

# Opposition against North West draft exhibition package

This submission is written by John Hong, on behalf of Jong and Min Hong, owners of 6 Oak Street, Schofields NSW 2762 Lot 30 DP39341, Land size: 2 Hectares/5 Acres

**Our submission is for Riverstone East to be excluded from this package or revision be made to take into consideration the Cudgegong Rail Station.**

Riverstone East should be excluded from this package as Rouse Hill is also excluded and shares similar characteristics to Rouse Hill. If it is not excluded, exceptions needs to be made for properties located within 1km of the rail station. This package has also **not** taken into consideration the North West Train Station (Cudgegong Station).

The precinct is 656 hectares and is bounded by Schofields Road to the south, Windsor Road to the north east and First Ponds Creek to the west. 3,500 new homes are **projected as a minimum**.

## **Comparision between current vs proposed Riverstone East Plan**

### **Current Stage 1 and 2 Riverstone East Plan**

**Low density residential** (min. 18 dw/ha)

111Ha 1998 dwellings

**Medium den. res.** (min. 25 dw/ha)

44.3 Ha 1108 dwellings

**Medium to high den. res.** (min. 45 dw/ha)

7.5 Ha 338 dwellings

**Total minimum dwellings 2454 (average 15.1 dwellings per hectare)**

### **Proposed Stage 1 and 2 New Riverstone East Plan**

**Low density residential** (Max 25 dw/ha)

111Ha 1665 dwellings

**Medium den. res.** (Max 35 dw/ha)

44.3 Ha 550 dwellings

**Medium to high den. res.** (Max 35 dw/ha)

7.5 Ha 262.5 dwellings

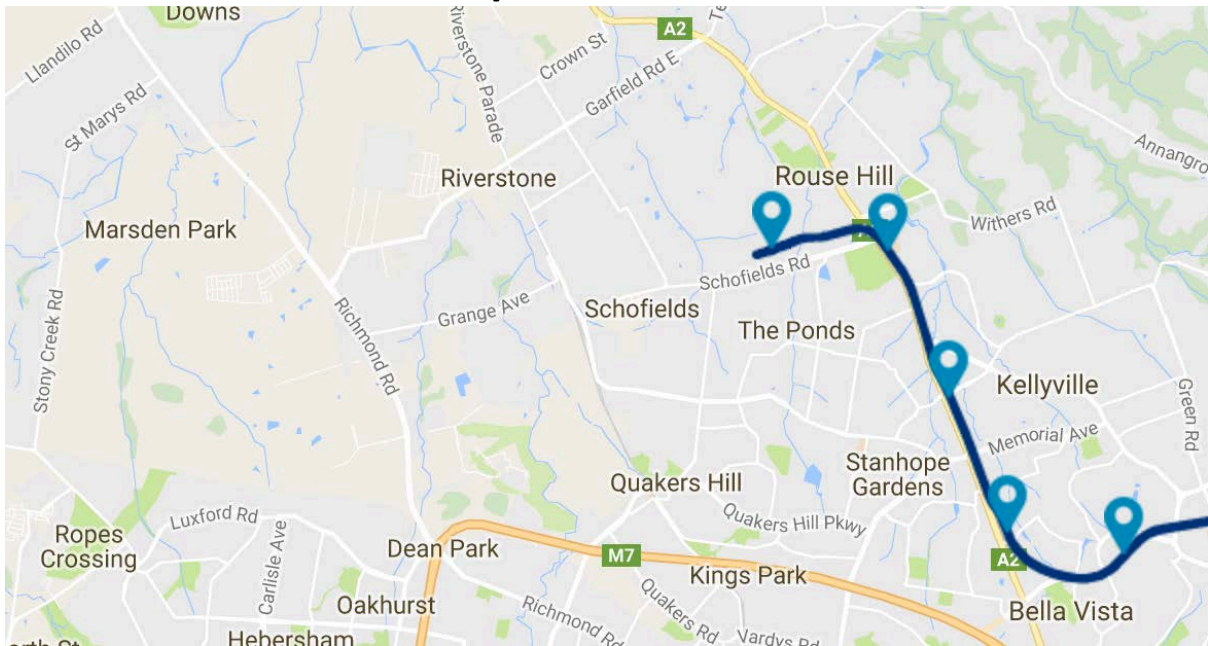
**Total capped dwellings at 2477.5 (average 15.2 dwellings per hectare)**

**Min 15.1 vs Max 15.2 dwellings per hectare.**

**The new proposed package is effectively capping dwelling numbers at current minimum allowed at current zoning allowance without taking into consideration the train station.**

