

Department of State Planning – FRG South February 2016

(FRG South is the Fishman Residential Group South inclusive of residents in Fishburn Crescent and Chapman Avenue)

We are a group of eleven (11) residents or landowners from 35 Fishburn Crescent to 11 Chapman Avenue Castle Hill with many residents having common boundaries. Following the Department of Planning plan in December 2016 from our original group of 29 residents in a pod joined by a Joint Venture Agreement

- 14 resident split away forming a smaller group with an R4 zoning,
- 3 residents withdraw from our Joint Venture Agreement and
- The remaining 11 resident remain in a smaller joint venture group and importantly are a part of this submission

The residents who are a part of our Joint Venture group in are:

35 Fishburn Cres	Matthew & Mirella Erwin
37 Fishburn Cres	Yong Hwi Kim & Jenny Ji Young Park
39 Fishburn Cres	Chi Hoi Fung & Man Yi Poon
41 Fishburn Cres	Patricia Ann Smart
43 Fishburn Cres	Steven & Jenny Chapman
45 Fishburn Cres	Chunbo Gao
47 Fishburn Cres	Gary & Judy Polmanter
3 Chapman Ave	Clarence & Maureen Burton
5 Chapman Ave	Kerry & Andrea Georgiou
11 Chapman Ave	Cherold Marie Plummer
13 Chapman Ave	Terry & Dianne Waugh

The point in time being December 2015 when the Department of State Planning created an R3 and R4 plan divided by a road in the plan, this was the time that our group of 29 residents split. Prior to this time we all were agreed to sell out properties to achieve the State Government Master Plan, maximise the selling opportunity as residents and move on in our lives to new horizons.

The group wanted to make a number of points about the Showground Precinct Plan

Summary of main points:

- We were in large groups but the current exhibition divided the group

- Our group wish to achieve the master plan sooner because we do not want to live in the proposed style of housing and live in a major development precinct.
- The exhibition does not follow the natural road/lane boundaries
- The idea of proposed roads on existing blocks is confusing for residents and potential buyers
- The economic viability of the R3 does not allow the sale price of the block to be great than the current market value of the properties. Some properties are even devalued by the exhibition
- The State Government will benefit from three (3) rounds of Stamp Duty payable on the exiting land:
 1. on the sale of our properties to a developer
 2. when the current residences purchases new property in the area or as likely within NSW noting we still like the Hill Shire(e.g. Castle Hill)
 3. the purchase of the final developed residences be they terraces, townhouses or units by the new residents

(So the sooner the zoning provides the incentive for residents to group together and sell, the sooner the revenue flows to the State Government Treasury)

Points and questions in more details are in random order and we request answers are provided directly to our submission or in the future plan in more detail:

- Our group questions why our Showground Precinct is a priority precinct but the plan outlines the timeframes of 20 years to achieve resident density results. How is this a priority precinct ?
- Where is the importance of the land within 800m to allow safe easy walking to station with minimum streets and driveways to cross and more open space - R3 will not provide this safety outcome with all the driveways etc.
- There is a need for a better master planned approach for all the original medium density area as per previous State Government documentation publically available. E.g. 2013 Plan
- Economic viability so that the current residents have financial incentive to form large groups and jointly sell their properties. E.g. the R3 zoning values the properties at less than the current market value.
- Large group of property will create a greater opportunity to achieve the State Government master plan. If residents do not form groups there is the chance a number of properties are not sold therefore isolated and "cherry picked " for early R3 style development. Large groups of residents will maximize the opportunity for large planned site development in the future.
- In the precinct there are many groups of residents willing to relocate to allow for the area to be sold and developed to achieve the master plan outlined by the Department of State Planning.
- There is the current prospect of random development spread over 10 - 20 years, disrupting lifestyle and infrastructure services, which is not attractive. Groups of resident will not form easily over so many years, the opportunity to sell large block to develop infrastructure and build new residences on the site is NOW amongst existing residents.
- The area in the precinct can become a "blank canvas" with in the area an example being within Middleton Ave and Fishburn Crescent which is within the 800 metre zone to the train station e.g. no town houses, units, granny flats, group houses or businesses. This is a perfect opportunity for a complete master plan approach and if residents sell together the optimal forms of housing desired can be achieved.

