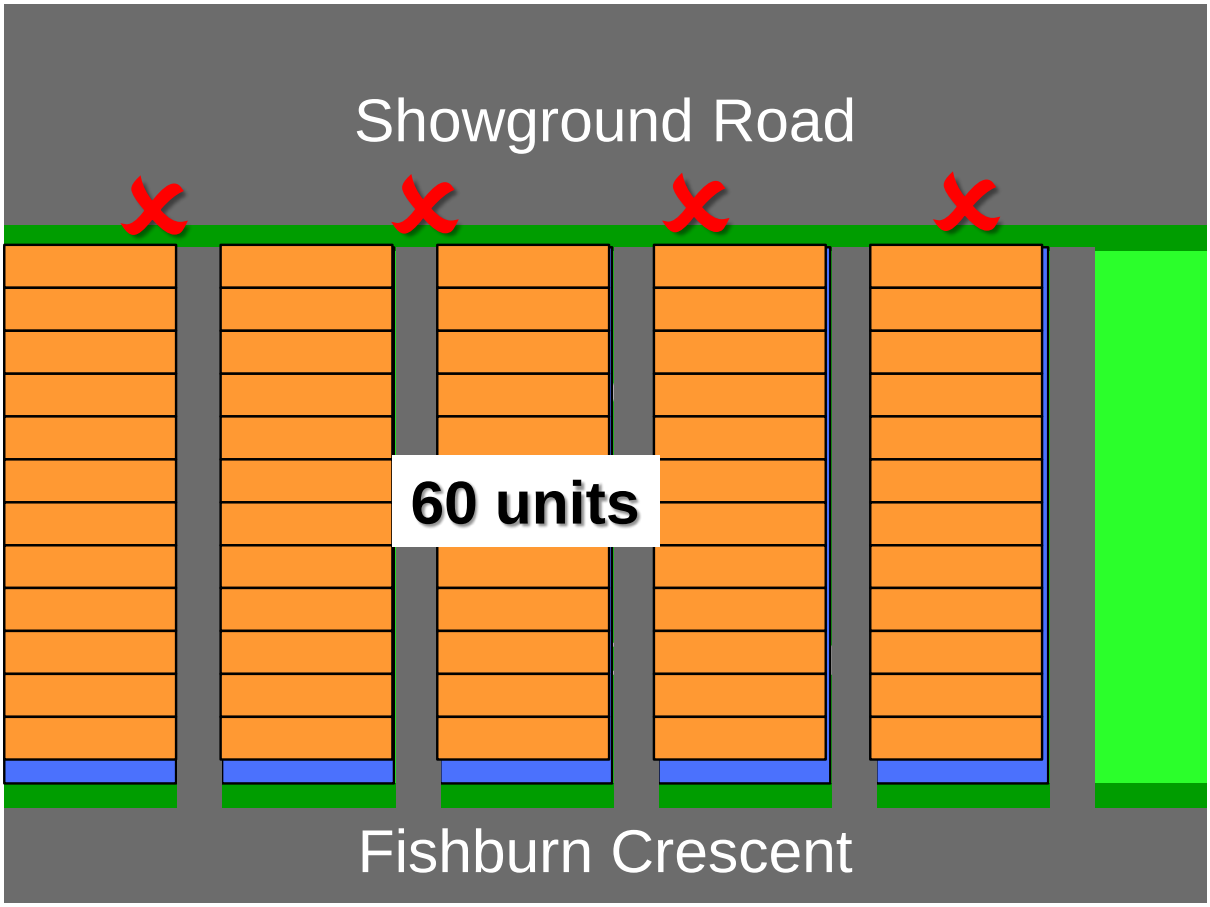


This first configuration is not really practical as it has a lane joining a fairly busy local road, which a Dept. of Transport representative has indicated would present traffic problems.



In this configuration you could achieve 56 / 78 = 72% land use efficiency or 4.43 dwellings per 1,000m^2.