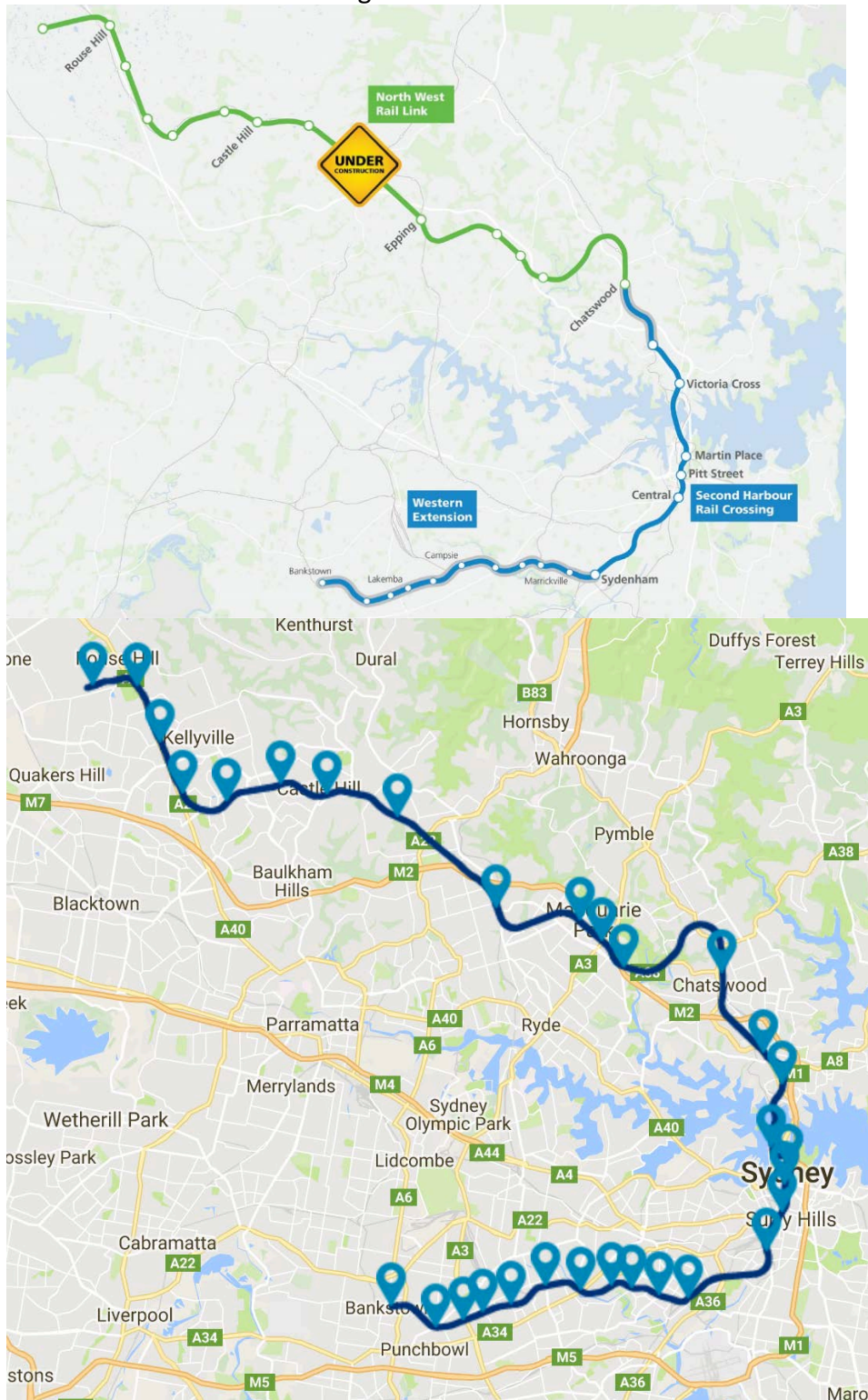
The current plan caps the maximum dwelling capacity per hectare close to existing minimum dwelling level per hectare. Whilst effectively capping the maximum dwelling capacity per hectare to current minimum allowed, the current package has not factored the North West Rail link being within 800m of Cudgeong Rail Station opening in 2019. This is very concerning when NSW Government has spent \$8.3 billion on the Northwest Rail Link which connect from Riverstone East to Epping and from Epping to Bankstown.

## North West Rail Link Map





In comparison Marsden Park which does not have a rail station has allowed higher density of V range 35-55 dwellings per hectare which was not assigned to Riverstone East precinct. This also reinforces the oversights of the rail station infrastructure commencing 2019.

