



Doran Drive Plaza Precinct

State Significant Development Assessment
SSD-15882721

July 2022



State Significant Development

Recommendation

Doran Drive Plaza Precinct

The Hills Shire

Current Status: Recommendation

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Assessment Submissions

Construction of a 20-storey mixed-use development, comprising retail, commercial and community spaces, 430 residential units and a public plaza.

Attachments & Resources

Notice of Exhibition (1)	▼
Request for SEARs (2)	▼
SEARs (1)	▼
EIS (96)	▼
Response to Submissions (92)	▼
Agency Advice (10)	▼
Additional Information (13)	▼

Project Details

Application Number	SSD-15882721
Assessment Type	State Significant Development
Development Type	Residential & Commercial
Local Government Areas	The Hills Shire
Contact Planner	
Name	James Groundwater
Phone	8289 6778

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Doran Drive Plaza Precinct

- The Hills Showground Metro Station is located approximately 25 km northwest of the Sydney CBD, within The Hills LGA.
- Doran Drive is one of three mixed use Precincts approved as part of the Hills Showground Station Concept Approval (SSD 9653).
- The application has been lodged by Deicorp (the Applicant). In summary, it seeks approval for:
 - four residential towers above a 2-4 storey retail/commercial podium
 - 430 residential dwellings, including 22 affordable dwellings
 - six levels of basement car parking accommodating 765 car spaces
 - communal open space and associated landscaping, outdoor public plaza (Doran Drive Plaza).
- The proposal has a Capital Investment Value (CIV) of \$171.8 Million and would generate approximately 400 construction jobs and 145 operational jobs.



Figure 2 | Hills Showground Precinct (Source: EIS)

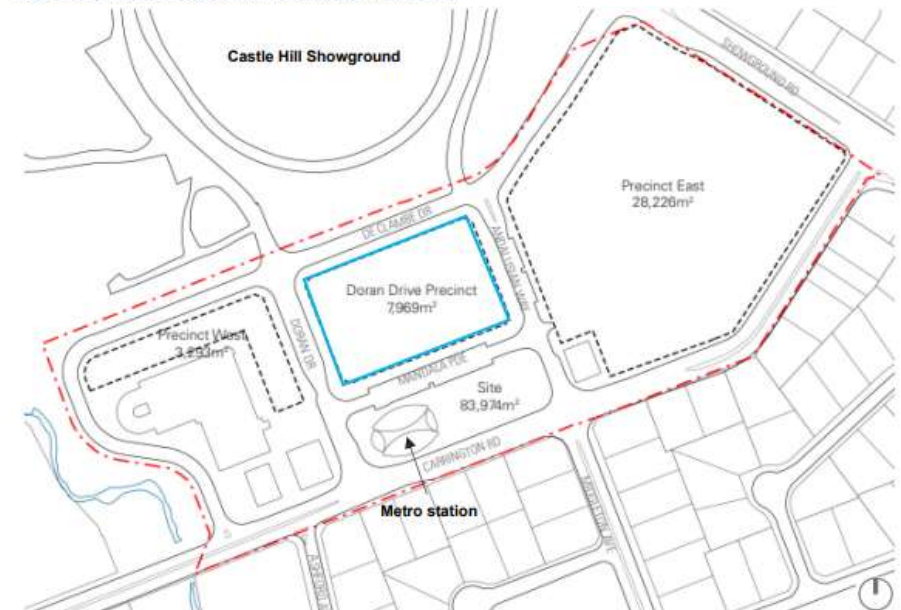


Figure 3 | Hills Showground Station Precinct development lots (Base Source: Department's website)



Figure 17 | Recent development approvals within Hills Showground Precinct (Base source: Nearmap, 2022 and The Hills Council)

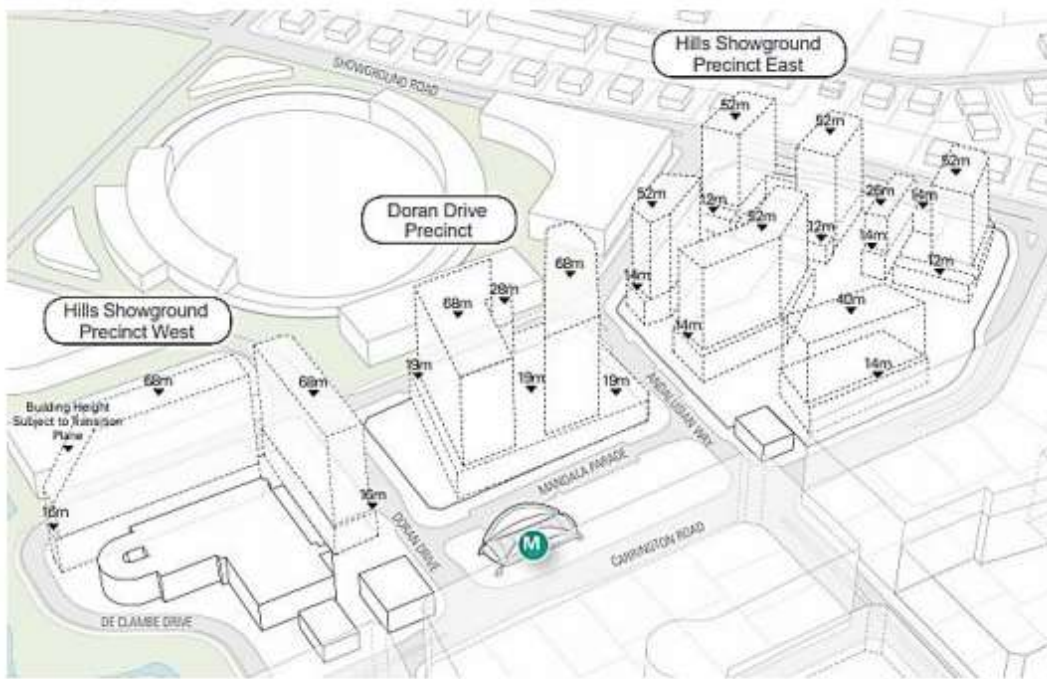


Figure 9 | Building envelopes and heights (Source: EIS)

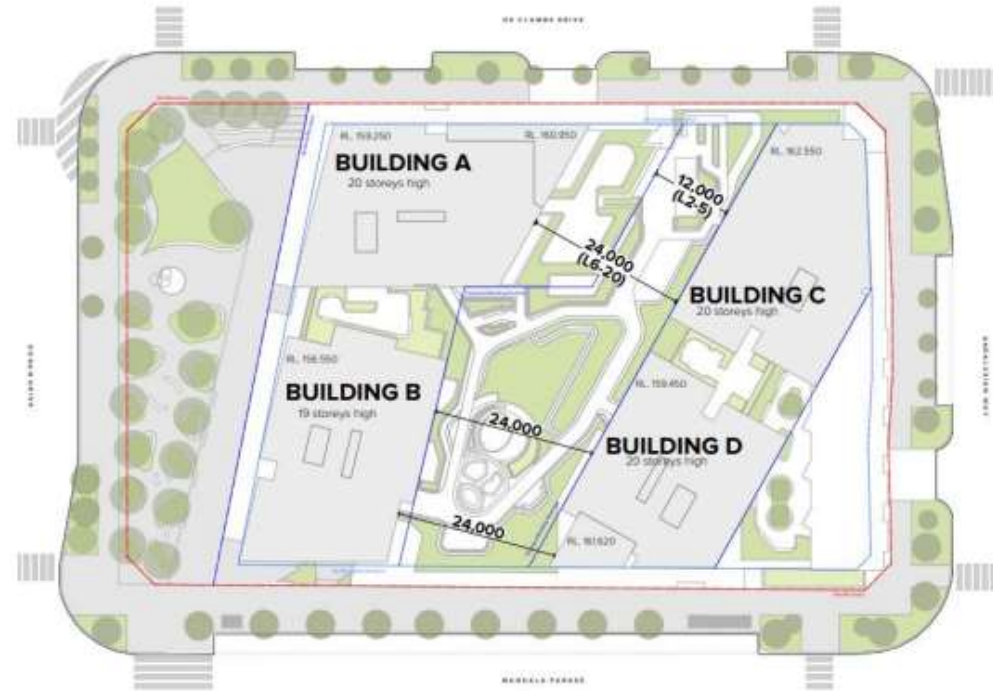


Figure 10 | Residential tower layout and separation plan (Source: RtS)



Figure 12 | Proposed north elevation (Source: Applicant's RtS)



Figure 14 | Proposed south elevation (Source: Applicant's RtS)



Figure 13 | Proposed west elevation (Source: Applicant's RtS)



Figure 15 | Proposed east elevation (Source: Applicant's RtS)

Submissions

- The Department of Planning and Environment (Department) publicly exhibited the Environmental Impact Statement (EIS) between 2 August to 30 August 2021 (29 days).
- In response, the Department received:
 - two public submissions (1 objection and 1 comments)
 - an objection from Council
 - advice from 12 Government agencies.
- Council raised concerns over the proposed dwelling mix, setbacks, active frontages, and the relationship with the adjoining Castle Hill Showground. Council also raised concern about deep soil landscaping, car parking, building separation, flooding, and waste collection.
- The key issues raised in the public submissions included inconsistencies with the Concept Approval, design excellence, economic impacts, traffic impacts, limited public benefit and affordable housing.
- Following RtS, Council advised that it maintains its objection to the proposed dwelling mix, arguing that the proposal should provide 20% three-bedroom apartments. In addition, Council provided comments regarding management and maintenance of public domain elements, flooding, and civil engineering matters.

(Page V and Part 5 – Engagement section of the Report)



Items on DEPARTMENT MEETING AGENDA

- Brief outline of Concept Approval, including whether more onerous requirements can be imposed (such as greater setbacks)
- Design Excellence, including how the SRDP recommendations have been adequately addressed, particularly regarding:

Built form	Communal open space	Public domain
<ul style="list-style-type: none"> • Setbacks • Retail podium • Minimum building separation distances 	<ul style="list-style-type: none"> • Soil depth • Solar access 	<ul style="list-style-type: none"> • Activation • Solar access • Connectivity • Landscaping

- Dwelling mix, including at the Site and across the Hills Showground Station Precinct
- Provision of affordable housing
- Traffic and transport
 - Car parking numbers
 - Vehicular and service access
- Ongoing maintenance of the public domain