Another way to pack the terraces in would be as follows:



You would likely lose some area as the shape and size of the block would not be quite right for the developer, and even if we ignore all the solar access problems such a configuration would have, you could only achieve:

60 ÷ 78 = 77%

Not 6.17 but 4.75

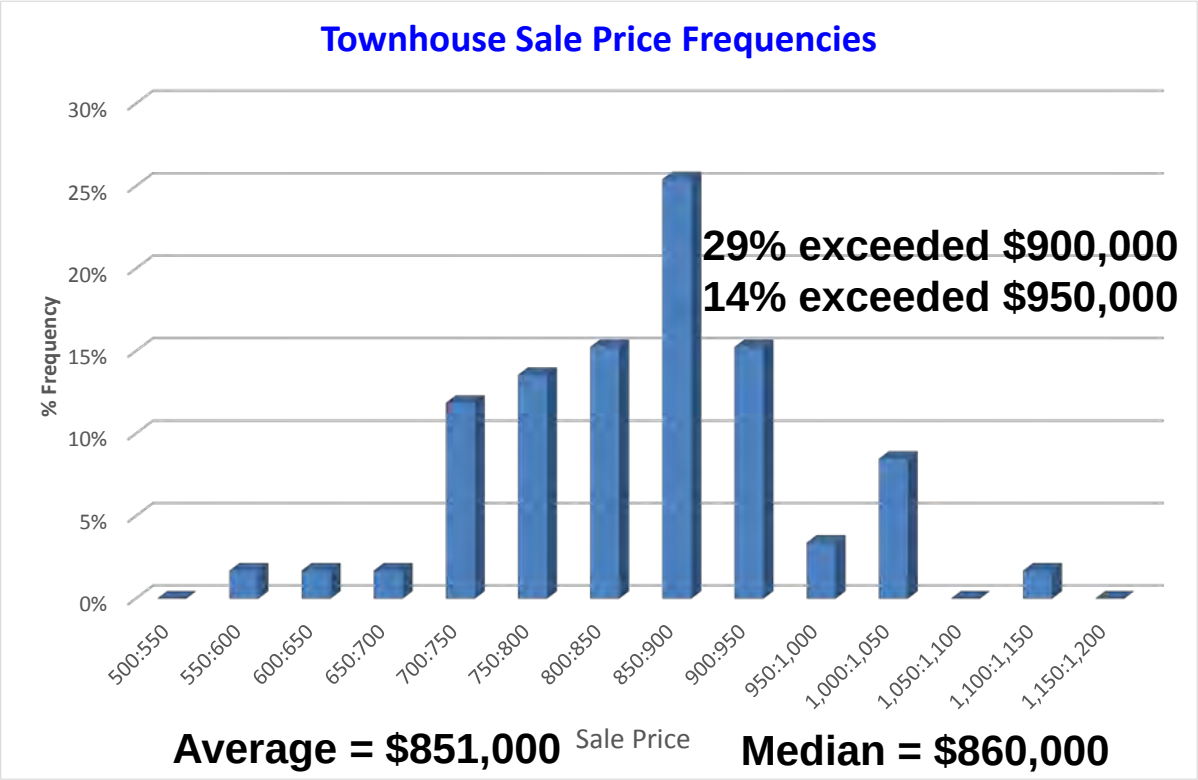
We have tried multiple different ways of packing units onto real blocks but in no way can you achieve any more than this sort of figure.

However **to be conservative, let's assume an absolute maximum yield of 5 units per 1,000m^2.**

$850,000 is the likely price point for each terrace / townhouse

To estimate the likely retail value any property sold in this configuration, we have examined 59 townhouse sales in the Castle Hill suburb in the last 20 months (May 2014 to Jan 2016). www.realestate.com.au was again the source.

We found:

