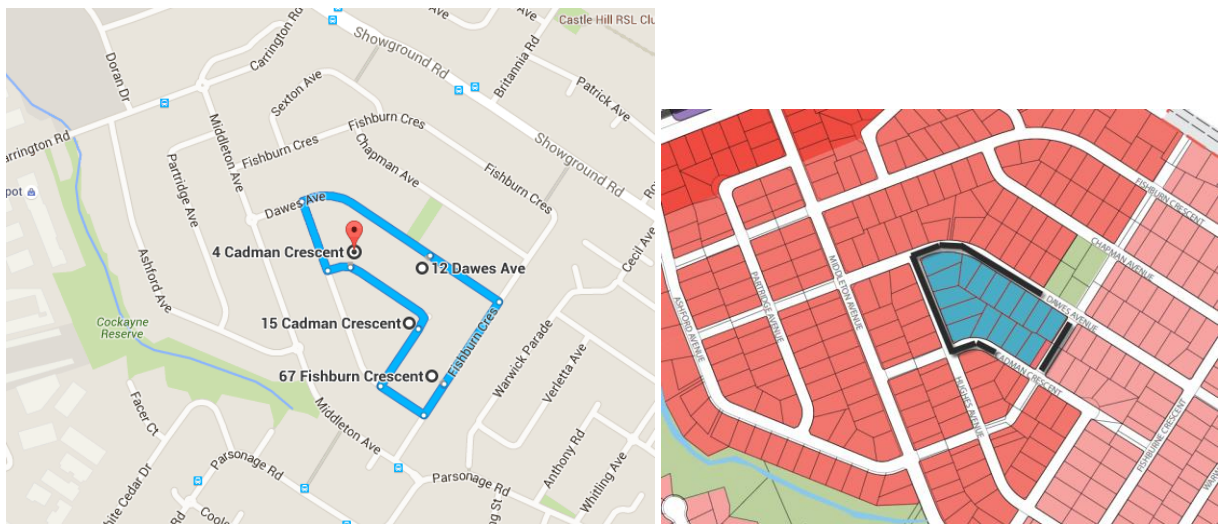


To the Director of Urban Renewal and the Department of Planning and Environment,

I am the owner of the property 4 Cadman Crescent, Castle Hill. This is located within the Showground Priority Precinct. I am writing to express my support of the draft Showground Precinct Proposal and to express some ideas for it. I understand that the DoPE has spent a lot of time creating this detailed report so I have taken a lot of time to review it thoroughly and speak with many of the planners at both of the drop-in community consultation sessions at Castle Hill RSL.

I am a part of a landowner group in the Showground Precinct. Initially we were a pod of 44 landowners within the Showground precinct outlined on the map below. Since the draft Showground Precinct Proposal has been released with a road splitting us up, our group has divided and I am now part of the R4 group with 16 landowners bordered by Cadman, Dawes, Hughes and the new proposed road. Our group has had regular meetings to discuss the progress of the rezoning and our consolidated development potential. We have also engaged the services of APP to advise us along the way. My property is proposed to be zoned R4 with a building height of R1 (21m) and FSR of 2.3:1.



I would firstly like to state my support for the strategy. Having met a large number, maybe 150, of the landowners in Showground Precinct over the last year through various meetings and events, I can confidently say there is very good support from the residents for higher density development to occur.

A few years back I lived in Rhodes. I think this is a good comparison in terms of a similar transit oriented development. It takes about 40 minutes to get from Rhodes to Wynyard and it will take 50 minutes to get from Castle Hill to Wynyard also. In Rhodes (West side) there are apartment blocks up to 30 storeys high all around the station. It's a good example of how high density development does not come at the expense of good urban design. The area is quite pleasant and on Sundays there would be families with children and pets walking around when the weather was nice.

In Section 4.2 of the draft Showground Precinct Proposal, it states that my area can accommodate up to 8 storeys, however in Section 4.6 the draft proposes only R1 height which is equivalent to 6 storeys. Additionally, the same FSR is assigned to the R1 area as the T2 area. I find it odd that the draft states my area could accommodate 8 storeys (T2) and also assigns me the same FSR as the T2 section, yet it restricts my building height to R1. After speaking with many of the planners at the two community consultation sessions at Castle Hill RSL, it was not apparent why this was done other than to create a

smooth transition down in height away from the station. I request that you review and revise the building height in my section up to **T2**. I think this request has merit given it is likely the R3 area may be increased up to R4 zoning also. T2 height in my area will achieve gradation in height closer to the station.

One issue I think needs addressing is the likelihood of getting the new roads built. The best way to manage this is through developer incentives. I think the biggest challenge will be to complete the longest road which connects Britannia Road to Ashford Ave. This will be dependent on each block of landowners developing which could occur over a long period of time. If you are going to try to get this road built, a more efficient way would be to offer **developer incentives**. After speaking with the traffic planners I was informed there were detailed traffic studies conducted which were left out of the publicly available report. These studies showed a need for more permeability through showground given the increased population density expected. I think new roads are not necessary at this point in the rezoning process and should be reassessed later down the track. However, if the DoPE is determined to implement this road layout, I think you should use developer incentives for a block like ours in the R4 area to get the road built via additional height and FSR rewarded to a developer who builds the road in line with your specifications on a large site (maybe minimum 1 hectare). You could allow incentive heights up to T2 and an increased FSR, provided the developer builds the section of the road as specified by the DoPE draft by a certain date. This should see that developers purchase land affected by the new road and increases likelihood of the roads getting built soon.

If you modelled up how much floor space you could use on the 6 storey land with 2.3:1 FSR, if a developer were to buy the land where the road is as well he might not be able to utilise all the FSR available due to the extra land taken up by the road. Hence it may warrant an increasing of building heights to T2. Section 4.2 of the draft Showground Precinct Proposal already states our area has the capability of being 8 storeys.

Finally, I would also like to mention that the views put forth by the Hills Shire Council are not aligned with that of the community. The council released the Hills Corridor Strategy late 2015, which advocates for much lower density which is not economically viable. They put this on submission for 4 weeks only and received 641 submissions from the public. Of these submissions, 96% opposed the strategy, since most people in the community wanted higher density development to occur. Despite the public outcry, the Hills Shire Council continued to vote in favour of the motion at their next meeting despite 300 hills residents attending the meeting in angry opposition to it. Given the lack of community consultation by the Hills Shire Council, I would hope that the DoPE takes council's recommendations with a grain of salt as they are recommendations based on the personal opinions and desires of council members, not representative of what the community wants. I would also like to applaud the DoPE for conducting their community consultations much more extensively and for listening to the public.

Yours sincerely,

Mathew Aashour