Concept Approval

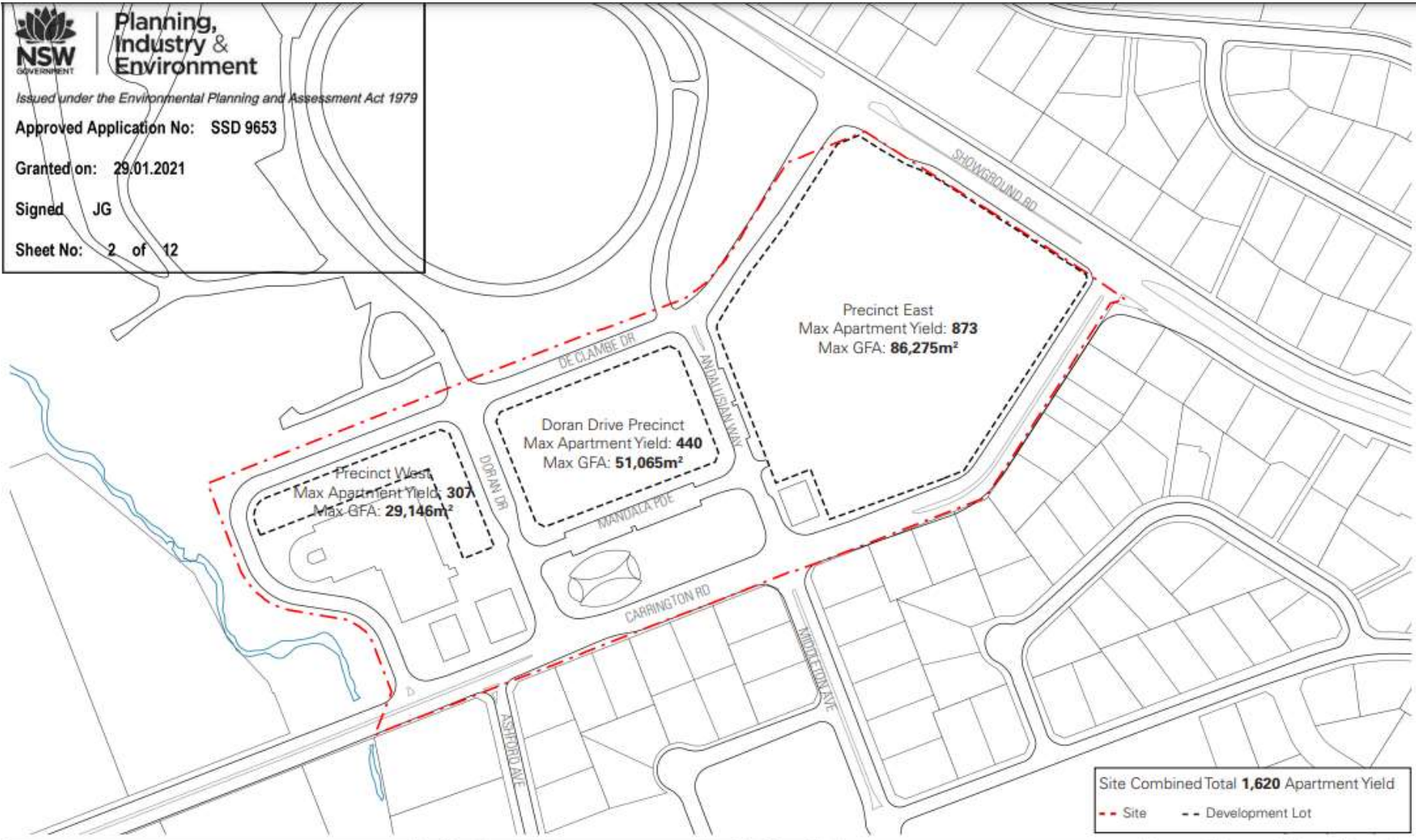
The Hills Showground Station Precinct (SSD-9653) Concept Approval established:

- concept subdivision, road hierarchy and precinct layout
- maximum building envelopes ranging from 12 m to 68 m
- maximum gross floor area (GFA) of up to 166,486 m², including up to 152,546 m² of residential accommodation and up to 13,940 m² of commercial premises
- residential development of up to 1,620 dwellings
- minimum 5% of all residential dwellings provided as affordable housing (for a minimum of 10 years)
- open space and public domain areas
- establish car and bicycle parking rates.

On 10 December 2021, a modification application was approved increasing the non-residential car parking rates for Doran Drive Plaza Precinct to permit a maximum of 341 spaces or 1 space per 32 m², whichever is lower.



- Determination documents
 - Approved Architectural Drawings [View](#)
 - Showground Notice of Determination [View](#)
 - Showground Notice of Decision [View](#)
 - Showground Development Consent [View](#)
 - Showground Assessment Report [View](#)
 - [Hills Showground Urban Design Guide](#)
- [Modification Application \(MOD 1\) to Concept Approval](#)
- [Modification Application \(MOD 2\) to Concept Approval](#)



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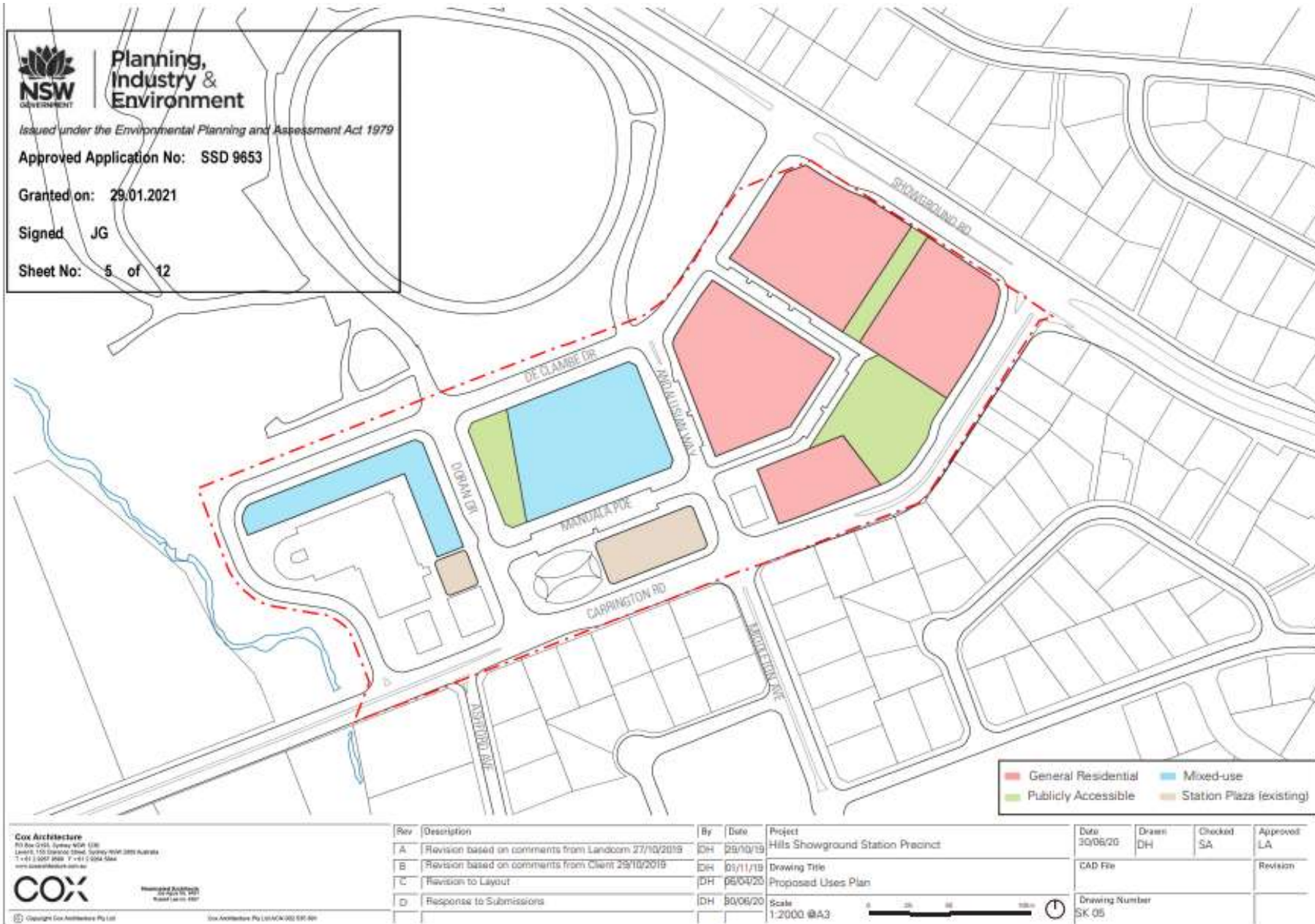
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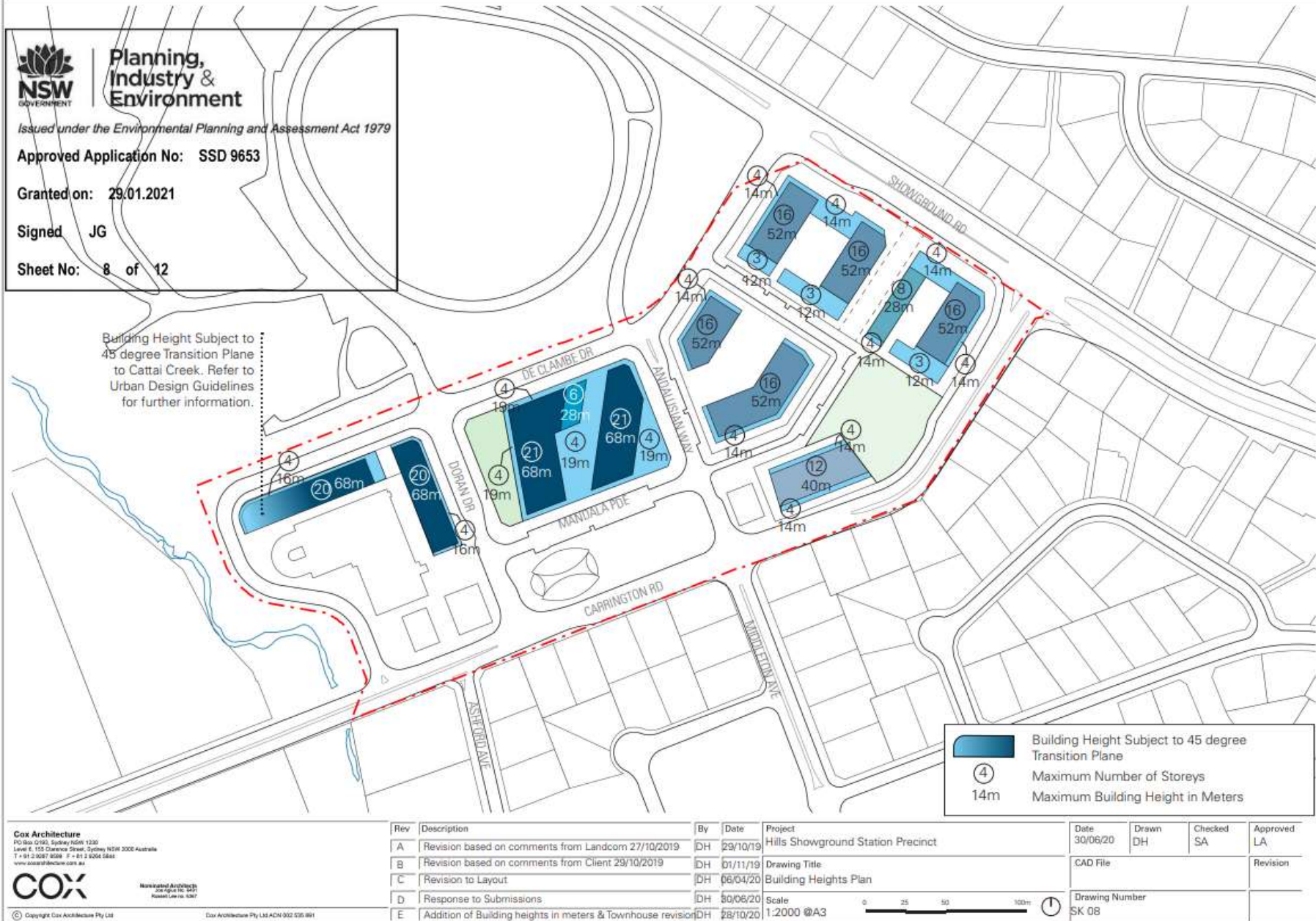
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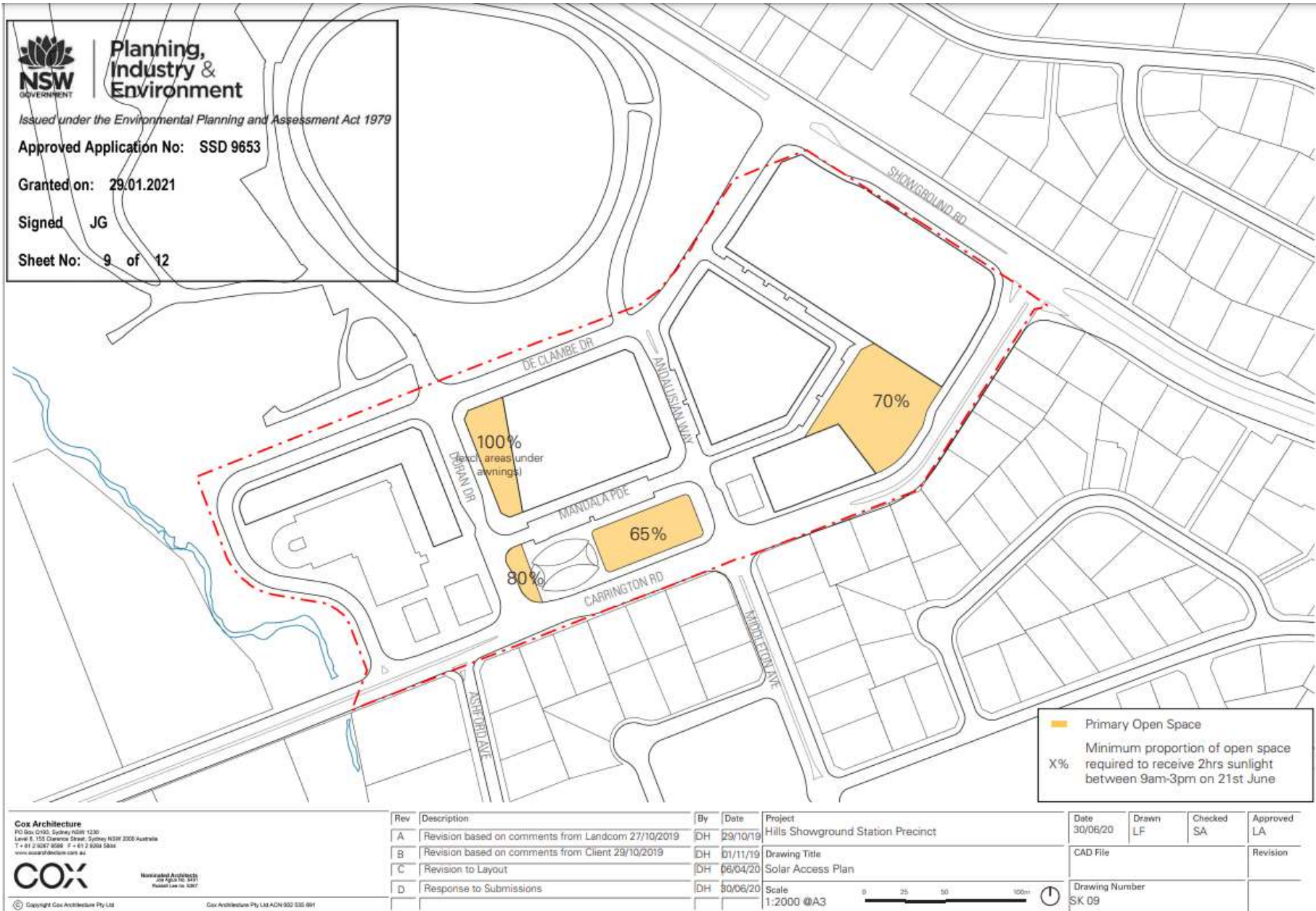
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Rev	Description	By	Date	Project	Date	Drawn	Checked	Approved
A	Dwelling Cap Per Precinct and Development Lot	DH	07/04/20	Hills Showground Station Precinct	30/06/20	DH	SA	LA
B	Response to Submissions	LF	03/06/20	Dwelling Capacity Plan				
				Drawing Title	CAD File			Revision
				Scale	Drawing Number			
				1:2000 @A3	SK 02			