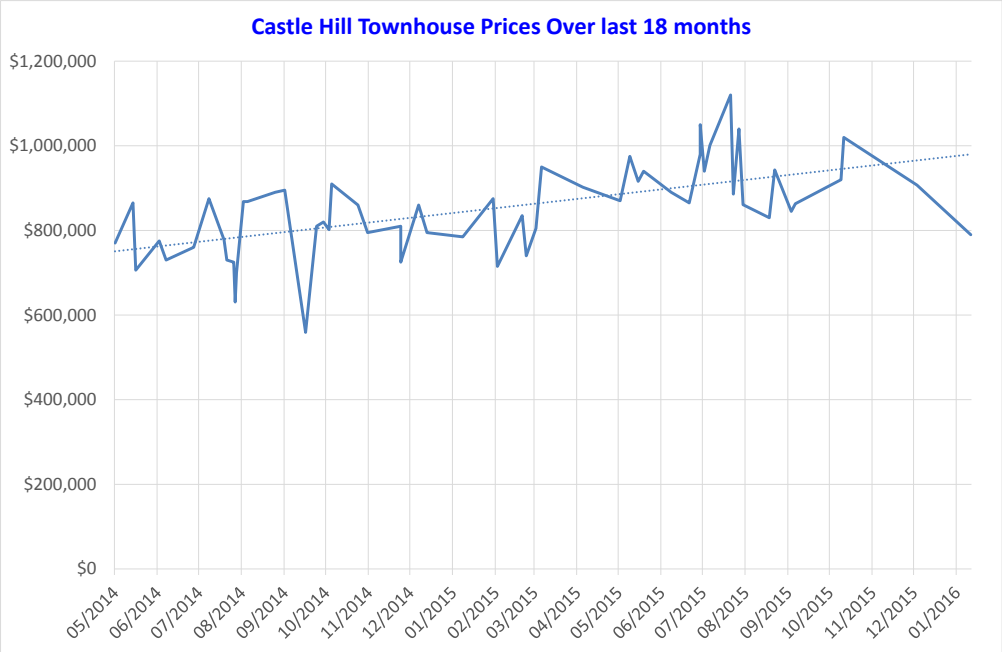


Note that the $860,000 median in our figures is consistent with the $861,000 in the Gilmour Real Estate brochure on page 9.

However note:

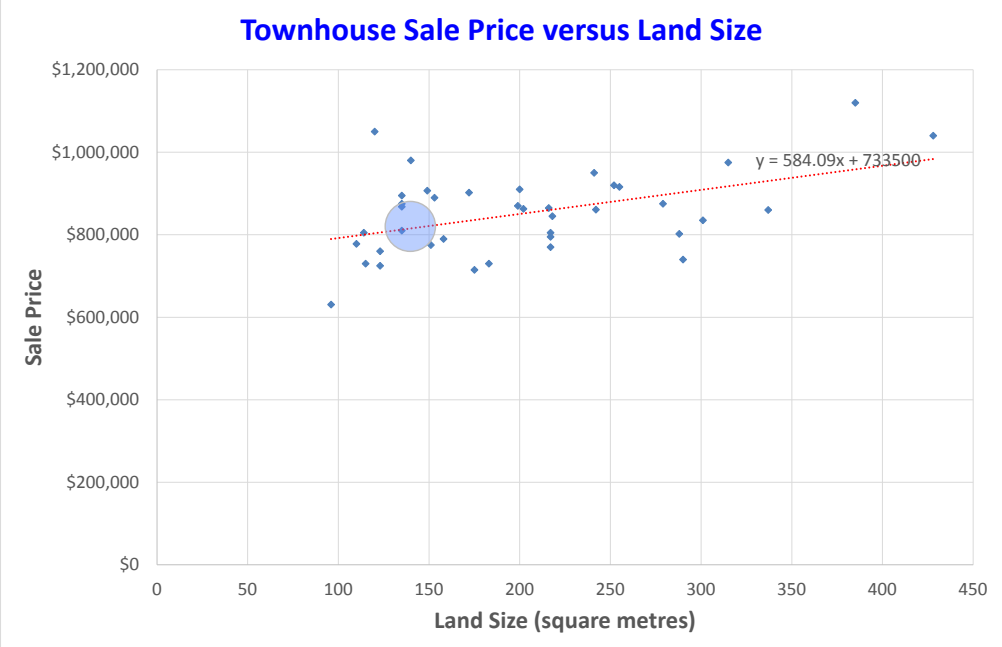
- Overall median and average around the $850,000 mark, and
- Very few townhouses or attached dwellings above $950,000.

If you look at over time, like the House prices illustrated on page 8, there has been an increase.



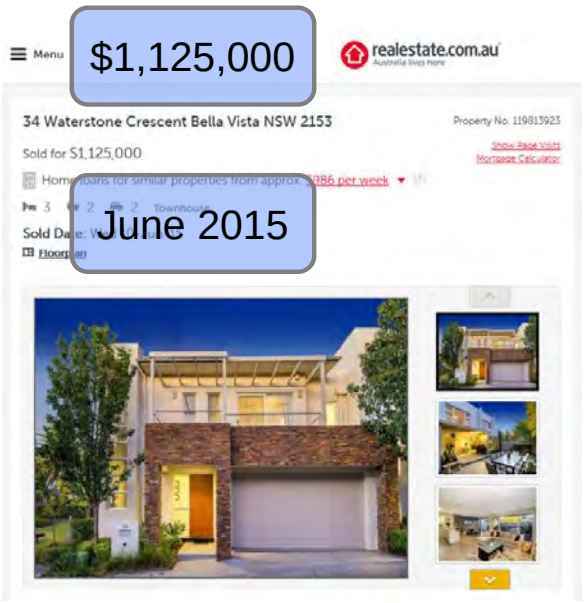
You will note that the increase is roughly $200,000 over the 20 months, although the prices have pulled back a bit recently. In relative terms the increase in townhouse prices has not quite matched the increases in house prices over the same period, something that is consistent with long term trends.

