

Director Urban Renewal
Department of Planning & Environment
GPO Box 39
Sydney NSW 2001

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:

- **R4 zoning for properties 52 and 54 Middleton Avenue, Castle Hill**
- **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**

These issues are discussed in further detail below.

R4 zoning for properties 52 and 54 Middleton Avenue, Castle Hill

The properties at 52 and 54 Middleton Avenue, Castle Hill have a proposed new use as local roads in the draft Showground Station Precinct Proposal and have a proposed zoning in the proposal as R3. The plan should be amended to zone these lots as R4 for the following reasons:

- Delivery of new roads should be in areas zoned R4
- Consistency with proposed R4 zoning of adjacent lots
- Properties exist within 800m walking distance of Showground Station (as shown on page 7 of the Showground Station Precinct Plan)

The unique characteristics of these properties would support R4 zoning, namely:

- Low lying and flat nature of the site
- Existing three points of access to the site
- Existing local amenities in close proximity to the site - including a new level walking path to the station (built in 2015), excellent bus service links and the close proximity to two long day pre-schools

Delivery of new roads should be in areas zoned R4

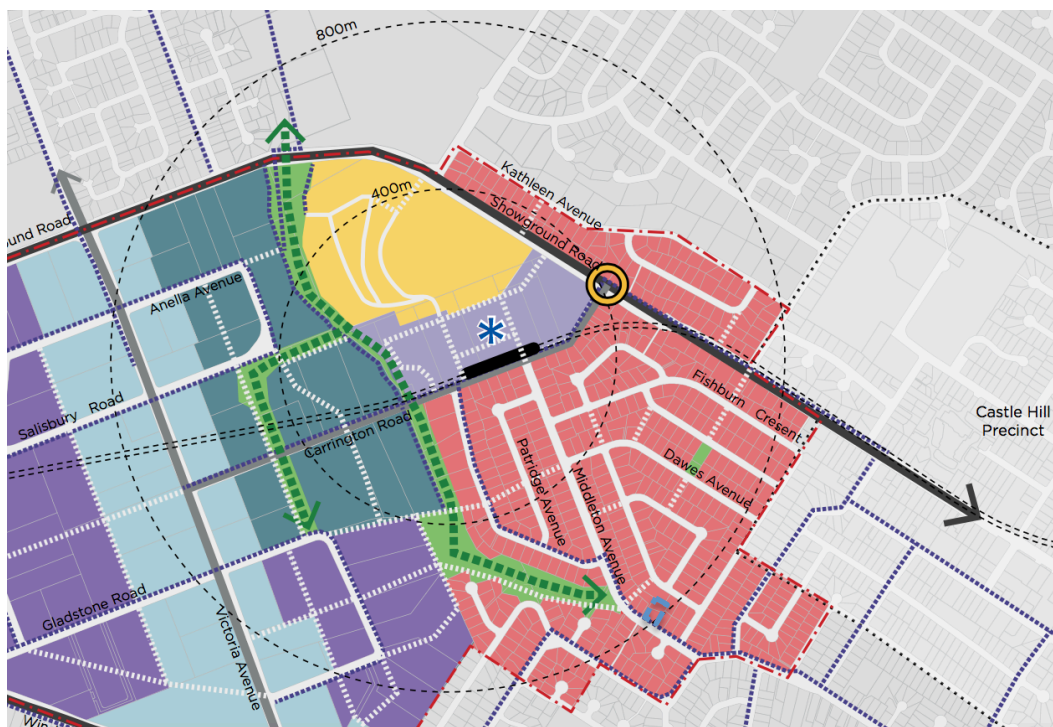
The proposal indicates that a number of new local roads are to be built to improve access and permeability. It is understood that these local roads are included in the proposal as an indication only, as they are not included on the Infrastructure Schedule (Section 4.4 of Appendix E: Transport Plan). 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. Therefore to facilitate the high cost of delivering these roads, lots that may be subject to road conversion should be zoned R4. The annotated map below highlights proposed new local roads where the existing properties should be zoned R4 to facilitate the future funding of local road infrastructure.

The photograph below shows the location of the proposed new local road, with the townhouses on Hughes Avenue in the background (long brown roof) and the garage of 52 Middleton Avenue in the foreground. 54 Middleton Avenue is located in front of 52 Middleton Avenue in a battleax arrangement. Zoning for all four properties should be consistent and the zoning of 52 and 54 Middleton Avenue should match the R4 zoning of 29 and 31 Hughes Avenue.



Properties exist within 800m walking distance of Showground Station

The properties of 52 and 54 Middleton Avenue are located within the 800m radius of Showground Road Station and should therefore be zoned R4.



Blue box indicates the location of 52 and 54 Middleton Avenue. All properties within the 800m radius of Showground Station Should be zoned R4.

Low-lying location of 52 and 54 Middleton Avenue would suit R4 zoning

The properties at 52 and 54 Middleton Avenue 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.



The photograph below was taken from the same spot but looking east up Middleton Avenue, again 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.



The photograph below demonstrates that the existing streetscape of Middleton Avenue will support R4 development.



Existing three points of access to the site

Any R4 development on the properties at 52 and 54 Middleton Avenue would benefit from three existing points of access (Middleton Avenue, Fishburn Crescent and Hughes Avenue).

Existing local amenities in close proximity to the site

There are a number of local amenities in close proximity to 52 and 54 Middleton Avenue, which would support higher density living. In 2015 Hills Shire Council constructed a new walking path to the station, as the properties in question are within the 800m walking distance to the new 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).

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

The proposal indicates that a number of new local roads are to be built to improve access and permeability. It is now 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) and Planners at the Community Drop-In-Session held at Castle Hill RSL on 13 February 2016 confirmed that these local roads were indicative only and would most likely be constructed by developers, funded by Section 94 contributions and in-kind development. There should be more clarity in the Showground Road Precinct Plan, especially the images/maps, to indicate which roads TfNSW/RMS will build (as listed on the Infrastructure Schedule). Roads for investigation or subject to future development should not

feature on the Structure plan as it creates confusion over infrastructure delivery timelines and responsibilities.

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.



Photograph taken on Middleton Avenue standing at the location of proposed Cadman Crescent extension. Drivers turning right onto Middleton Avenue will have difficulty seeing cars coming round the bend.



Approach along Middleton Avenue, 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 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.



Existing roundabout at Ashford Avenue

I hope this submission has been useful in understanding my concerns with the existing proposal. I look forward to written feedback from this submission and if you require any further clarification of my points, please feel free to contact me.

Yours sincerely,

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