- At the recent discussion forums at the Castle Hill RSL we were told that State Planning followed council zoning. Whilst this may be the historical process it could be limiting or short-sighted as the council is not in favour of the densities the state governments wants to achieve in the Precinct. The council has also despite putting out a plan failed to communicate with residents on the zoning issues or development solutions. The council knows that they are not the controlling government body. We suggest rethink the zoning to achieve the master plan and incorporate Spot Zoning as recommended by State Government employees at the recent Castle Hill RSL Forums.
- Proposed new roads across the Showground Precinct near Fishburn, Chapman and Dawes do not flow with existing roads surrounding the precinct (e.g. Britannia Avenue) and this makes no sense. If a road needed to run into the precinct it should run from Britannia across Showground Road. An example of similar issues is the Showground Road intersections with Rowallan Avenue and Cecil Avenue. The issues are obvious at this intersection
 1. traffic lights in wrong location,
 2. dangerous right-hand turns and
 3. no right hand turn signs (which are ignored by some motorists unfortunately).

Do we really need another intersection like this on Showground Road ?
- Creating parks next to existing council parks devalues resident's property and makes it unsaleable to a developer. What developer is going to buy a park or which government authority will purchase the property for a proposed parkland?
- Our group would suggest using the natural boundaries created by former state and local government called "roads and laneways" to divide zoning boundaries e.g. Fishburn Crescent as a natural boundary and the laneway from Fishburn Crescent to Showground Road.
- Our group would request you review the APP Corporation Pty Ltd Town Planning submission which we have supported financially for the proposed amendments to the Showground precinct plan.
- Terraces create the need to have multiple driveways entrances some 6-8 metre apart which increases the number of vehicles crossing the footpaths. We believe that residential units create a safer pedestrian environment, as only one driveway is required per complex/building. Noting the entry or exit and the distance apart for a unit complex is much great than 6-8 metres.
- It is expected that our group will reform into a larger group and we will have the opportunity to sell a large site for development if the plan is reviewed and changed accordingly.
- Terraces do not offer adequate parking for more than one car per residence.
- Terraces do not offer visitor parking like a medium density complex, so the local road will be greatly congested if only on street parking is available. This would also restrict access for rubbish removal and essential services access e.g. Fire Department.
- Additional roads create greater crossing zones for pedestrian accessing the station. Will there be lights or pedestrian crossing for residents including children and the disabled.
- The straight line of a proposed road and residences being R3 and R4 is altered by the state plan at Cadman, Hughes and Middleton Avenue to allow R4 to number of residents. This MAKES NOT SENSE and we believe R4 should extend to the northern side of Fishburn Crescent. We are all within the 800 metre zone.
- Will there be alleyways between some buildings to allow pedestrian access to the train station.

- Some residents believe that with Showground Road as a boundary the R4 should be from the Fishburn Crescent laneway to Carrington Road and run west from Showground Road covering Fishburn Crescent, Chapman Avenue and Dawes Avenue.
- The level of green space shift is
 - Diminished under R3 to 100sqm per existing block of 1000 sqm.
 - Existing residents with 1000 sqm currently have between 650-700sqm of greenspace.
 - R4 offers 250sqm per 1000sqm and R3 offers 100sqm per existing 1000sqm. So the R4 option is better given the precinct will 75% less green space. This works within the master plan of government.
- A clear time frames for the finalisation of the precinct plan is requested so that resident can plan their lives and stay united to sell in larger groups realising the master plan. This would avoid having single blocks surrounded by united residents ready to sell. It will enable developers to purchase large blocks of land without isolating blocks within larger grouped residences.
- Importantly the RSL Community Forum in January and February 2016 encouraged resident on the following points
 - Spot rezoning could be achieved with large groups formed, despite the Hills Shire Council position on zoning.
 - Planners were encouraged and applauded the number of large groups seeking to sell together allowing government to achieve the master plan.
 - Planners were appreciative and warmly accepted logical points made at the forums.
 - Fishburn Crescent should open onto Showground Road at the existing alley way
 - We were encouraged to put in a submissions to the Department of Planning so there residents in the Joint Venture and many other groups of residents have met numerous times and decided to support the APP Development Pty Ltd submission, household submissions and this FRG South submission.
 - Economic viability of the current plan does not work for R3 within 800 metres of the train station.
 - Off-street parking would be great with underground R4 developments over R3 terraces and townhouses

In summary there are numerous points made by our Fishman Residential Group South. We would be happy to discuss these with you in person and would arrange our committee of three (3) to meet with the Department of State Planning team if you required. A contact email would be for the group is merwin35@bigpond.net.au