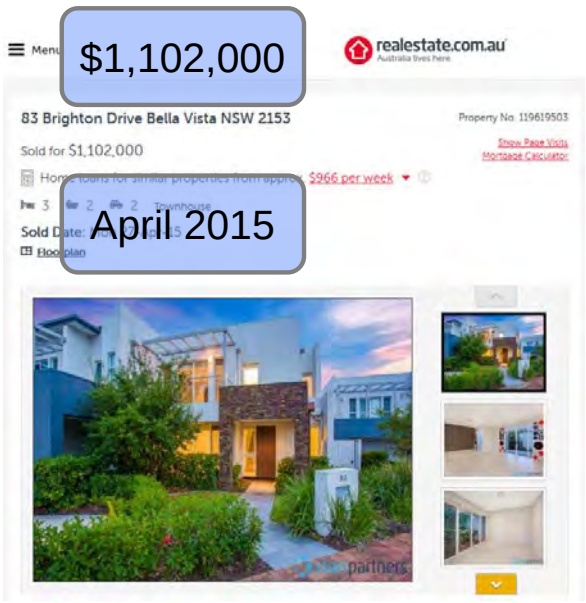
More to the point however, if you plot the townhouse values against their land size then you see that the realistic pricing for a small 144m^2 for a terrace or row house is closer to $800,000 rather than $850,000, especially as it would have to be strata titled.



So for now let's use $850,000 as a value that reflects on the generous way we are trying to treat the prospect of townhouses / terrace houses.

However before we accept this figure let's look at two other cases which might give a better result.



