

To Whom It May Concern:

Re: Showground Station Precinct Proposal

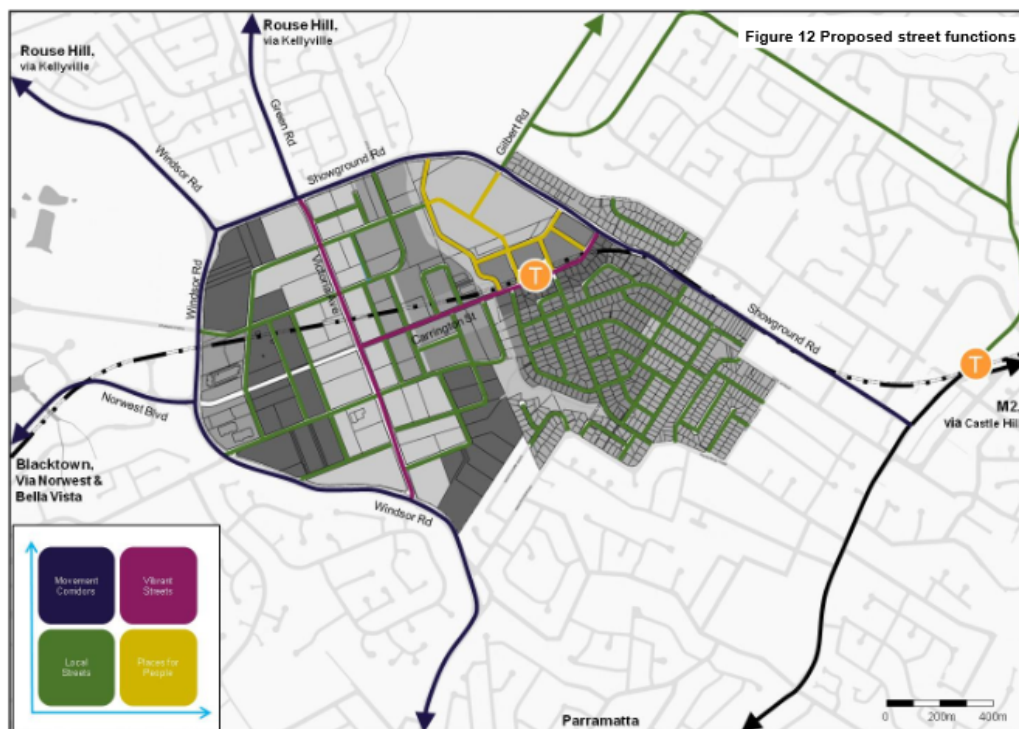
We thank you for the opportunity to comment on the Showground Road Station Precinct Proposal. We provide the following suggested amendments for your consideration:

Item 1.

Clearer demarcation between TfNSW/RMS road infrastructure upgrades and local roads for investigation in the Precinct Proposal and need for further investigation of new local road locations and R4 Zoning revision based on information provided in this submission.

"The future road network has been defined in the context of the movement and place functions that it will serve, consistent with desired urban renewal and transport outcomes. The future street functions are illustrated in Figure 12 and illustrate the planned movement and place function of each of the roads in the precinct."

Page 41 Showground Station Precinct Transport Plan – Dec 2015



Showground Station Precinct Transport Plan – Dec 2015

42

The future streets functions indicated in Figure 12 above falls short of actual traffic flows in the Showground Station Precinct. Traffic flowing from Old Northern Rd to Windsor Rd via Parsonage Rd is not shown as either a 'Vibrant Street' and/or a 'Movement Corridor'. Local residents have been using this link over the past 20 years despite the introduction of speed mitigation devices.

With traffic using Parsonage Rd, Middleton Ave will become a major access point to the Showground Station in both directions. The labeling of Middleton Ave as a 'local street' is incorrect and impacts heavily on the proposed street changes shown in Figure 12 of Showground Station Precinct Transport Plan. (Page 42)

Delivery of new roads in current areas zoned R3

The proposal indicates that a number of new local roads are to be built to improve access and permeability. It is understood that these local roads are included in the proposal as an indication only, as they are not included on the Infrastructure Schedule (Section 4.4 of Appendix E: Transport Plan). Planners at the Community Drop-In-Session held at Castle Hill RSL on 13 February 2016 confirmed that these local roads would be funded by Section 94 contributions and in-kind development.

To facilitate the high cost of delivering these roads, lots that may be subject to road conversion should be zoned R4 to reduce the infrastructure cost burden on local council and/or State government.

The annotated map below highlights a proposed new local roads where infrastructure reduction can be archived and improved at the same time.

Diagram 1. Revised road infrastructure



Suggested example of proposed local roads infrastructure reduction.

Low-lying location of 52 to 58 Middleton Avenue R4 zoning suitability

Another factor for the properties from 52 to 58 Middleton Avenue to be zoned R4 is that they are in a low-lying area that could support the suggested R4 zoning increase. The photograph below was taken standing on Middleton Avenue, looking up Fishburn Crescent. The low-lying nature of this section of Middleton Avenue is evident. For example a 4 level structure would not be visible from Showground Road.

Photo 1.. Cnr of Middleton Avenue and Fishburn Crescent



The photograph below taken from the corner of Middleton Avenue and Fishburn Crescent looking east of Middleton Avenue showing the low lying nature of this section of Middleton Avenue, highlighting the potential to support R4 zoning at this location as apartment buildings will not be as prominent due to the existing low and level topography of the site.