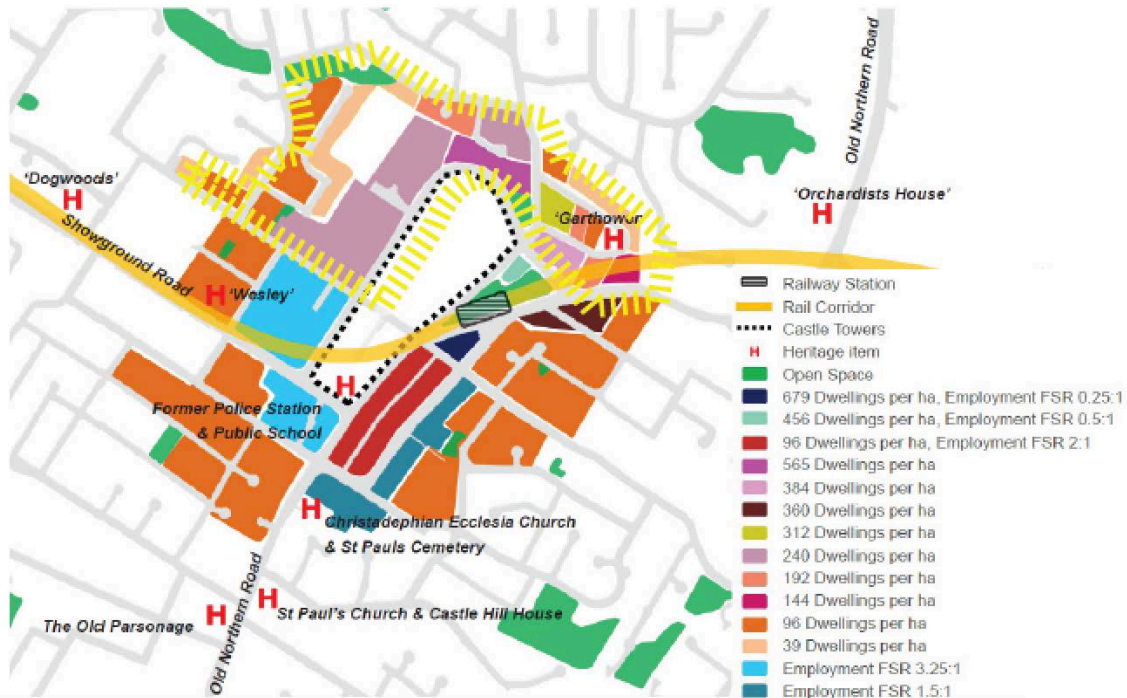


<https://www.nsw.gov.au/news-and-events/news/sydney-metro-gets-the-go-ahead-to-travel-under-harbour/>

The second stage of the Sydney Metro tunnels project, which will run under Sydney Harbour and the CBD, has been given the go-ahead. This will only increase demand for people wanting to live near the North West Rail Link. **Capping 35 dwellings per hectare is**

unjustified 1km within Cudgegong Rail Station compared to Castle Hill North having 151 dwellings per hectare and Waterloo Estate redevelopment having 368 dwellings per hectare.

### Castle Hill North Precinct Plan



Area	Net Developable Area (ha)	Maximum Dw/Ha	Residential uptake	Total dwellings
	1.4	565	100%	791
	0.7	384	80%	216
	0.8	312	90%	225
	8	240	70%	1388
	2	192	70%	275
	4.6	96	60%	286
	3.8	39	40%	95
<b>TOTAL: 21.3</b>				<b>TOTAL: 3217</b>

**Castle North Precinct Plan has on average 151 dwellings per hectare**

### Waterloo Precinct

City of Sydney has calculated the dwelling density of the Waterloo Estate redevelopment – part of the Central to Everleigh precinct – to be **368 dwellings per hectare** with a new rail station. UrbanGrowth says it is confident it can meet the residential amenity standards.

**Waterloo Estate redevelopment has 368 dwellings per hectare**

# **The North West draft exhibition package does not support NSW Plan for Growing Sydney**

A Plan for Growing Sydney

<http://www.planning.nsw.gov.au/Plans-for-your-area/Sydney/A-Plan-for-Growing-Sydney>

*A Plan for Growing Sydney* as released in December 2014 (2 years ago)

The Metropolitan plan for Sydney 2036 addresses MORE SUITABLE AND AFFORDABLE HOUSING. It states Sydney will need 770,000 additional homes by 2036— a 46% increase on the city's current 1.68 million homes. The location, size and type of new housing must reflect the population's changing needs. **The North West draft exhibition package does not support this point capping dwelling per hectare near major infrastructure like Cudgegong Rail Station.**

The Metropolitan plan for Sydney 2036 addresses MORE EFFICIENT TRANSPORT. It states the location of new homes and jobs to match transport capacity. It states to locate at least 80% of all new homes within the walking catchments of existing and planned centres of all sizes with good public transport. Target development around existing and planned transport capacity **The North West draft exhibition package does not support this point capping dwelling per hectare near major infrastructure like Cudgegong Rail Station.**

## **Major Infrastructure**

**Sydney Metro Northwest** - The project is expected to be completed by 2019.

It is a \$8.3 billion project funded by NSW Government.

