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I object to the proposed R2 zoning classification located on a major arterial road (Clarke Street). My submission outlines my objections and the issues I have identified with the proposed R2 zoning. I feel that it does not address the planning outcomes of the Riverstone precinct. I have proposed a number of solutions that I feel better achieve the planning objectives set out by the Department of Planning and Infrastructure for the Riverstone East Precinct.

- **Inconsistent planning outcomes and visual impact:**
  - The rationale for proposing R3 on the Western side of Clarke Street should also be adopted on the Eastern side between Riverstone Road and Guntawong Road. This will provide consistency in planning outcomes and not detriment those lots on the Eastern side facing a sub arterial road.
  - For the residents living on the Eastern side of Clarke St in the R2 area, they are disadvantaged in that their blocks will look onto 4 storey apartments to the North, West and South directions. Consistency in planning outcome is required.
- **Higher Density on Sub arterial roads (Clarke St) and in close proximity to village centre and community centres:**
  - The planning principle for higher density on Sub arterial roads is generally supported in other North West Centre precincts. They provide ease of access to public transport and serve those who rely on more affordable housing and public transport.
  - The higher density plans are shown on Schofields Road (R3 zoning) and Garfield Road (20 dwellings per hectares). The support for higher density is further enhanced via vehicular access restrictions along Clarke Street, thereby increasing density without adding significant congestion to sub arterial roads.
- **Increasing housing affordability:** Housing affordability in the North West is critical for first home buyers
  - Restricting density requirement to just 15 dwellings does not contribute to affordability.
  - In the "SGS Housing Study for Riverstone East" report, it has stated in Table 12 of their affordability assessment that lots above 250 sqm are not considered affordable with house and land packages selling averaging \$575,000. Please note that this report is historical and most recent data shows that house and land packages are above \$650,000. This suggests that at current trends, blocks will be unaffordable at current density of 15 dwellings per hectare.
  - Increasing density is critical to ensure affordability is available, especially for first home buyers. Increasing density along transport

links such as sub arterial roads is the logical choice in achieving sound town planning outcomes

- **Increasing diversity of housing mix:** the static approach of low density residential on 15 dwellings / hectare is not achieving current market demand.
  - Increasing density in R2 zoned areas will provide better diversity of housing mix
  - The best areas to promote higher density are along transport links including sub arterial roads and in close proximity to local shopping and community districts.
  - The lots on Clarke St is located on a sub arterial road, in walking distance to a community centre and local shopping village. There is sufficient planning justification to increase the density for those lots to R2 (20 lots per hectare target) and R3 medium density facing sub arterial road.
- **Increase delivery of housing in the north west corridor:** Fragmented lot ownership in the Riverstone is a intractable problem as stated in the "Housing Study report." The resolving factors that will motivate consolidation of will be predominately linked to monetary reward. With current land values increasing, further consolidation of future areas will be better achieved if density target is higher. This does not result in higher prices for the end user as more density will lower the purchase price of average residential lots.
- **Shopping centre proposed under power lines:**  
We oppose shopping centres and 4 storey apartment under power lines on Guntawong Rd.
  - The shopping centre and not under power lines.
  - It should be placed on sub-arterial roads where accessibility is maximized by local residents.

#### **Recommended Solutions:**

1. Option A (Preferred solution) – Refer to Appendix  
To address the above noted limitations I recommend the following:  
Eastern Sections of R2 land facing Clarke St on the Eastern side to be reclassified as
  - R3 zoning
  - 25 dwellings density target and
  - 12m in height
  - Rezone the residual of the blocks facing Clarke St to R2 with a 20 dwellings density targetBenefits of Option A:
  - Achieve a better mix of housing
  - Allow for consistency in planning on Sub arterial roads.
  - reduce visual impact
  - Promote more affordable housing
  - Provide more housing to those who rely on public transport and better access to services on sub arterial roads
  - Encourage affected landowners to consolidate and sell for development

2. Option B (Alternative solution) – Refer to Appendix

Should the above proposal not be possible I recommend the following:  
Sections of R2 land facing Clarke St on the Eastern side to be reclassified  
as

- R3 zoning
- 25 dwellings density target and
- 9m in height
- Reclassify the residual of the blocks facing Clarke St to R2 with a  
20 dwellings density target

Benefits of Option B:

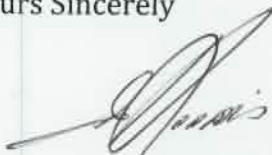
- Improve transition from 4 storey high multi dwellings (12 metres  
in height proposed on the western side of Clarke St
- Better transition of R3 zoning
- Achieve a better mix of housing
- Promote more affordable housing
- Provide more housing to those who rely on public transport and  
better access to services on sub arterial roads
- Encourage landowners to consolidate and sell for development
- Close proximity to the village centre

In light of the above concerns, I have proposed in my opinion a better outcome  
for blocks located on Clarke St. The current proposal detracts those residents  
on Clarke St with whole block proposed for R2 zoning.

The recommendations proposed provides more consistency in planning  
outcomes, encourage a better mix of housing that is more affordable and provide  
more residents better access to public transport at the same time encouraging  
consolidation and development.

I welcome further consultation on any part of this submission and I appreciate  
the opportunity to put forward my submission.

