

**SUBMISSION IN RESPONSE TO
SHOWGROUND STATION PRECINCT PROPOSAL DEC. 2015**

In reference to the *Showground Station Precinct Proposal* released by the NSW Department of Planning and Environment (DPE) in December 2015 we make the following submissions.

ATTACHMENTS

Attached to this is a submission titled *Showground Station Precinct Proposal* prepared on behalf of a group of 83 land holders in the Showground Precinct.

We fully support and agree with the conclusions and proposals contained in this report. In particular, the proposition that they will promote a much better planning and social amenity outcome for the entire area.

Also attached is a document titled *An Opportunity to Renew* prepared privately by two residents of the precinct.

This document urges those involved in the planning process to adopt a more flexible and creative approach for the built future of this precinct. This presents a real and stimulating alternative to simply applying a conventional planning template which is an uncomfortable fit with the region's unique character and financial circumstances.

We support the general thrust of this document and its aims.

FINANCIAL CONSIDERATIONS

In reference to the above documents, it is fair to say that the issue of financial unworkability of the present proposals in respect of certain parts of the precinct being zoned R3 has been demonstrated beyond any doubt.

While no further corroboration is necessary, as an addendum to this case we put the following;

We are, like many in the precinct, long term residents and as a result have deep family and social ties to the area. The consequence of this is that, post development, many present residents including myself will be planning to repurchase in the Castle Hill area. Naturally this includes landholders from the entire area, not just from the R3 zoning.

This bulge in property seekers will inevitably give rise to a mini property boom in the very period when ex-residents are looking to relocate thus further exacerbating the financial obstacles to orderly development.

Is the above special pleading? Drawing a long bow? We suggest not and it certainly will be a factor of concern to us when contemplating the costs of relocation.

ROADS AND TRAFFIC

As a resident of the Hills district for over 40 years we have seen an enormous increase in population and traffic since first moving here. What we haven't seen is a commensurate improvement in the roads and traffic management in response to this explosion. Even now, Castle Hill traffic flows are close to unmanageable and the addition of more dwellings over the Sydney Metro Northwest will add to the problems. While solving the greater region's traffic problems are outside the remit of the DPE, traffic flows into and out of the precinct are not.

The immediate station area itself is going to be a very busy hub of activity with a high level of vehicular movements. It is also where one of the major precinct access roads, Middleton Rd., intersects with the major access road to Showground Rd. and the industrial zone i.e: Carrington Rd.

It only needs traffic backed up from Showground Rd along Carrington Rd to Middleton Rd, a distance of some 250 metres or so for the whole station area to become gridlocked. This already happens regularly at peak periods on weekdays and even on Saturdays.

As it stands, the only other way in and out is via Parsonage Rd., in itself a relatively narrow residential street.

It should be borne in mind that the road system in what is now known as the Showground Precinct was designed for a low density, residential development in the late 1970's. To now change this to a high density area with a major piece of infrastructure such as the railway station without also upgrading the road system is a failure of planning.

The suggestion that a major new access road be created by extending Fishburn Cres. to Showground Rd. is one that should be seriously considered. As part of this, Middleton and the North-South arm of Fishburn should be widened to form a perimeter road to draw excess traffic away from the station area.

The inevitable conclusion is that the only way this kind of planning for the long term will happen is for the proposals contained in the attached submissions be adopted.

We submit that the alternative will be traffic chaos in the area although this is just one road improvement measure that could, and should, be made.

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