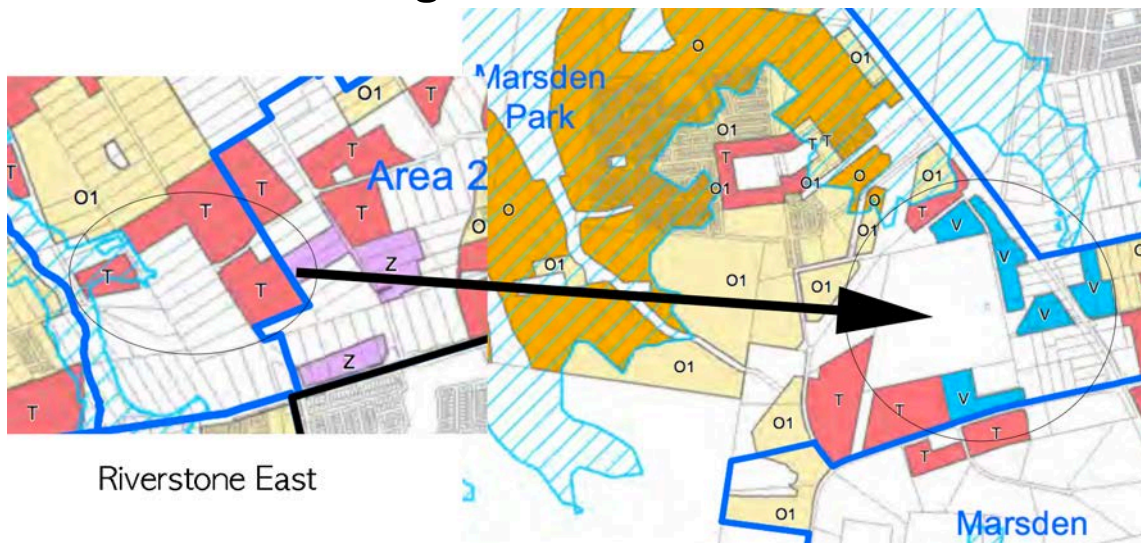
Schofields Road upgrade is a \$70 million project funded from the Housing Acceleration Fund. - Stage 2 between Tallawong Road and Veron Road, is currently under construction to be completed early 2017.

## **Section 94 Contribution**

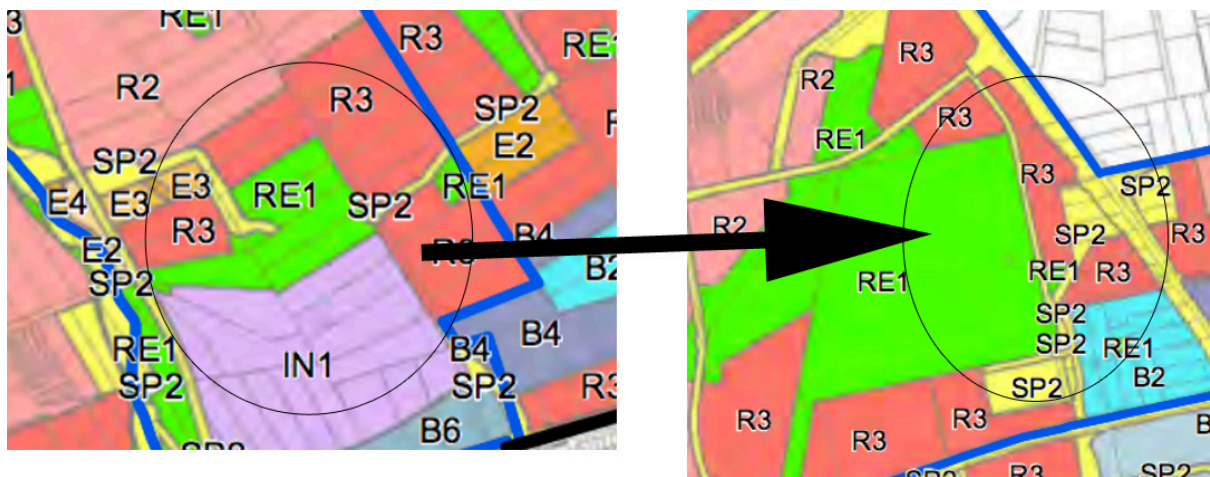
Capping dwelling per hectare will limit s94 contribution meaning further difficulty for councils to pay for open recreation land.