Yours Sincerely



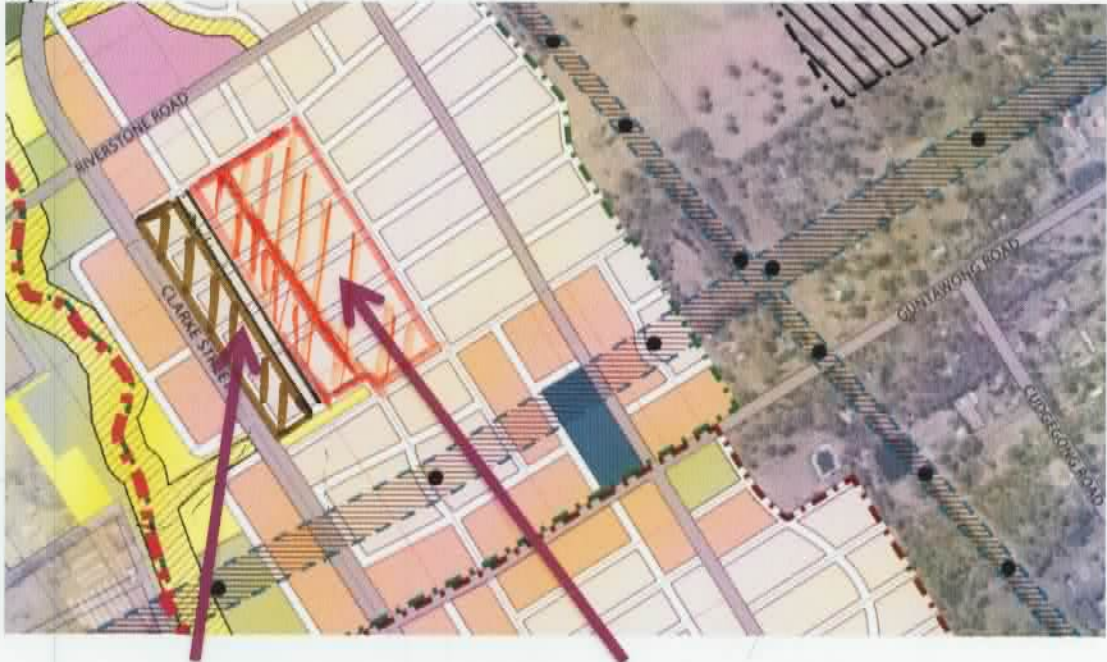
Name:

GEORGIA DENNIS

Date:

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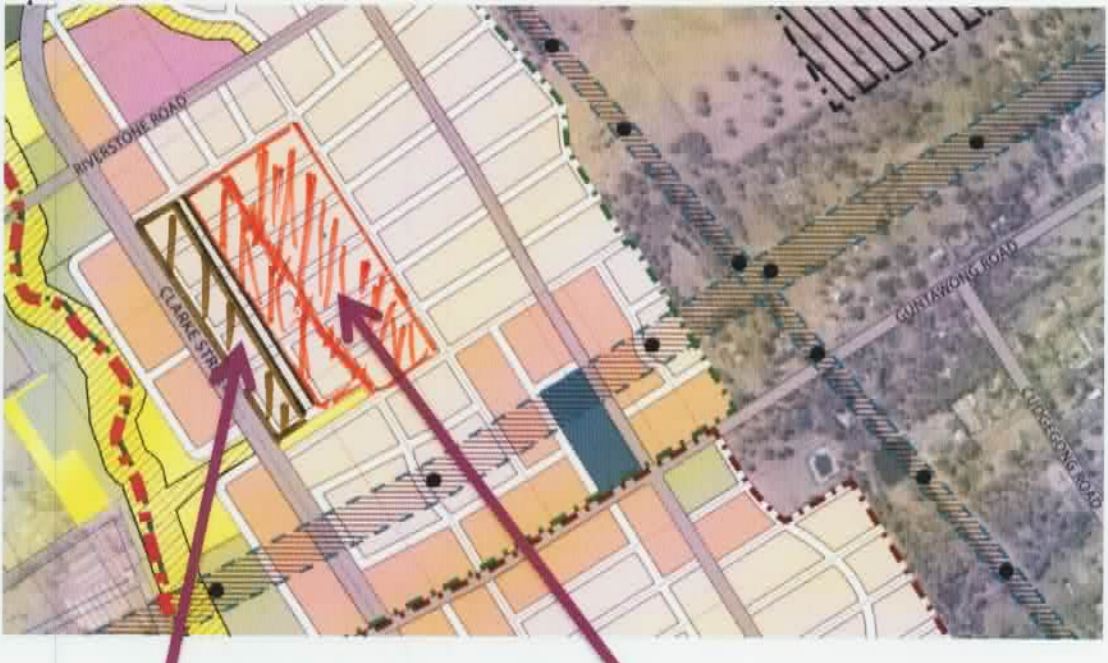
Option A:



R3 Zoning (12 metres in height)  
*insert road between  
the zoning changes*

R2 Zoning (20 dwellings per hectare)  
*removal of internal road  
across the properties*

Option B:



R3 Zoning (9 metres in height)  
*insert road between  
the zoning changes*

R2 Zoning (20 dwellings per hectare)  
*removal of internal roads  
across properties as shown*