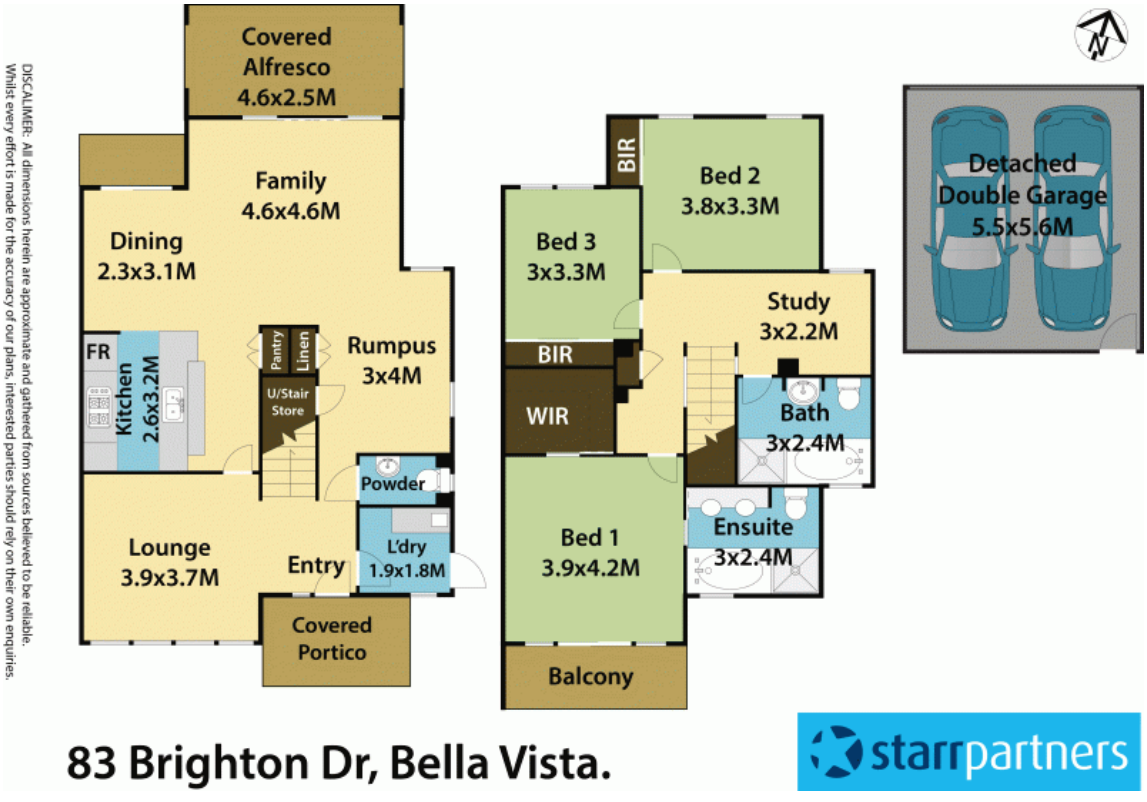


247m2 block, 250m2 dwelling
3brm 2 car garage

3brm 2 car garage

These townhouses achieved sale prices in excess of $1.1m in nearby Bella Vista, which some might suggest is a 'premium' location relative to Castle Hill.

However note the two car detached garage for the one on the right. You cannot get five of these designs onto 1,000m^2:



Equally for the first property, you cannot hope to achieve the same yield:

Land area is 247m²

247 / 144 = 71% more

Home area is 250m²

250 / 215 = 16% more

Sell pricing is:

1,125 / 850 = 32% more

A lower rate per land sqm!
i.e. land up by 71%, price only 32%

You would achieve a higher price, but a lower yield and a lower rate per square metre of land value.

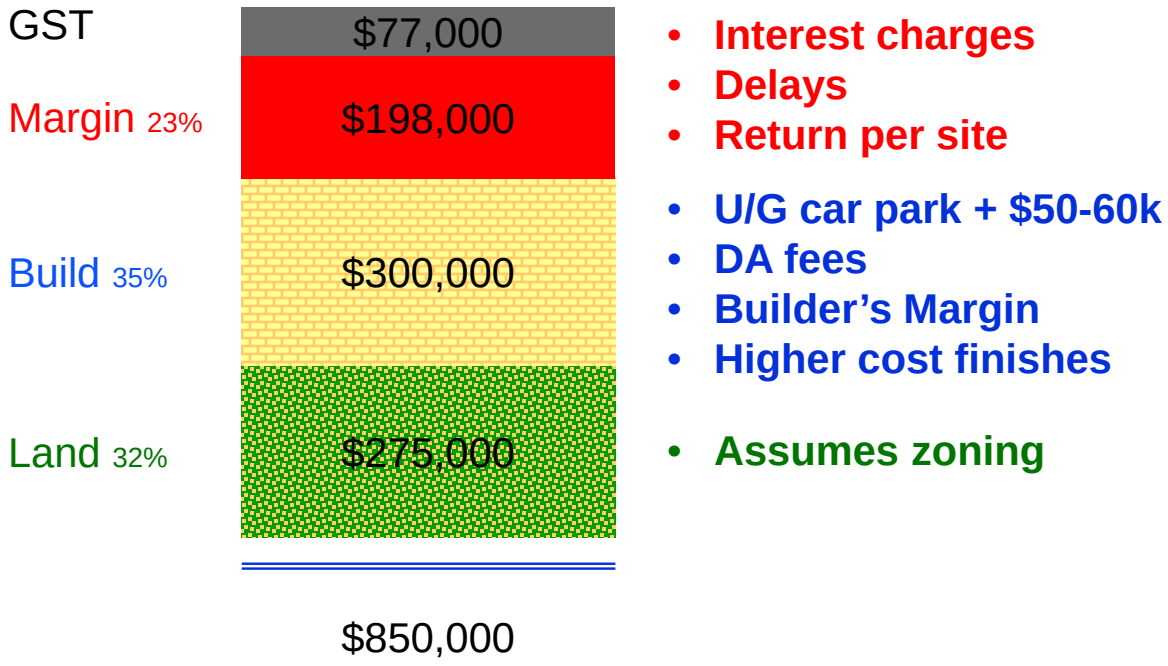
This all means that:

- The maximum reasonable price per dwelling would be $850,000
- And the maximum yield would be 5 (being generous), and therefore that you could only hope for about 5 x $850,000 per 1,000m^2, or $4.25m – but how much would the landholder get?

$275,000 per terrace / townhouse for the landholder

There are various ways to look at how much the landholder might achieve out of such a sale. One way is to take a third for the building cost, a third for the developer and GST and a third for the landowner.