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 Primary Open Space
 X% Minimum proportion of open space required to receive 2hrs sunlight between 9am-3pm on 21st June



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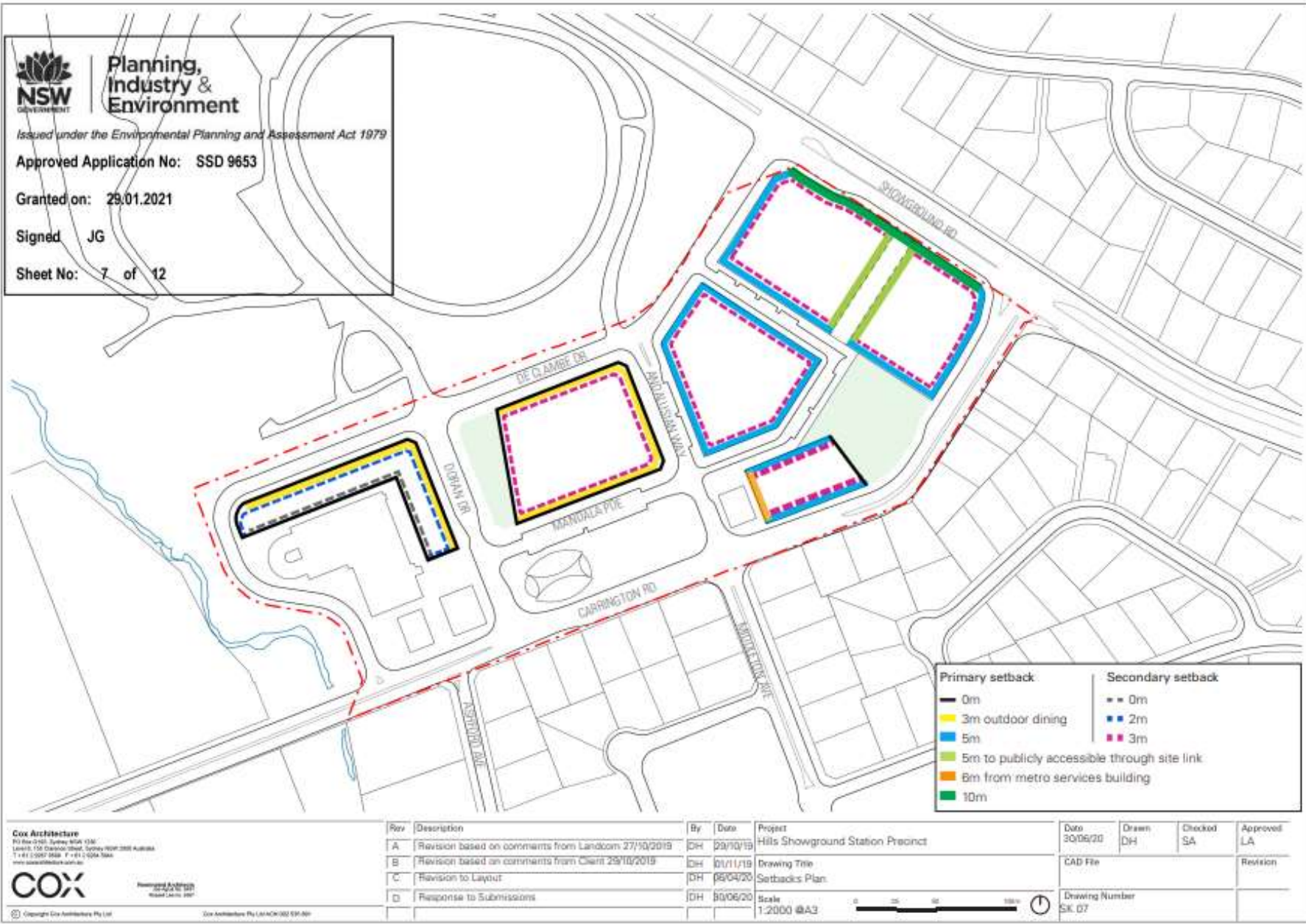
Rev	Description	By	Date
A	Revision based on comments from Landcom 27/10/2019	DH	29/10/19
B	Revision based on comments from Client 29/10/2019	DH	01/11/19
C	Revision to Layout	DH	06/04/20
D	Response to Submissions	DH	30/06/20

Project	Date
Hills Showground Station Precinct	30/06/20
Drawing Title	Drawn
Solar Access Plan	LF
Scale	Checked
1:2000 @A3	SA
	Approved
	LA

Date	Drawn	Checked	Approved
30/06/20	LF	SA	LA
CAD File	Revision		
Drawing Number	SK 09		







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Rev	Description	By	Date
A	Revision based on comments from Landcom 27/10/2019	DH	29/10/19
B	Revision based on comments from Client 29/10/2019	DH	01/11/19
C	Revision to Layout	DH	08/04/20
D	Response to Submissions	DH	30/06/20

Project	Date	Drawn	Checked	Approved
Hills Showground Station Precinct	30/06/20	DH	SA	LA
Drawing Title	Setbacks Plan			
Scale	1:2000 @A3			

Date	Drawn	Checked	Approved
30/06/20	DH	SA	LA
CAD File	Revision		
Drawing Number	SK 07		



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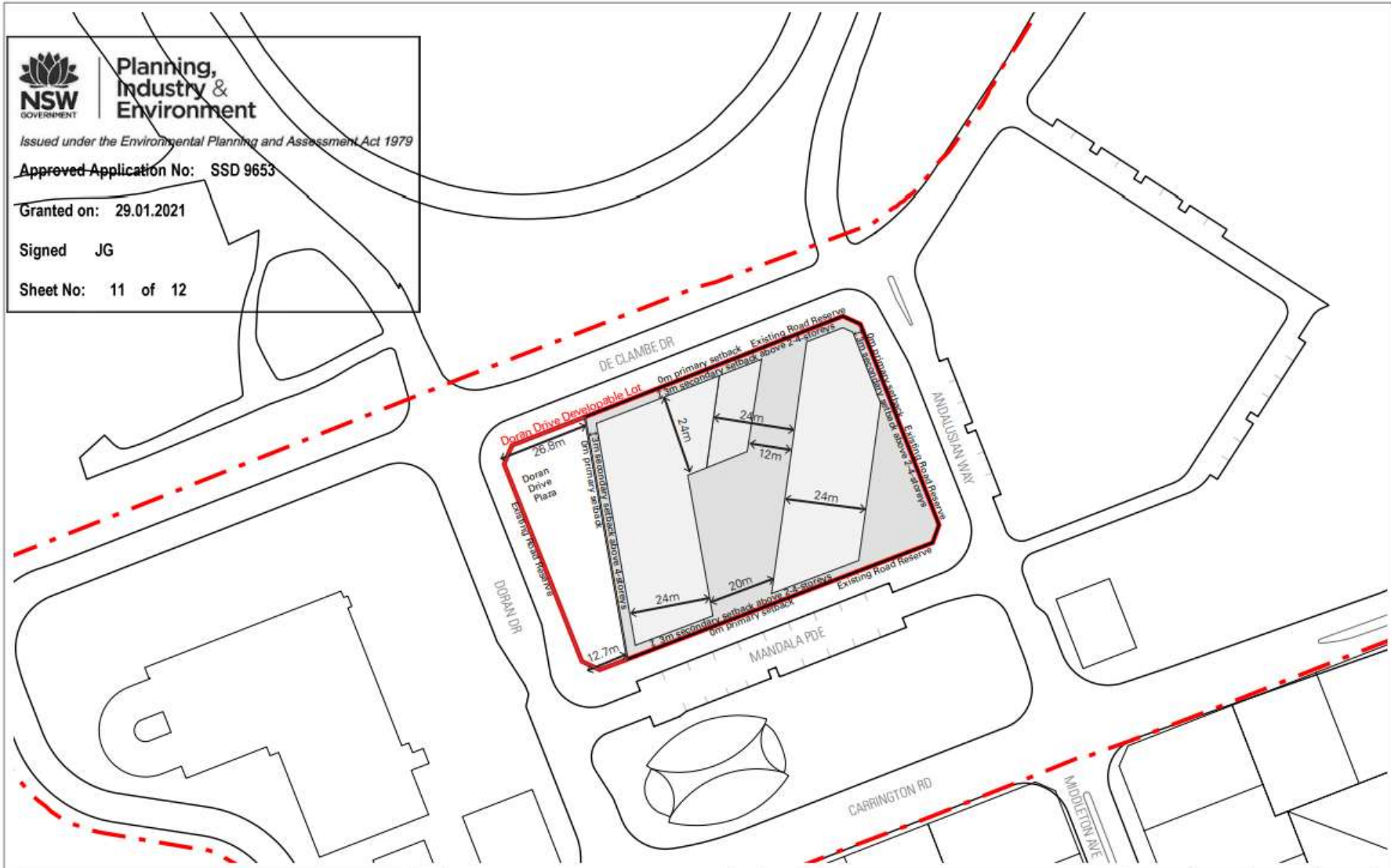
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Rev	Description	By	Date	Project	Date	Drawn	Checked	Approved
A	Drawing based on comments from Client 07/04/2020	LF	24/04/20	Hills Showground Station Precinct	30/06/20	LF	SA	LA
B	Revision based on comments from Client 28/04/2020	LF	06/05/20	Drawing Title	CAD File			Revision
C	Response to Submissions	LF	30/06/20	Building Envelopes Plan - Doran Drive Precinct				
				Scale	1:1000 @A3		Drawing Number	SK 11