Photo 2. Cnr of Dawes Avenue and Fishburn Crescent



Diagram 3 above looking back to Middleton Ave showing the incline and hight variance in the area, idea for tiered development from Middleton up the natural rise.

Existing local amenities in close proximity to the site

There are a number of local amenities in close proximity to 52 to 58 Middleton Avenue, which would support higher density living. In 2015 Hills Shire Council constructed a new walking path to the station. The topography of the site is flat, making the 10-minute walk to Showground Road Station from the site easy for families with prams and people with disabilities, which is in line with the vision for the Showground Station Precinct to provide a walkable neighbourhood (page 13 of the Showground Station Precinct Proposal). The site also has excellent existing bus service links and is walking distance to two long day pre-schools (located on Kerrs Road and Parsonage Road).

There is not sufficient evidence in the Precinct Plan to indicate that site visits were carried out to investigate the physical site limitations of the locations of these new proposed roads. The location of the proposed new local road extending Cadman Crescent to connect Hughes Avenue and Middleton Avenue does not take into consideration the topography of the existing site. The existing curve and dip of the road has created an existing blind spot at the bend and it would be dangerous to place a new road at this location.

Photo 4. Middleton Ave facing the Showground station



Photograph taken on Middleton Avenue standing at the location of proposed Cadman Crescent extension. Drivers turning right onto Middleton Avenue will have difficulty seeing oncoming traffic.

Photo 5. Middleton Ave facing away from Showground Station



Approach along Middleton Avenue moving away from the Showground Station, highlighting blind spot area for drivers coming out of the proposed Cadman Crescent connection. This new road will not be visible to drivers coming along Middleton Avenue until they are only metres away from the new road.

The proposed road extending Ashford Avenue to create a connection between Middleton Avenue and Hughes Avenue (if required at all) is in a safer location due to existing sight lines that provide good visibility and would take advantage of the existing roundabout at the intersection of Ashford Avenue and Middleton Avenue. This option would still incur greater cost than those suggested on Page 2 of this submission.

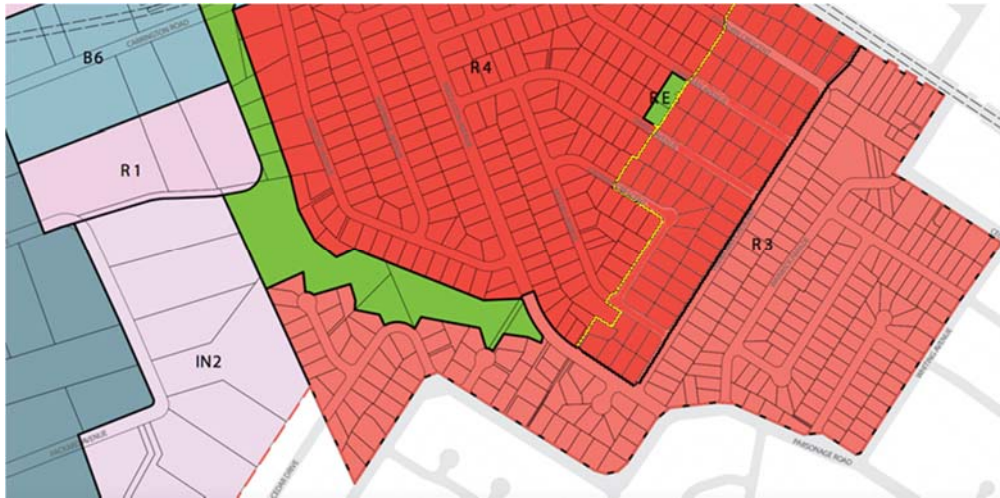
Photo 6. Existing roundabout at Ashford Avenue and Middleton Ave



Consistency with proposed R4 zoning at minimum infrastructure impact

Removal of the proposed new road access at Fishburn, Chapman, Dawes and Hughes Avenue, which are adjacent and in line with 52 and 54 Middleton Avenue will reduce the infrastructure cost for local council, developers and State government. With access created at the top of Fishburn Crescent to link to Showground road will also provide greater access to and from the new Showground Station Precinct area. See Diagram 1, Page 2)

Diagram 2. Proposed alternate R4 area.



Yellow line indicates the current proposed R4 zone boundary. The revised R4 zone will extend from the corner of Middleton Ave and Fishburn Crescent to Showground Road.

Properties exist within an 8 minute direct walking distance of Showground Station

The properties of 52 to 58 Middleton Avenue are located within an 8 minute direct walking distance to and from Showground Road Station and should therefore be zoned R4 as shown in Diagram 2. Proposed alternate R4 area.

Consistency with proposed R4 zoning with State Government terraced option and green space

As stated in the Showground Station Precinct Proposal the effective use of terracing to enhance the local area would be have a multiplier effect if the R4 zoning followed the boundaries suggested in Diagram 2. Proposed alternate R4 area.

With the more effective use of the R4 zone, greater urban consolidation can be achieved allowing for a proportional increase of green urban space with will in turn allow the Hills area to keep its long claim to being the 'Garden Shire'.

To summaries, the main opinions presented in this submission are:

1. A simplified and cheaper road infrastructure plan
2. A small but effective increase in R4 zoning to increase Green space.

Thank you for this opportunity to respond to the State governments Showground Station Precinct Proposal. If you requires please do not hesitate to contact us.

[Redacted signature block]