We have tried to do a more detailed estimate based around a building cost of about $300,000 and then half each of what is left for the developer (and GST) and the landowner.



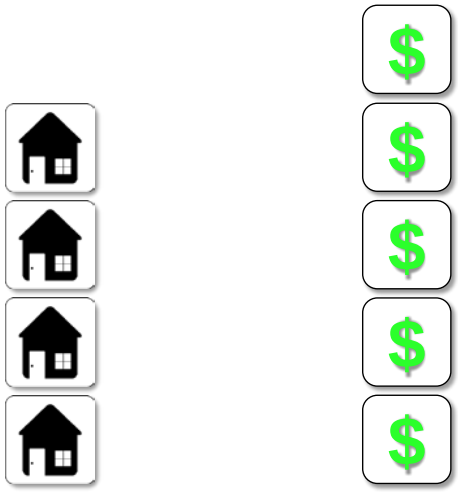
Remember also that:

- The landowner's share assumes confirmed zoning so no risk taken on that score by the developer
- The building cost could easily be increased through fees and other costs, substantially so if a double garage were included, and higher cost finishes are likely in a row house configuration.
- The developer has to also cover the risks as regards time and any delays. In the end they could be forgiven for feeling that apartment development would offer a better return.

So the landowner could expect about $275,000 per dwelling and this is probably at the upper end of expectations.

$1.375,000 is NOT enough

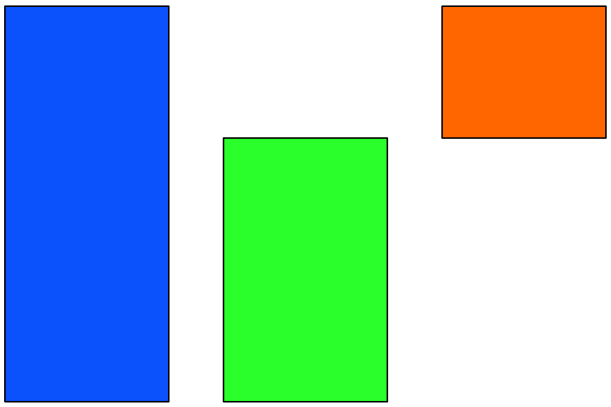
So when it comes down to the final calculation, we can achieve, at best $1,375,000 per 1,000m^2:



Sell = Yield x Unit Price

$1,375,000 **5** **$275,000**

… and this means that:



Sell - Buy = Incentive > $750k

$1.4m **$1.5m**

It simply will NOT work. In fact the Sell price is less than the Buy Price!

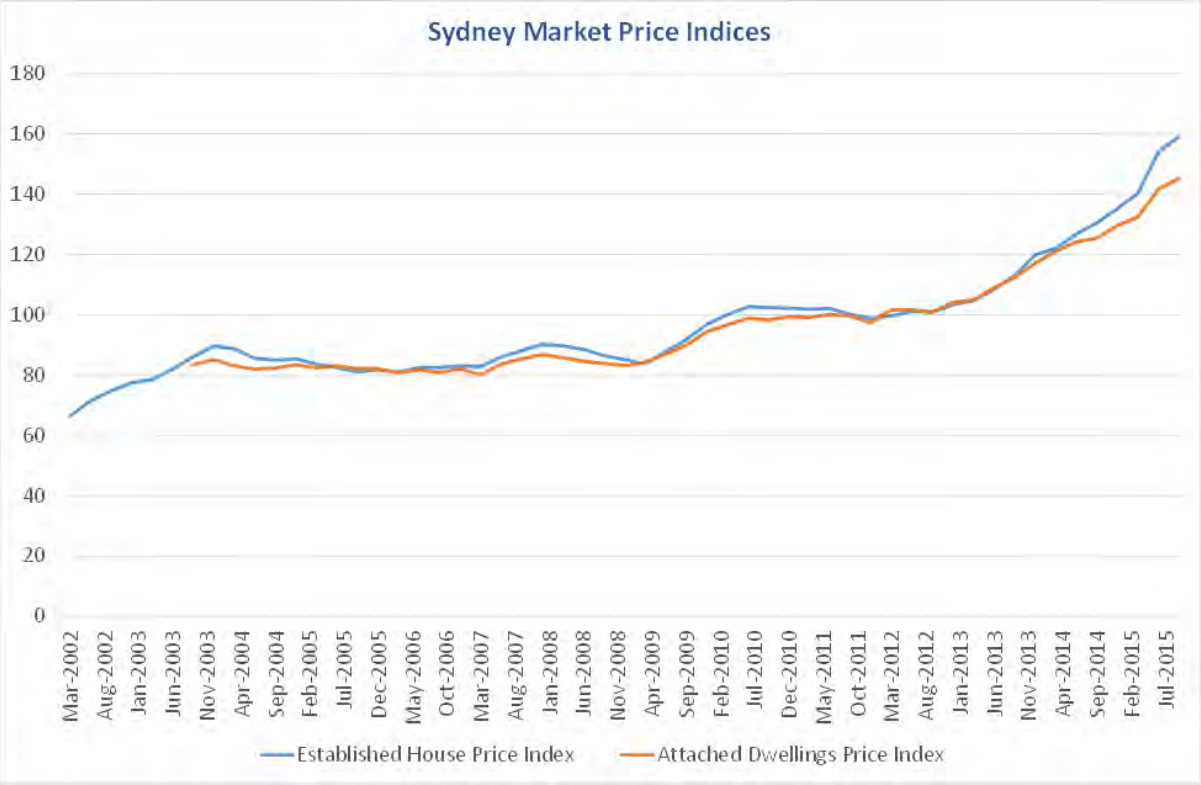
It will not work now and it won't work in the future either