Built form

- The Hills LEP sets a maximum building height of 68 m and a maximum FSR of 4:1 for the site.
- The Concept Approval established maximum building envelopes and other built form controls for the precinct, including:
 - a maximum building height of 68 m (21 storeys)
 - a maximum GFA of 51,065 m²
 - a maximum dwelling yield of 440.

The Concept Approval also included a Urban Design Guide to ensure the bulk and scale of the Doran Drive Plaza Precinct development would be compatible with the envisaged future character of the Hills Showground Station Precinct. The UDG establishes:

- minimum building separation between the residential towers and adjacent development
- maximum podium and towers heights (19 m and 68 m respectively)
- maximum facade lengths between podium and the 7th storey of 50 m
- maximum facade lengths above the 8th storey of 40 m, in addition to a maximum floor plate of 800 m².

With RtS submission, the Applicant amended the proposal by removing two levels from the eastern end of Building A and seven levels between Buildings C and D (represented as 1 and 2 respectively in *Figure 16*). The Applicant also removed all balconies and architectural elements which projected beyond the approved building envelope.

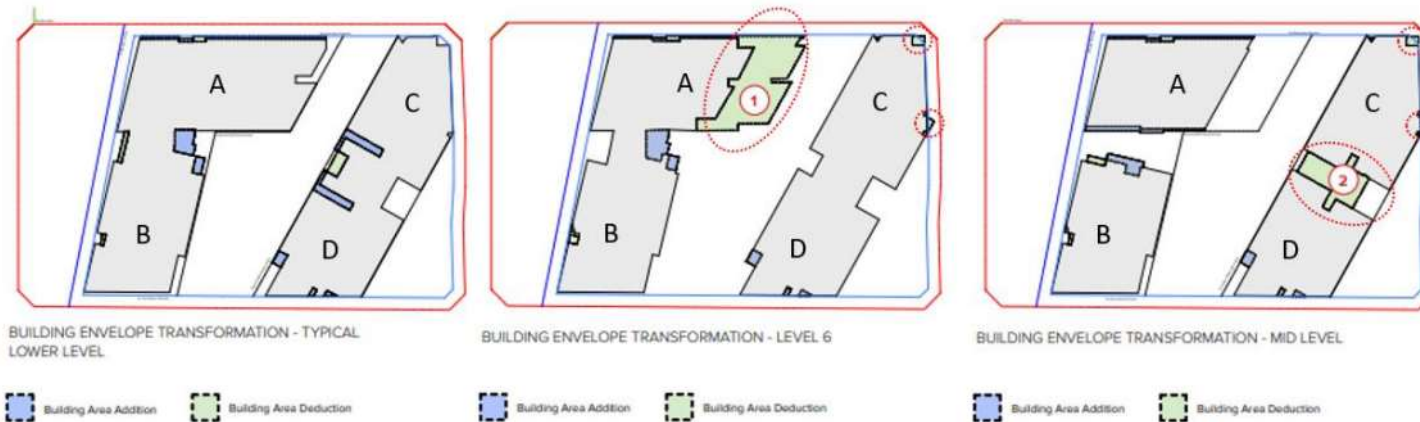


Figure 16 | Illustration demonstrating the amended proposal complies with the approved building envelope. (Source: RtS)

The Department accepts the amended proposal (RtS)

- complies with the Hills LEP, having a maximum building height of 68 m and an FSR of 3.2:1 (maximum 4:1)
- complies with the Concept Approval, as it is fully contained within the approved building envelopes, has a maximum GFA of 51,065 m² and accommodates 430 dwellings
- complies with the UDG, which is aimed at providing built forms that are compatible with the desired character of the area.

Building Separation

The Department notes the proposed buildings have a 24 m building separation across the communal open space above the podium in accordance with the ADG requirements. However, the proposed building separation is less than 12 m between the internal elevations of Buildings A and B and Buildings C and D (Figure 26)

The Department has carefully considered the amenity and privacy outcomes of the proposed dwellings and is satisfied the proposed building separation is acceptable in this case because the separations between the towers are intended to mitigate the visual bulk and scale of the buildings and are not relied upon for outlook or primary light and ventilation for the dwelling.

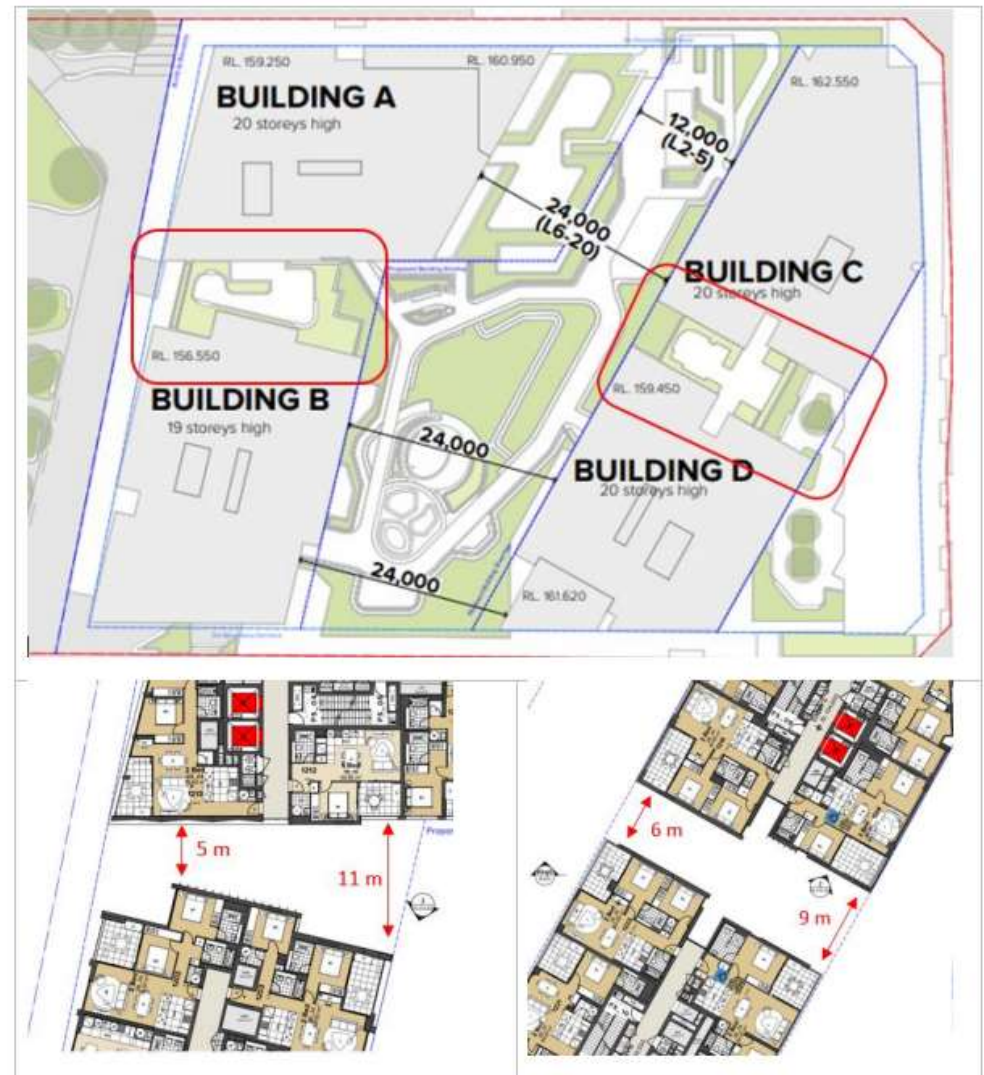


Figure 26 | Building separation across podium communal open space (above) and visual privacy between internal elevations of Building A and Building B (below left) and between Building C and D (below right) (Source: RtS)

Communal Open Space

The Department notes:

- the amended layout allows for more solar access to the principal usable areas
- circulation spaces have been relocated to the edges of the podium communal open space and overlap with sitting and planting areas to make them more usable
- the application is supported by soil specification report, prepared by SESL Australia, that ensures adequate soil depth of 1.2 m is achieved and at least 70% native planting have been selected.



Figure 27 | Communal open space on Levels 2, 3 and 6 (Source: RfS)



Figure 28 | Communal open space solar analysis (blue represents the principle useable open space, red illustrates the areas receiving two hours of solar access) (Source: Applicant's Additional Information)



(Part 6.2.3 – Communal Open Space Section of the Report)