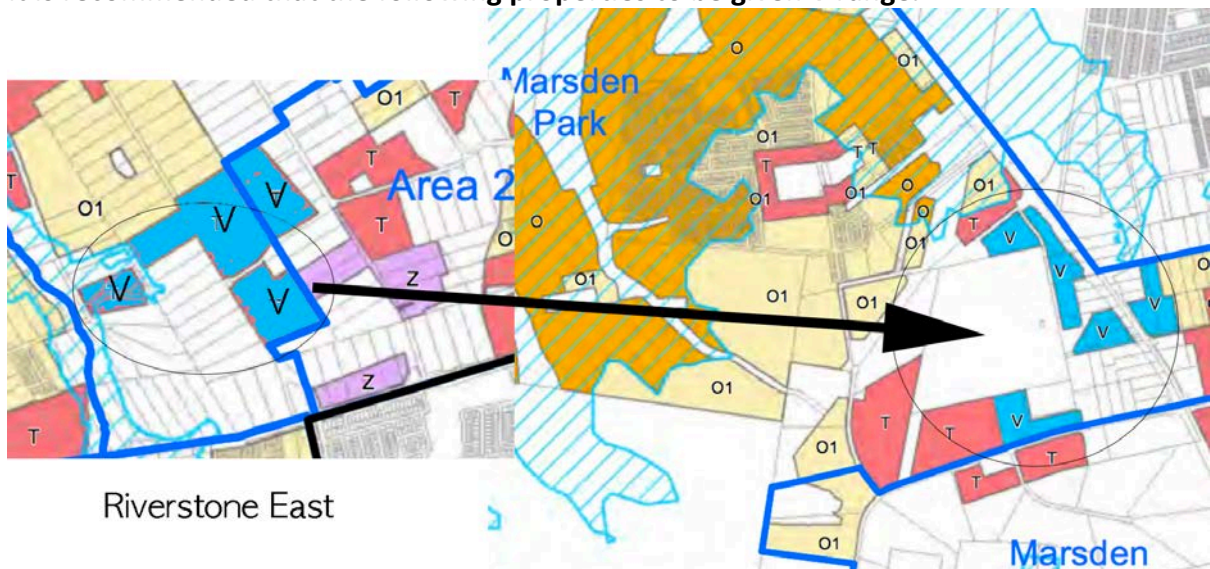
# Inconsistent Zoning



Riverstone East was compared to Marsden Park. Riverstone East does not have and V Dwelling Density range whilst having similar qualities of have open recreation land and major road access. Riverstone East also has access to Cudgegong Rail Station within 1km.



It is recommended that the following properties to be given V range.



# Changes to Development Control Plan 2017

The following changes are recommended to take into consideration the Northwest rail stations.

## Part A Introduction

No change is recommended.

## Part B Neighbourhood and Subdivision Design

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The Growth Centres are subject to ~~minimum residential density targets~~ **density ranges** as detailed in the Residential Density Maps in the SEPP.

Revised to:

The Growth Centres are subject to ~~minimum residential density targets~~ **density ranges with the exception land located within 1km of rail station** as detailed in the Residential Density Maps in the SEPP. **Density range for properties within 1km radius of rail station are not subject to being capped within the density range but rather the range will act as a minimum residential density target.**

For properties within 1km of the rail station, in recognition of different objectives and street characters at varying densities, certain built form controls vary by density bands. Refer to the section Residential Density.

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~~In recognition of different objectives and street characters at varying densities, certain built form controls vary by density bands. Refer to the section Residential Density.~~

Revised to:

For properties within 1km of the rail station, in recognition of different objectives and street characters at varying densities, certain built form controls vary by density bands. Refer to the section Residential Density.

### Add 1.2 Residential Density

[Introduction only included in Riverstone East DCP]

The Growth Centres are not subject to residential density targets **ranges** as detailed in the Residential Density Maps in the SEPP for land located within 1km of rail line. **Properties within 1km radius of rail line are subject to are not capped within the density range.** For properties within 1km of the rail station, in recognition of different objectives and street characters at varying densities, certain built form controls vary by density bands. Refer to the section Residential Density.