It might be tempting to concede that the R3 zoning does not work in the short term, but that, "Oh well, it is a 20 year strategy and that it will sort itself out in the future."

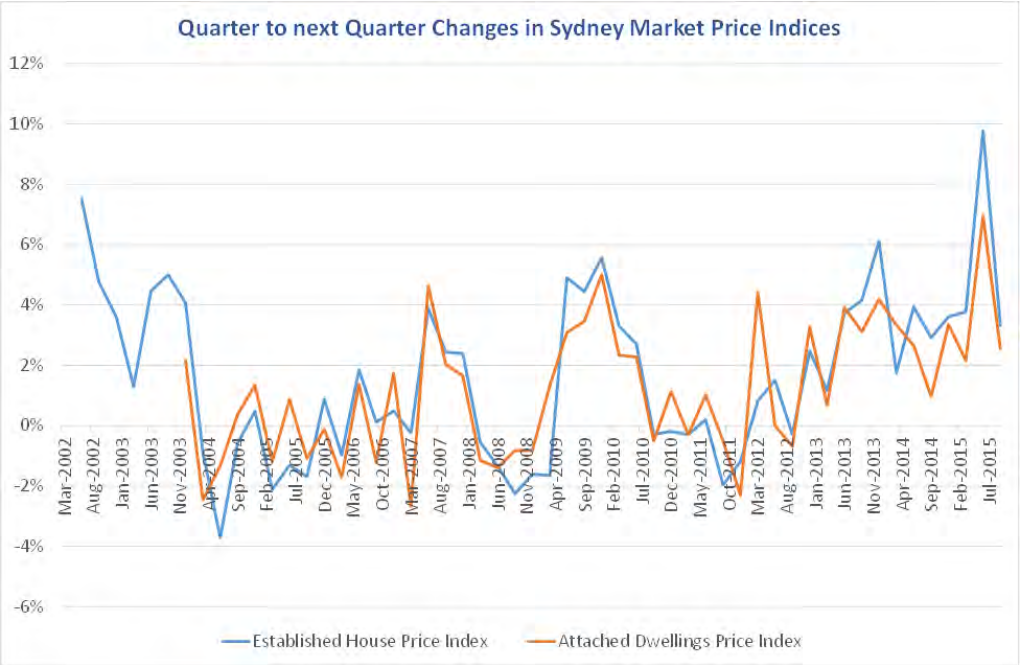
This would be particularly dangerous as:

- It flies in the face of the evidence (as we illustrate below), and
- You cannot hope to have a master plan implemented in a hodge-podge, bit by bit style of redevelopment. It needs to be master planned from the outset. There is no other way.

If you look at the ABS series for Established House Prices(HPI) versus Attached Dwelling Prices (ADPI) over the last 14 years, you will see that there have been some plateaus but there has been a general and sustained uplift over time:



If you look at the quarter to quarter increases then:



… you will see that occasionally attached dwellings might rise a little faster than established houses, but on average the annual growth for house prices over the last 14 years has been 5.3% for houses and 4.7% for attached dwellings, with attached dwellings only growing faster in slightly over a third of the quarters over the period.