Setbacks

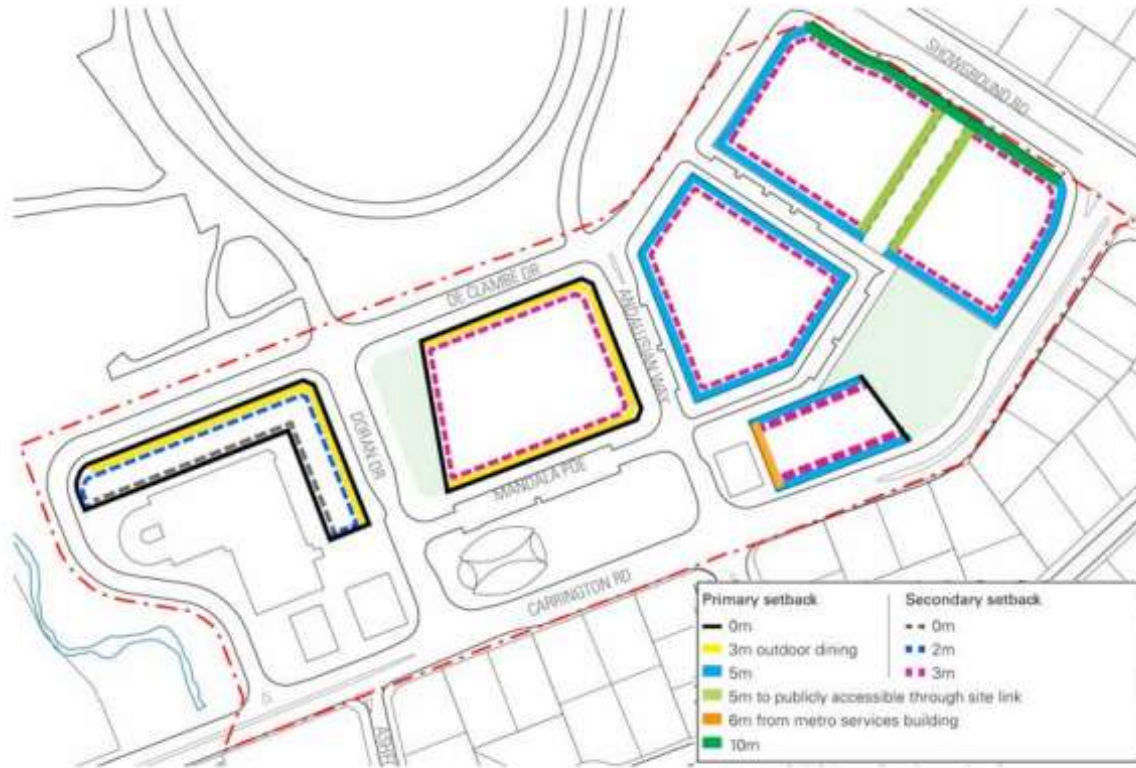


Figure 22 | Approved street and tower setbacks (Source: Concept Approval)



(Part 6.1.3 – Setback - Built form section of the Report)



Figure 23 | Council's building setback controls (Source: The Hills DCP)

Setbacks [SSD-9653](#)

Primary Setbacks

The Department considers the key objectives of the primary setbacks, being the setback between the podium and street boundary, are to provide a strong definition between public and private domain, create consistent streetscapes, accommodate landscaping and facilitate pedestrian movement.

In response to the concerns raised about the primary setbacks, the Applicant amended the primary setbacks to comply with the THLEP and align with THDCP.

The Department accepts the amended proposal now complies with the primary setback development standard in THLEP, noting the increased setback:

- from 3 m to 10 m along Showground Road
- from 3 m to 5 m along the new internal road
- from 4.5 m to 5 m along Carrington Road.

As noted in **Table 8** above, the proposal provides primary setback consistent with the THDCP except for the proposed 3 m setback along De Clambe Drive for the Doran Drive Precinct.

The Department notes the De Clambe Drive frontage is still capable of accommodating large street trees and providing a strong definition to the public domain. Further, a nil setback is consistent with the other active frontages within the Hills Showground Precinct.

The Department supports the revised Urban Design Guidelines which requires a 3 m setback where future development envisages outdoor dining, to ensure pedestrian movement is not affected (see **Figure 17**). This includes specific criteria to ensure these areas are consolidated and appropriately designed to achieve usable and attractive spaces.



Secondary Setbacks

The Department considers the key objectives of secondary setback, being the setback of a tower above a podium, are to mitigate building bulk as viewed from the streetscape and to provide sufficient building separation as buildings increase in height.

Whilst the proposed secondary setbacks are less than those envisaged in THDCP, the Department considers the proposal would still achieve these objectives because separation distance between the towers exceed that envisaged under the THDCP setback controls (**Figure 18**). This is due to:

- the THDCP setback controls envisaged a secondary setback from Doran Drive without taking into account the location of the proposed Doran Drive Plaza that will provide a building separation of 46 m to 60 m between towers facing Doran Drive
- the proposed tallest towers (up to 68 m tall) in the Doran Drive Precinct are angled from the street alignment and orientated away from their street frontage
- the proposed 3 storey building envelopes in Precinct East would provide additional separation between the proposed 16 storey buildings.

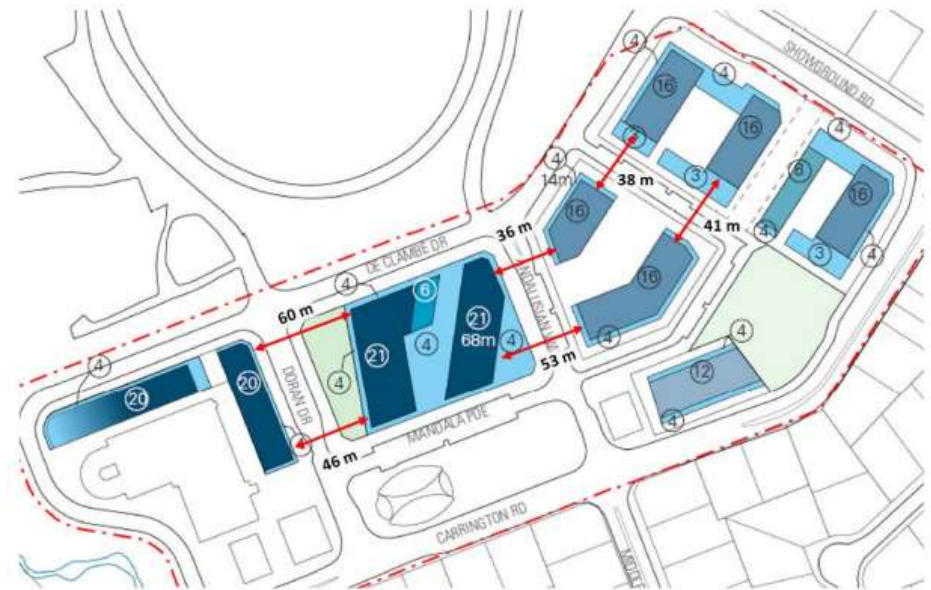


Figure 18 | Building separation between the three precincts (Base source: RtS)

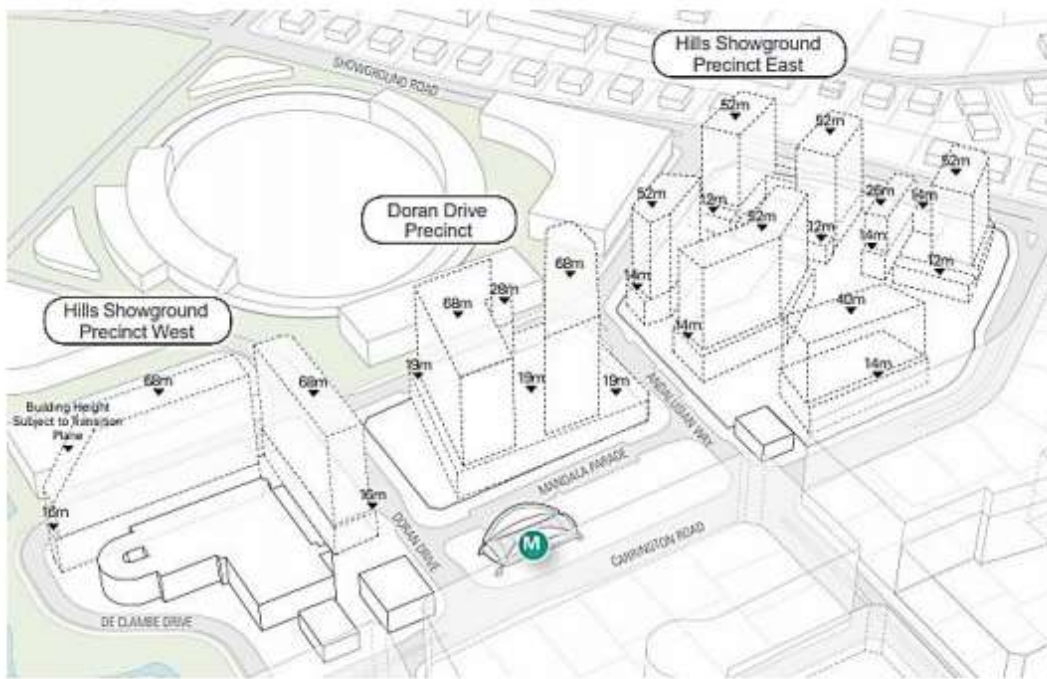


Figure 9 | Building envelopes and heights (Source: EIS)

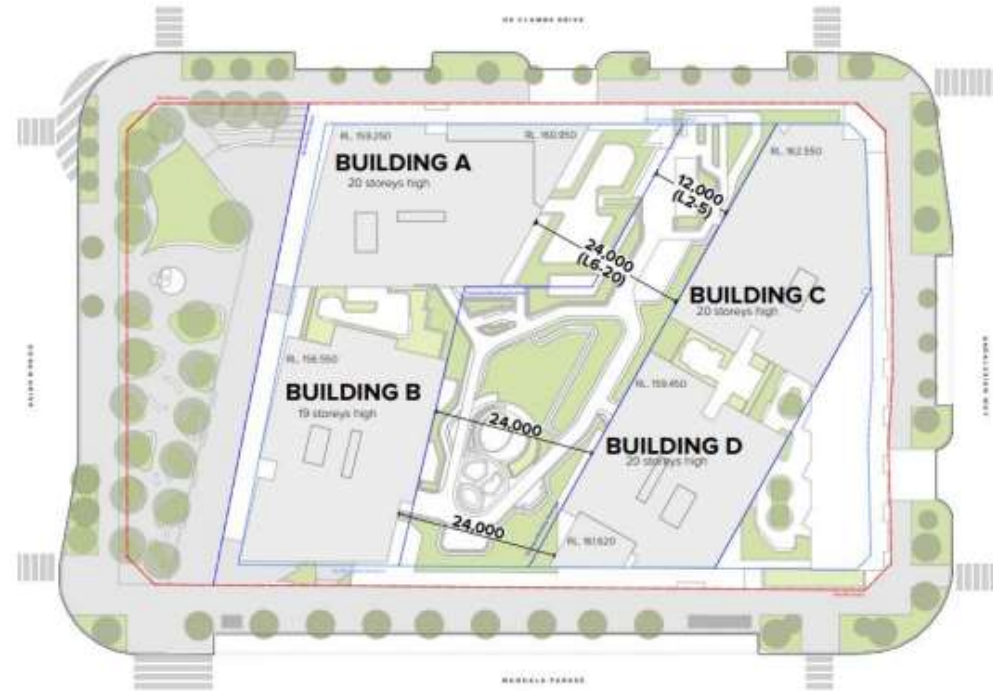
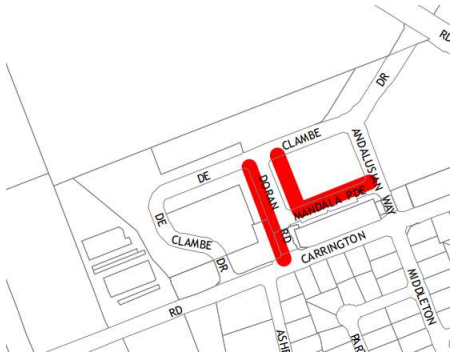
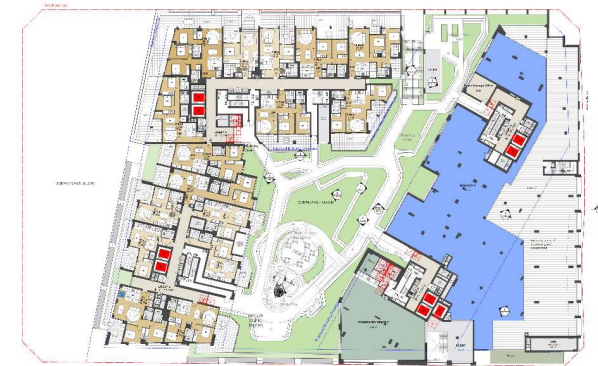
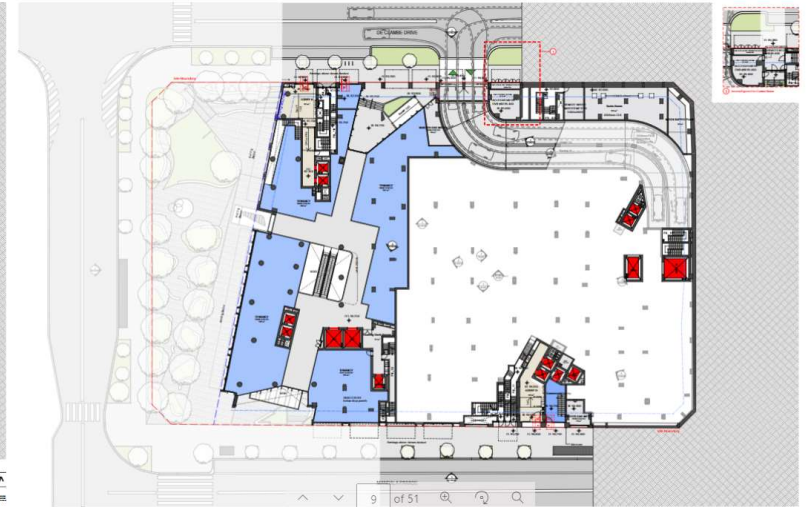
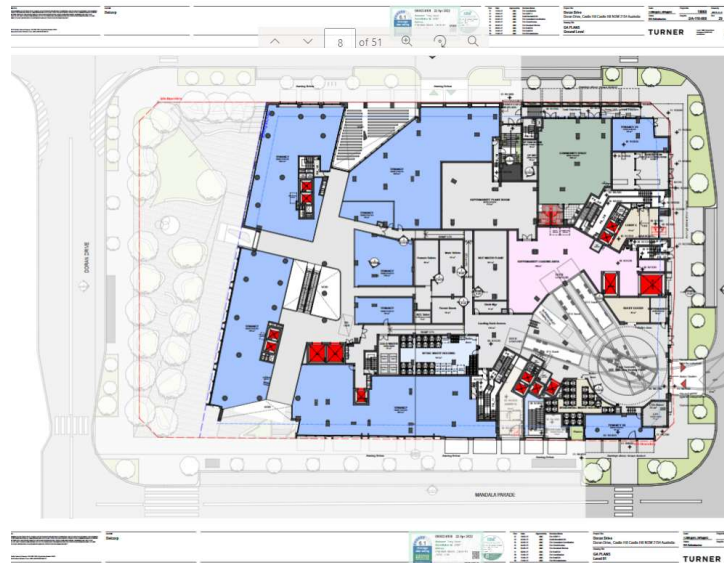


