

26 February 2016

**Submission in relation to Kellyville and Bella Vista station precincts**

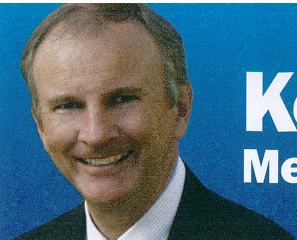
I make the following submission as member for Riverstone, with particular interest in those parts of the precincts which fall on the western side of Old Windsor Road, in the Blacktown LGA.

**Kellyville**

While I understand the rationale for permitting greater density of development around railway stations than elsewhere, this submission neither supports nor opposes that increase in density proposed for the Stanhope Gardens area. Rather I will focus on the conditions which would need to be met to make such an increase in density workable and acceptable to the existing and future community of the area. Stanhope Gardens is an attractive, well settled neighbourhood currently providing a high level of amenity for its residents. This cannot be sacrificed in the process of allowing greater density of development in close proximity to the new station.

**1. Traffic and access issues would be among the most urgent to resolve.**

- (a) The local streets in the proposed high density section of Stanhope Gardens are quite narrow. Already the area is coming under pressure caused by the demand for commuter parking close to Riley T-Way stop. A large increase in the number of dwellings in the vicinity will significantly exacerbate this situation, as will increased commuter parking demand. I believe it will be essential to retrospectively widen these local streets by reclaiming a strip of land from sites identified for increased building heights. These streets will need to be designed to the width normally associated with collector roads, ie. an 11 metre wide carriageway.
- (b) Newbury Avenue will need to be widened to collector road standard and the intersection with Old Windsor Road enhanced to increase the flow of traffic both on to Old Windsor Road and across it towards the station.
- (c) A pedestrian bridge over Old Windsor Road is an essential element of providing access to the new station. I note that such a bridge appeared on the exhibited Traffic / Access display poster but I could not locate it within the Infrastructure Schedule. This must be included.



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## Member for Riverstone



2. Another major issue for the people of the Newbury estate section of Stanhope Gardens is the fact that their properties are held under Community Title. If a part of the land belonging to this Community Title is to be removed, the viability of the whole title arrangement would be undone. Obviously residents purchased their properties knowing about and expecting the shared facilities that were included in the package. How this situation is to be resolved fairly to all parties would require thorough investigation and explanation, if it is indeed possible. It has been argued by some that some of the land maintenance burden currently falling on the Community Title holders, rather than public authorities, is inappropriate. Any change to the current arrangements must not unduly burden ordinary residents.

3. Possibly related to point 2 is the need for public recreation space for the increased residential population. Land will have to be identified for park areas and this cannot be provided at the expense of the residual community title holders in the section of the estate which is not proposed for rezoning.

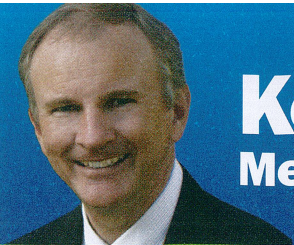
4. The Department of Planning and Environment needs to do a thorough assessment of the cumulative effects of increasing the number of dwellings along the rail corridor after the provision of various government services has already been calculated and funded to meet the needs of existing populations. For instance, I am acutely aware of the demand for school places in my electorate already. Existing schools sites are under great pressure to accommodate the number of students already living in their catchment areas. While some schools have space for additional classrooms to be provided in future, several do not. In the case of Stanhope Gardens in particular, the nearest primary schools are Kellyville Ridge Public School and Parklea Public School. Both currently have enrolments which exceed their permanent design capacity. Such challenges need to be directly addressed if the proposed increases in density in various locations are to be approved.

### **Bella Vista**

Some of the comments I have made in relation to Kellyville station precinct also relate to the Bella Vista station precinct. In particular, my comments about the cumulative effects of the increased populations along the rail corridor are equally applicable in this instance.

A specific concern relating to the Glenwood area within the Bella Vista station precinct is that of the parking and "kiss and drop" impacts which are likely to occur in areas close to the planned pedestrian bridge. The pedestrian bridge is certainly warranted and will mean that hundreds of local residents will not need to drive to the station.

Nevertheless it is reasonable to anticipate that there will be demand for parking nearby, as well as a desire for Glenwood residents to drop off family members near the bridge. It



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would be prudent to assume that these impacts will occur and to make provision for them in order to protect the amenity of the area for existing residents.

It may also be an option to introduce a parking arrangement which includes time restrictions but exempts residents of the specific streets concerned from parking time limits in those streets.

It is also worthy of note that traffic access and egress to and from Glenwood is already difficult and that the increase in traffic in the station precinct is likely to exacerbate this situation. I believe that in this context the need to replace the roundabout at the intersection of Lexington Drive, Elizabeth Macarthur Drive and Norwest Boulevard with traffic signals is pressing and urgent. The Infrastructure Schedule should reflect this priority.

The proposed alignment of Balmoral Road with Miami Street to create a 4-way intersection is a positive initiative which is likely to assist with traffic movement in the vicinity, albeit to a modest degree.

### Conclusion

The arrival of the Sydney Metro Northwest will be a great boon for the people of the region in improving access for work, education and recreation. It is important that the planning of development associated with this major project needs to be undertaken in a way which will protect the lifestyle and amenity of those who call the region home.



Kevin Conolly  
Member for Riverstone