If you look then at our original $850,000 figure and its components and how they might grow (use 5.3% and 4.7% for houses and attached houses and a 3% CPI growth rate for building costs) then you see:

House price growth rate		5.30%								
Townhouse / unit price growth rate		4.70%								
CPI to apply to building cost		3.00%								
Year	1	2	3	4	5	6	7	8	9	10
Buy Price	1,500,000	1,579,500	1,663,214	1,751,364	1,844,186	1,941,928	2,044,850	2,153,227	2,267,348	2,387,518
Unit price	850,000	889,950	931,778	975,571	1,021,423	1,069,430	1,119,693	1,172,319	1,227,418	1,285,106
Build cost	300,000	309,000	318,270	327,818	337,653	347,782	358,216	368,962	380,031	391,432
Builder / Developer	275,000	290,475	306,754	323,877	341,885	360,824	380,739	401,678	423,693	446,837
Land value	275,000	290,475	306,754	323,877	341,885	360,824	380,739	401,678	423,693	446,837
Yield	5									
Sale value	1,375,000	1,452,375	1,533,769	1,619,383	1,709,426	1,804,119	1,903,694	2,008,391	2,118,467	2,234,186
Incentive	-125,000	-127,125	-129,444	-131,981	-134,760	-137,809	-141,157	-144,836	-148,882	-153,332

… the initial gap of $125,000 only grows over the period.

If you assume that building costs stayed flat over the next 20 years, you cannot even create an incentive to fund the moving costs inside the next twelve years.

House price growth rate		5.30%										
Townhouse / unit price growth rate		4.70%										
CPI to apply to building cost		0.00%										
Year	1	2	3	4	5	6	7	8	9	10	11	12
Buy Price	1,500,000	1,579,500	1,663,214	1,751,364	1,844,186	1,941,928	2,044,850	2,153,227	2,267,348	2,387,518	2,514,056	2,647,301
Unit price	850,000	889,950	931,778	975,571	1,021,423	1,069,430	1,119,693	1,172,319	1,227,418	1,285,106	1,345,506	1,408,745
Build cost	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000	300,000
Builder / Developer	275,000	294,975	315,889	337,786	360,712	384,715	409,847	436,159	463,709	492,553	522,753	554,373
Land value	275,000	294,975	315,889	337,786	360,712	384,715	409,847	436,159	463,709	492,553	522,753	554,373
Yield	5											
Sale value	1,375,000	1,474,875	1,579,444	1,688,928	1,803,558	1,923,575	2,049,233	2,180,797	2,318,544	2,462,766	2,613,766	2,771,863
Incentive	-125,000	-104,625	-83,769	-62,436	-40,628	-18,353	4,383	27,570	51,196	75,248	99,710	124,562

The only way you can make the equation even partly attractive would be to hold house prices flat for 15-20 years and that is simply not going to happen.

House price growth rate		0.00%										
Townhouse / unit price growth rate		4.70%										
CPI to apply to building cost		3.00%										
Year	1	2	3	4	5	6	7	8	9	10	11	12
Buy Price	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000
Unit price	850,000	889,950	931,778	975,571	1,021,423	1,069,430	1,119,693	1,172,319	1,227,418	1,285,106	1,345,506	1,408,745
Build cost	300,000	309,000	318,270	327,818	337,653	347,782	358,216	368,962	380,031	391,432	403,175	415,270
Builder / Developer	275,000	290,475	306,754	323,877	341,885	360,824	380,739	401,678	423,693	446,837	471,166	496,737
Land value	275,000	290,475	306,754	323,877	341,885	360,824	380,739	401,678	423,693	446,837	471,166	496,737
Yield	5											
Sale value	1,375,000	1,452,375	1,533,769	1,619,383	1,709,426	1,804,119	1,903,694	2,008,391	2,118,467	2,234,186	2,355,829	2,483,687
Incentive	-125,000	-47,625	33,769	119,383	209,426	304,119	403,694	508,391	618,467	734,186	855,829	983,687

… and these are in future dollars which will be worth a lot less in today's dollars. You simply cannot make a case for selling now, not now and not in the next 20 years. You cannot hope to master plan or create large lots of land, with such a business case.

This is a once in a generation opportunity to get the zoning and the settings right. It won't happen again in our lifetimes. There is a golden opportunity with motivated and connected landowners, good ideas and goodwill. Please do not waste this opportunity.