Figure 10 | Residential tower layout and separation plan (Source: RtS)

Street Activation



[Clause 9.6 The Hills LEP Active Frontage Map](#)



Street Activation

The Applicant amended the podium design to incorporate:

- a series of smaller built forms with varying facade types, stepped height, and articulation
- increased glazing to maximise permeability and openness and improve activation along street frontages.



Figure 18 | Doran Drive elevation (left) and De Clambe Drive near the intersection with Andalusian Way (right) (Source: RtS)



Figure 21 | Andalusian Way service access (left) and De Clambe vehicle access (right) (Source: RtS)

Retail Podium & Connectivity

- more natural light and visual connections between the retail area and the street frontages.
- substantial glazing and a skylight within the podium to increase natural light and improve permeability and visual connections through the site.



Figure 19 | Connections through the retail area (Source: RtS)



- 1 Addition of skylight to complement daylight access to retail
- 2 Configuration of public open space - External Sitting area reduced by 1m to allow for 3m covered walkway.
- 3 Awning depth increased 4m to Doran Drive Plaza
- 4 Integration of public art works

Figure 31 | Doran Drive Plaza and retail podium section (Source: RtS)

Doran Drive Plaza

The Department considers the design and layout of the Plaza satisfies the various requirements of the UDG and satisfactorily addresses the SDRP advice, noting the amended design of the plaza will:

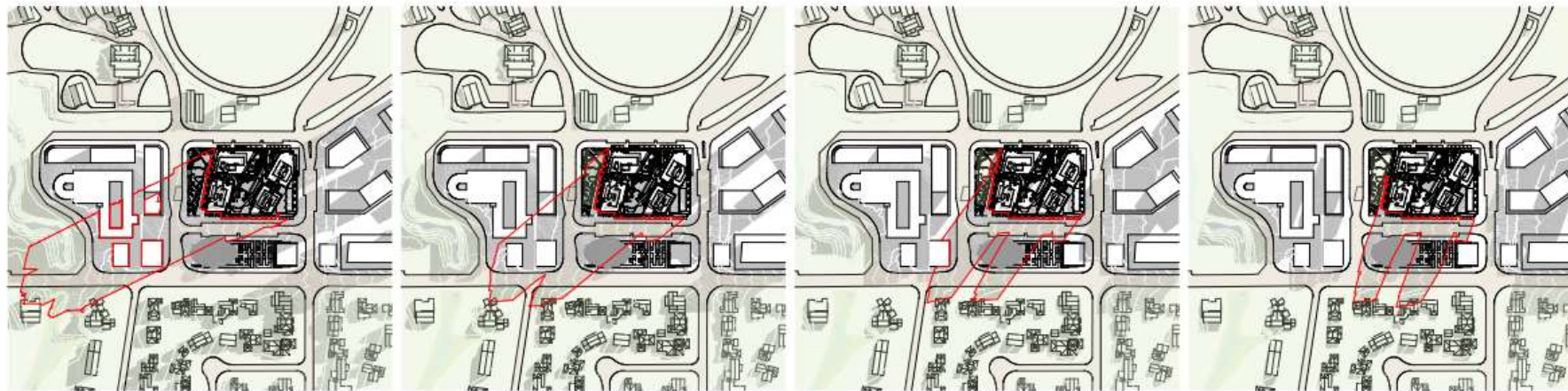
- include a 6 m wide pedestrian thoroughfare consistent with the requirements of the UDG
- provide weather protection with wide awnings to all active frontages
- coordinate the pedestrian crossing with the landscaping and plaza design to assist in creating a seamless connection between the Metro station and the Castle Hill Showground
- incorporate public art to showcase the relationship of the site to Cattai Creek, which also strengthen the proposal's response to Connecting with Country and landscape design
- include interpretative signage as part of their Connecting with Country response.



(Part 6.3.1- Doran Drive Plaza sections of the Report)



Figure 30 | Doran Drive Plaza extract from Landscaping Plan (Source: RtS)

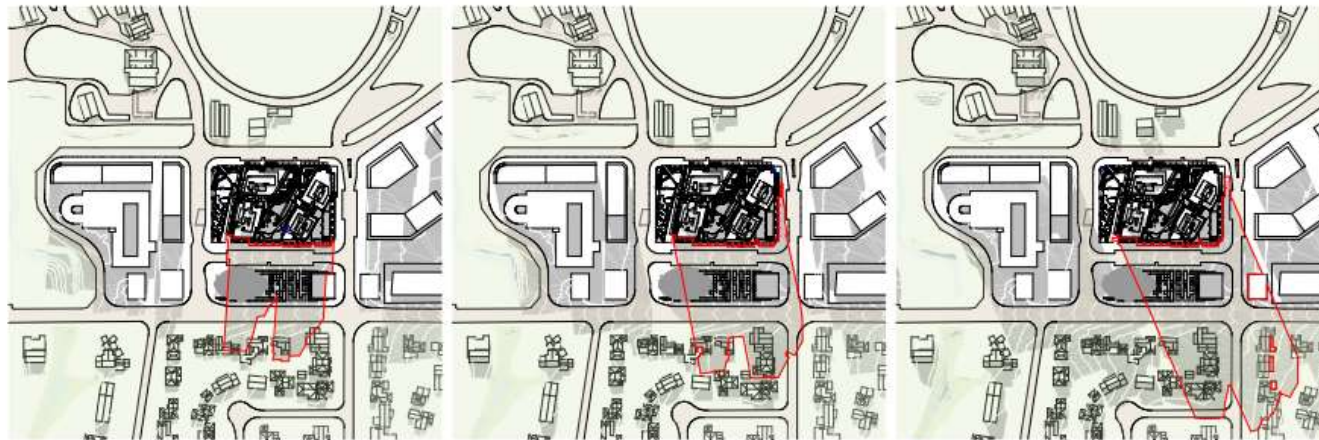


JUN 21st - 09:00am

JUN 21st - 10:00am

JUN 21st - 11:00am

JUN 21st - 12:00pm



JUN 21st - 01:00pm

JUN 21st - 02:00pm

JUN 21st - 03:00pm



(Part 6.3.2- Solar Access section of the Report)

RTS Appendix 3 - Shadow Diagrams [View](#)

Landscaping

CONTENTS

1.0 PUBLIC DOMAIN AND LANDSCAPE DESIGN VISION 4

1.1	BIG IDEAS	4
1.2	VISION	4
1.3	DESIGN PRINCIPLES	5

2.0 CONNECTING WITH COUNTRY 6

2.1	FOUR THEMES	6
2.2	BIG IDEAS	7
2.3	PUBLIC ART OPPORTUNITIES	7

3.0 LANDSCAPE PLANS 8

3.1	GROUND LEVEL PLAN - DORAN PLAZA	8
3.2	GROUND LEVEL PLAN - DORAN PLAZA WITH MARKET OVERLAY	9
3.3	GROUND LEVEL PROGRAM	10
3.4	UPPER GROUND LEVEL + LEVEL 1 PLAN	11
3.5	LEVEL 2 PODIUM PLAN	12
3.6	LEVEL 2 PODIUM PROGRAM	13
3.7	LEVEL 3 PLAN	14
3.8	LEVEL 3 PROGRAM	15
3.9	LEVEL 5 PLAN	16
3.10	LEVEL 5 PROGRAM	17
3.11	LEVEL 6 PLAN	18
3.12	LEVEL 8 PLAN	19
3.13	LEVEL 6 + 8 PROGRAM	20
3.14	LEVEL 9 PLAN	21
3.15	LEVEL 9 PROGRAM	22

4.0 3D VIEWS 23

4.1	AMPHITHEATRE AND EVENT SPACE	23
4.2	ARRIVAL PLAZA VIEW FROM DORAN DRIVE	24
4.3	NATIVE TREE GROVE VIEW FROM CORNER OF DORAN DRIVE AND MANDALA PARADE	25

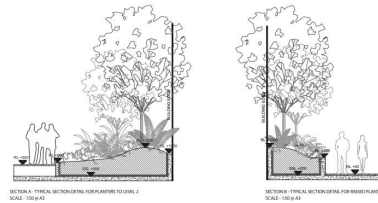
5.0 INDICATIVE PLANT SCHEDULE 26

5.1	GROUND LEVEL SCHEDULE	27
5.2	LEVEL 2 SCHEDULE	29
5.3	LEVEL 3 SCHEDULE	31
5.4	LEVEL 5 SCHEDULE	33
5.5	LEVEL 6 + 8 SCHEDULE	35
5.6	LEVEL 9 SCHEDULE	37

6.0 MATERIALS PALETTE 39

7.0 TYPICAL SECTION DETAILS 40

7.0 TYPICAL SECTION DETAILS



The UDG requires a combination of native and exotic species suited to the urban character of the area, including a minimum of 50% native species within the Plaza and 70% native species within the communal open spaces.

The UDG also requires a minimum tree canopy cover of 40% for new public domain areas. The Department notes the proposal will achieve 50% canopy cover for the Plaza and 45% tree canopy cover for the communal open spaces, consistent with the requirements of the UDG.

- RTS Appendix 13 a and b – [Landscape report](#)
- EIS Appendix 37 [Soil Specification Report](#)
- RTS Appendix 14 [Landscape Maintenance](#)
- Condition B32

Design Excellence

- (SDRP 3) RTS Appendix 20a - Responses to the SDRP [View](#)
- (SDRP 4) RTS Appendix 20b - Responses to the SDRP [View](#)
- RTS Appendix 5 - Architectural Statement (SEPP 65) [View](#)
- RTS Appendix 7 - Design Integrity Report [View](#) (Compliance with UDG)
- RTS Appendix 15 - Connecting with Country Strategy [View](#)
- RTS (RFI) Appendix 2 - Landscape Plan 003 Rev I [View](#)
- RTS Appendix 22 - Wind Tunnel Report [View](#)
- RTS Appendix 13 a and b – [Landscape report](#)
- EIS Appendix 37 [Soil Specification Report](#)



(Part 6.1.5 - Design Excellence sections of the Report)

Table 4 | Summary of SDRP final advice and the Applicant's response

SDRP recommendations	Applicant's responses
develop an overall strategy for the facade, including revisions to the façade of Tower A	incorporated four distinct facade types for the towers and podium (see Figure 23) to have distinctive but coherent architectural identities, and positively contribute to the active street frontages (see Section 6.1.2 and 6.1.5) revised the facade of Building A to use more restrained and subtle finishes (see Section 6.1.1 and 6.1.5)
increase natural light to the retail podium and weather protection along interface with Doran Drive Plaza	revised the design of the retail podium and Doran Drive Plaza to incorporate natural lighting and increased weather protection
revise layout of communal open space to ensure usability, amenity and suitable planting and soil depth	revised the communal open space to improve usability, amenity, and landscaping (see Section 6.2.3)
review treatment of vehicular access and services along Andalusian Way	provided further consideration of the impact of vehicular access and services on streetscape (see Section 6.4.3)
incorporate the relationship of the site to Cattai Creek as part of the overall Connecting with Country design response	revised the design of Doran Drive Plaza and updated public art strategy, which celebrates First Nations People Songlines along the "creeks" (See Section 6.5)
further studies to confirm on wind comfort, plant selection and soil depth.	amended landscape proposal and wind studies to demonstrate wind comfort and appropriate plant selection and soil depth would be achieved.

Dwelling mix

The proposal includes a mix of 76 x 1 Bed (17.7%), 311 x 2 Bed (72.3%) and 43 x 3 Bed (10%) dwellings. The Applicant notes that all the proposed dwellings would achieve minimum size required under the ADG

The Department considers the dwelling mix and sizes of the proposal is appropriate because the proposal, :

- is consistent with the requirements of the Concept Approval and UDG.
- the distribution of dwelling mix across the three precincts in the Concept Plan is supported by maximum dwellings, density, building envelopes and dwelling type for each precinct.
- the majority of 3 bedroom dwellings under the Concept Plan would be delivered within Precinct East where lower density 12m high (3 storey) building envelopes are stipulated.
- the proposed dwelling sizes comply or exceed the minimum internal dwelling areas prescribed within the ADG. The proposed 3 bedroom dwellings range between 95 m² to 125 m², which exceeds the minimum requirements of the ADG to better accommodate larger families.
- the proposal also includes five townhouse style dwellings along the Andalusian Way frontage to contribute to housing diversity

Table 6 | Distribution of dwelling mix and dwelling cap across the three precincts in the Concept Plan

Precinct	Minimum % of 3 bedroom (number of dwellings)	Maximum dwellings Permitted
Doran	10% (43 proposed)	440 (430 Proposed)
East	24% (210)	873
West	23% (71)	307
Total	20% (324)	1,610



2.9. Diversity and Inclusion

Providing for diversity and inclusion in the planning and design of The Hills Showground Station Precinct is of paramount importance to ensure housing choice for different demographics, living needs and household affordability levels, supporting the objectives outlined in clause 7.11 of the The Hills Local Environmental Plan 2019 (THLEP).

Affordable Housing

Affordable Housing is defined as housing for 'very low income households, low income households and moderate income households' under section 1.4 (1) of the EP&A Act.

Objectives

- a. To ensure that the development promotes social and economic integration while providing households on lower incomes access to housing opportunities.
- b. To ensure consistency in the material treatment of affordable and market dwellings.

Controls

1. A minimum of 5% of the number of dwellings delivered must be Affordable Housing. The location(s) and configuration(s) of affordable housing within the Hills Showground Station Precinct is flexible as long as the 5% minimum is met, and may occur on any or all of the associated development lots.
2. Affordable Housing must be integrated into the overall development with no discernible difference in quality when compared to market housing.
3. The provision of Affordable Housing must conform with the State Environmental Planning Policy (Affordable Rental Housing), 2009 (ARHSEPP).
4. Car parking for affordable housing is to be in accordance with Sections 3.2.13, 4.2.12, and 5.2.16 Car Parking and Access of this document consistent with State Environmental Planning Policy (Affordable Rental Housing) 2009.

Liveable and Adaptable Housing Objectives

- a. To encourage flexibility in design to allow people to adapt their home as their needs change.
- b. To ensure the provision of homes that are easier to access, navigate and live in, and more cost effective to adapt when life's circumstances change.
- c. To ensure a sufficient proportion of dwellings include accessible layouts and features to accommodate changing requirements of residents due to ageing or disability.

Controls

1. A minimum of 20% of apartments are to achieve a 'Design and As-Built' Livable Housing Australia accreditation at silver level or above.
2. 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.
3. Residential flat buildings and multi dwelling housing are to comply with the standards under the Disability Discrimination Act and Building Code of Australia.

Dwelling Typologies & Mix Objectives

- a. To provide housing choice to suit different demographics, living needs and household budgets.
- b. To guide appropriate locations for differential typologies given their proximity to infrastructure and mixed-use areas, as well as adjacent residential areas and open space.

Controls

1. Apartment mix is to be provided in accordance with Table 1 below. The approach below achieves an overarching mix across the Hills Showground Station Precinct of:
 - a. No more than 25% studio or 1-bedroom dwellings or both
 - b. At least 20% 3 (or more)-bedroom dwellings.
2. Any variation to the apartment mix controls must be supported by a market demand assessment prepared by a suitably qualified professional.
3. Townhouse apartments are to be provided at a minimum along the new internal street to Precinct East where 12m high (3 storey) envelopes are stipulated.

Table 1: Hills Showground Precinct Apartment Mix

	Precinct West	Doran Drive	Precinct East
1 bedroom dwellings	No more than 25% of the total number of dwellings (to the nearest whole number of dwellings) contained in the development are to be studio or 1-bedroom dwellings, or both.		
3 bedroom dwellings	At least 23% of the total number of dwellings (to the nearest whole number of dwellings) contained in the development are to be 3 or more-bedroom dwellings.	At least 10% of the total number of dwellings (to the nearest whole number of dwellings) contained in the development are to be 3 or more-bedroom dwellings.	At least 24% of the total number of dwellings (to the nearest whole number of dwellings) contained in the development are to be 3 or more-bedroom dwellings.

Ongoing Objective

Refer to the Proof of Concept submitted with SSD-9653 for an example of how the above mix can be achieved.





**Planning,
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Environment**

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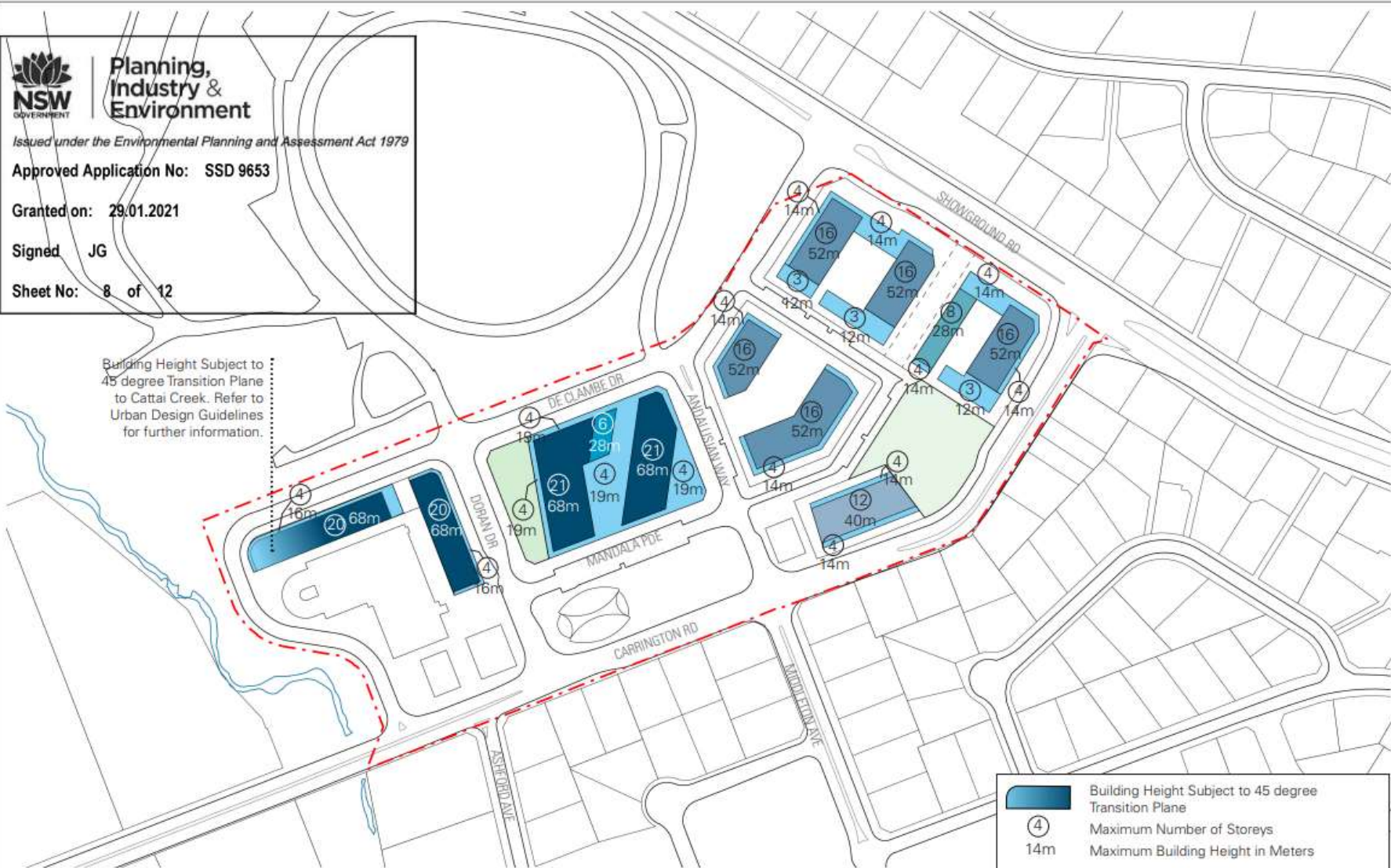
Approved Application No: SSD 9653

Granted on: 29.01.2021

Signed JG

Sheet No: 8 of 12

Building Height Subject to
45 degree Transition Plane
to Cattai Creek. Refer to
Urban Design Guidelines
for further information.



Building Height Subject to 45 degree Transition Plane

Maximum Number of Storeys

Maximum Building Height in Meters



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Rev	Description	By	Date
A	Revision based on comments from Landcom 27/10/2019	DH	29/10/19
B	Revision based on comments from Client 29/10/2019	DH	01/11/19
C	Revision to Layout	DH	06/04/20
D	Response to Submissions	DH	30/06/20
E	Addition of Building heights in meters & Townhouse revision	DH	28/10/20

Project	Date
Hills Showground Station Precinct	30/06/20
Drawing Title	CAD File
Building Heights Plan	Revision
Scale	Drawing Number
1:2000 @A3	SK 08

Date	Drawn	Checked	Approved
30/06/20	DH	SA	LA



Affordable Housing

The Department notes that there was no statutory obligation for the **Concept Approval** to provide any affordable housing. The commitment to provide 5% affordable housing was in line with Landcom's Affordable Housing Strategy and the 10-year timeframe was consistent with the period established under the State Environmental Planning Policy (Affordable Rental Housing) 2009 at the time development consent was granted for the Concept Approval.

The Department notes the proposal fully complies with the Concept Approval as it includes 22 dwellings (5%) which will be managed by an affordable housing provider for the next 10 years.

- Condition 41 and 42
- RTS Appendix 33 - Affordable Housing Nominations [View](#)



Car Parking Number

- [Modification Application \(MOD 1\) to Concept Approval](#)
- RTS Appendix 32 - Response to QIC Submission [View](#)
- RTS Appendix 2 - Car Parking Management Plan [View](#)
- RTS Appendix 24 - SIDRA Model [View](#)
- RTS Appendix 23 - Traffic Report [View](#)

Table 7 | Summary of parking rates

	Min. Rates	Max. Rates	Control	Proposed	Complies	
Residential car parking rates (408 dwellings)	1 Bed	0.4 per dwelling	average of 1 space per dwelling	min. 276 spaces max. 408 spaces	408	YES
	2 Bed	0.7 per dwelling				
	3 Bed	1.0 per dwelling				
Affordable dwellings car parking rates (22 dwellings)	1 Bed	0.4 per dwelling	13 spaces	13	YES	
	2 Bed	0.5 per dwelling				
	3 Bed	1.0 per dwelling				
Commercial car parking rates	1 space per 145 m ²	max. 341 spaces or 1 per 32 m ² , whichever is lower	min. 75 spaces max. 341 spaces	337	YES	
Retail car parking rates	1 space per 130 m ²					
Carshare rates	1 space per 150 car spaces for residents 1 space per 80 car spaces for commercial		7 spaces	7	YES	



4.2.12. Car Parking and Access

Objectives

- a. To ensure access does not compromise the activity and pedestrian movements within the heart of the Precinct and the transport interchange on Doran Drive.
- b. To ensure entries and structures do not impinge upon pedestrian amenity and streetscape quality.
- c. To encourage car share spaces within residential flat buildings for the exclusive use of car share scheme vehicles.
- d. To future proof the development via the provision of electric vehicle charging stations.
- e. To ensure residential parking rates allow for flexibility to meet the future demographic needs and ongoing modal shift towards more sustainable transport outcomes.

Controls

1. Residential carparking spaces are to be provided at the rates specified in Table 7. For any use not specified, the carparking rates in The Hills Development Control Plan 2012 (Part C Section 1 – Parking) shall apply.

2. The maximum cap for residential car spaces is 1,663 across the Hills Showground Station Precinct.
3. Dedicated residential visitor parking is not applicable.
4. Parking is to be provided and suitably located to enable shared parking between residential visitor parking and non-residential parking.
5. Secure, conveniently located bicycle parking facilities are to be provided at the rates specified in Table 8.
6. Driveways and vehicular access to carparks shall not be located on Doran Drive.
7. Vehicular access to carparks is to be limited to the eastern end of De Clambe Drive and along Andalusian Way. Access via Doran Drive and Mandala Parade is prohibited. Entry and exits are to be located in accordance with Figure 164
8. Driveways are to be appropriately set back from corners and intersections.
9. Driveways are to have a minimum width of 6 metres at the property boundary for a distance of 6 metres (measured along the centreline of the driveway)

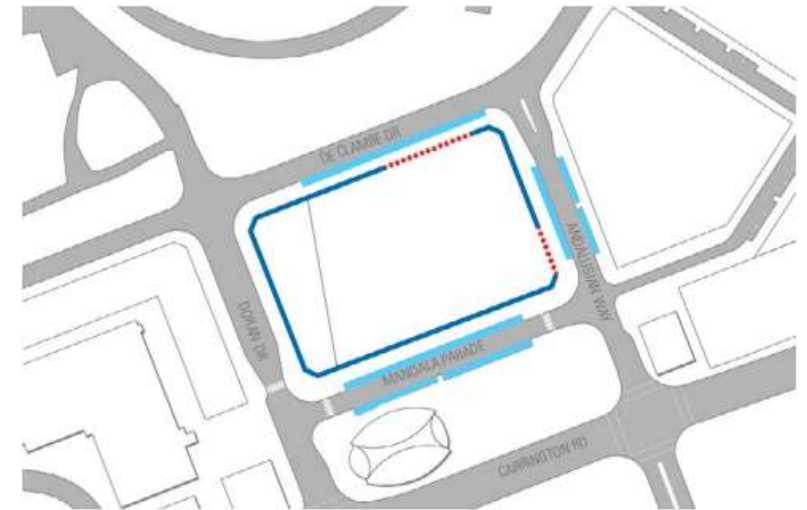


Figure 174: Doran Drive Precinct - Carparking Configuration and Access
 ■ Proposed zones within which parking entries/exits may be located ■ Basement car park envelope ■ Existing on-street parking

Table 7: Doran Drive Precinct Residential Car Parking Spaces

	Minimum (per unit)	Maximum (per unit)	Affordable Housing Minimum (per unit)	Affordable Housing Maximum (per unit)
1 bedroom units	0.4	Average of 1 across all bedroom apartment mix	0.4	0.4
2 bedroom units	0.7		0.5	0.5
3 bedroom units	1.0		1	1
	Minimum (per area)	Maximum		
Retail	1 space per 130m ² GFA	A maximum car parking cap of 341 spaces for retail and commercial development for Doran Drive Precinct, or 1 space per 32m ² , whichever is lower		
Commercial	1 space per 145m ² GFA			
Office	1 space per 145m ² GFA		1 space per 100m ² GFA	

Table 8: Doran Drive Precinct Bicycle Parking Facility Rates

	Rate (minimum)
Residential flat buildings	1 resident space per 3 apartments 1 visitor space per 12 apartments
Commercial use	1 space per 600m ² GFA for staff
Retail use	1 space per 450m ² GFA for staff

Vehicular Access and servicing

The Department considers the amended proposal provides appropriate design and management measures for loading and servicing noting:

- concerns raised by Council and SINSW have been satisfactorily addressed
- the turntable and on-site loading dock manager will manage the daily operation of the loading dock
- appropriate conditions are recommended to mitigate conflicts between pedestrians and truck and between residential and commercial waste arrangements (Condition E32)

- RTS Appendix 23a -Traffic Response Letter to THSC [View](#)
- RTS Appendix 28 - Australian Turntable Details [View](#)

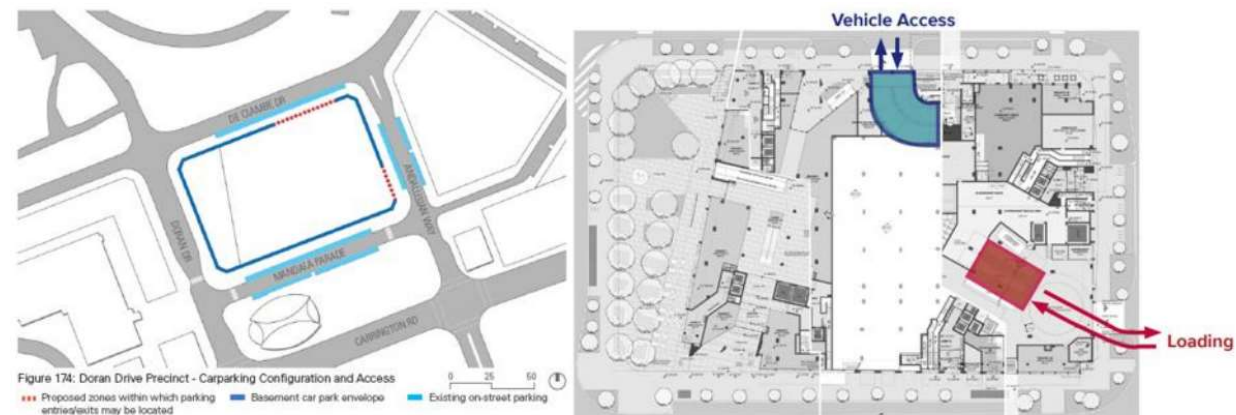


Figure 20 | Vehicular access points (Source: RtS)

Conditions

	Conditions
Landscaping	A2, B32, E33
Design Excellence	B1-B6 (ESD B22-B23)
Car Parking	B29, E43, F9
Loading and Servicing	E32, F8
Doran Drive Plaza	Covenant + maintenance E38, E44
Affordable Housing	E41-E42

Doran Drive Plaza Precinct

- **Assessment Report** 20.07.2022 [PDF\(4.7 MB\)](#)
- **IPC Referral Letter** 20.07.2022 [PDF\(69.6 KB\)](#)
- **Recommended Conditions** 20.07.2022 [PDF\(504.2 KB\)](#)



Questions?



Contents

1	Introduction	1
1.1	Sydney Metro North West	1
1.2	The site and surroundings	2
2	Project	7
2.1	Project outline	7
2.2	Physical layout and design	8
2.3	Related development	12
3	Strategic context	14
3.1	Greater Sydney Regional Plan and Central City District Plan	14
3.2	Future Transport Strategy 2056	14
3.3	Sydney Metro North West Corridor Strategy	14
3.4	Showground Station Precinct Rezoning	15
4	Statutory Context	16
4.1	State Significant Development	16
4.2	Permissibility	16
4.3	Mandatory Matters for Consideration	16
4.4	Biodiversity Development Assessment Report	17
5	Engagement	18
5.1	Department's engagement	18
5.2	Key Issues – Government agencies	18
5.3	Key Issues – Council	21
5.4	Public Submissions	23
5.5	Response to Submissions	23
6	Assessment	24
6.1	Built Form	24
6.2	Residential Amenity	35
6.3	Public Domain	40
6.4	Traffic and Transport	45
6.5	Other Issues	50
7	Evaluation	56
8	Recommendation	57
	Appendices	58

- ▲ 6 Assessment
 - ▲ 6.1 Built Form
 - 6.1.1 Building Height and Density
 - 6.1.2 Street activation
 - 6.1.3 Setbacks
 - 6.1.4 Overshadowing
 - 6.1.5 Design Excellence
 - ▲ 6.2 Residential Amenity
 - 6.2.1 Building separation
 - 6.2.2 Dwelling mix
 - 6.2.3 Communal open space
 - ▲ 6.3 Public Domain
 - 6.3.1 Doran Drive Plaza
 - 6.3.2 Solar access
 - 6.3.3 Landscaping
 - ▲ 6.4 Traffic and Transport
 - 6.4.1 Traffic Impacts
 - 6.4.2 Parking
 - 6.4.3 Loading and Services
 - 6.5 Other Issues



View 2: View From The Hills Showground



View 3: View From Andalusian Way



View 4 : Looking Towards Development from the corner of Carrington Road and Doran Drive - Dusk



View 5: Looking From Commuter Car Park Entry



View 12: Looking Towards Meeting Circles Within Doran Drive Plaza



View 6: Retail Entry From The Hills Showground



View 11: Looking Towards Water Fountain Within Doran Drive Plaza