Sarah Waterworth  
GPO Box 39  
Sydney  
NSW 2001

To Whom It May Concern,  

Re: Marsden Park North Precinct Plan

The Riverstone Schofields Chamber of Commerce advocates for over 60 businesses in the area and is seeking to improve business conditions which, at this time, are poor.

We have made representations to all levels of Government seeking improvements to the dire state of our infrastructure to alleviate already very difficult conditions.

We believe these conditions will deteriorate even further if the West Schofields Precinct Plan is implemented without improving this infrastructure first. More explicitly, waiting another 20-30 years to improve Garfield Road, already judged a Failure now, is unacceptable.

It is very frustrating – after all the acknowledgements we’ve received about Riverstone’s awful traffic situation and the promise of improvements – that the Precinct Plan won’t fulfil these assurances for another generation.
Instead, our members demand a real and credible plan to:

- Take traffic off Garfield Road, particularly trucks;
- Fix the Garfield Road rail crossing;
- Revive Riverstone as a place to go, for people to shop, and to meet as a community.

Finally, we also want to highlight the impact the demand for open space will have on private home owners, and request that each of these people and their families are treated with respect and fairness.

Sincerely,

Kurt Hippe
President
Riverstone-Schofield Chamber of Commerce
Mob: 0418 229850
Improving Riverstone’s Infrastructure
Location: Riverstone is a suburb of Sydney in the state of New South Wales. It is located 48km north-west of Sydney’s Central Business District in the Blacktown Local Government Area. Riverstone is the centre of the North West Priority Growth area.

Brief: To develop an unused area of land to meet the needs of the local community and provide positive outcomes for them. Enhance the existing town centre by removing traffic and re-establishing the main street as a place of business and an area for people to meet and interact.
Situation: Riverstone is run-down, feels neglected and needs urgent investment. Traffic gridlock is suffocating the town and all investments are on hold because there is no agreed solution. The government’s proposed solutions for Riverstone will not occur for another 20 years, but the town needs investment and a solution now. The Chamber of Commerce has a solution which utilises a large land holding adjacent to the main thoroughfare; this could be implemented immediately.

Target market: The target is Riverstone’s current and future population. The town now has a higher volume of houses but a lack of units. There is an opportunity to introduce higher density residential zoning for this growing population but the poor infrastructure will prevent that from occurring.
**Nearby Developments:** Riverstone is the centre of the North West Priority growth area. All the suburbs around Riverstone are undergoing redevelopment and attracting new investment. For example, huge improvements in infrastructure for the Schofields community have provided easier access and stimulated investment for the whole area. The obvious lack of infrastructure improvement in Riverstone offers a stark and depressing contrast, as do the intentions of Government to fix this in 20 years time.
Secondary Research

Metropolitan Strategy Plan

District Plan

Planning documents for the unused land adjacent to Riverstone have named the area Riverstone West Precinct (RWP). In March 2018, the Final Metropolitan Strategy together with the Final Central City District Plan was released by the Greater Sydney Commission (GSC). Similar to preceding draft plans, the District Plan provides a structure plan that shows the RWP as mostly an urban release area, edged along Eastern Creek with a “South Creek Parkland Investigation” corridor and traversed in the northern corner with “Road Visionary” and “Freight Rail Investigation” corridors.
City District Plan

Without diminishing the existing industrial/employment generating development opportunities of RWP, the District also introduces the need to consider the potential for increasing housing choice as part of mixed use developments proximate to train stations. The principle of increasing housing opportunities in close proximity to major public transport infrastructure (Vineyard and Riverstone train stations), existing centres (Riverstone), and employment opportunities (RWP) is consistent with the criteria outlined in the District Plan. The District Plan provides a more detailed layer of planned outcomes required for the central and western suburbs of Sydney.

Implementation of strategic plans:

- In preparing a draft district strategic plan, the relevant strategic planning authority is to give effect to any regional strategic plan applying to the region in respect of which the district is part.
- In preparing a planning proposal under section 3.33, the planning proposal authority is to give effect: to any district strategic plan applying to the local government area to which the planning proposal relates (including any adjoining local government area); or if there is no district strategic plan, applying to the local government area to any regional strategic plan applying to the region in respect of which the local government area is part.
- As soon as practicable after a district strategic plan is made, the council for each local government area in the district to which the plan applies must review the local environmental plans for the area and prepare such planning proposals under section 3.33 as are necessary to give effect to the district strategic plan.
- In addition to the requirement under subsection (3), the council for each local government area in the Greater Sydney Region must, on the making of a district strategic plan that applies to that area, report to the Greater Sydney Commission: on the review by the council of the local environmental plans for the area, and on the preparation of planning proposals under section 3.33 to give effect to the district strategic plan.
Current Industrial Zoning

This diagram shows the current zoned industrial area with the Riverstone West Precinct identified as part of the existing planned supply of industrial land required to service the needs of the district and metropolitan region. While the review of the RWP Plan might provide for a revised pattern of development there is a statutory and broader planning need to ensure existing development opportunities are retained.
RWP went through a rigorous Precinct Planning process starting in 2006, culminating in the rezoning of the whole of the RWP for employment-generating purposes in 2009. This included the adoption of a precinct specific DCP. The outcome of this planning process is summarised in the indicative layout plan.
RMS Strategy

RMS has a strategy for the 4 roads to connect Windsor Road to Richmond Road in the north west growth area. The plan for the main road through Riverstone is to widen the road and place a bridge to carry the traffic over the railway and through the middle of the city centre which will separate the town. However, the NSW Government has stopped all investment into this project for at least 20 years.
Community Engagement

The community is coming together and asking Blacktown Council to act now as the traffic in the suburb needs to be fixed as well as reviewing the plan so that the old town does not get divided and destroy several businesses.

www.riverstoneschofieldschamber.com.au
Flooding

Flooding is a significant issue for the area. To prevent the flooding issue it is proposed to fill the site area up to 5m so it is above the flood line. This will preserve the new development in a 1:100 year flood.

This is an image from the State Environment Planning Policy (SEPP) and shows the potential flooding in and around the Riverstone West Precinct.
Riverstone has a central main shopping street with residential housing surrounding. The railway station is adjacent to the shopping centre. The shopping centre is characterised with a main street and shops either side. The railway line runs approximately North to South, also adjacent to the railway line is an underutilised industrial site.
Existing Roads

Riverstone has 2 main roads. Garfield Road runs from East to West to connect Windsor Road to Richmond Road. Riverstone Parade runs North to South and connects to the adjoining Schofields and Vineyard. Parallel to Riverstone Parade runs the railway line.

Garfield Road, Riverstone Parade and the railway line all intersect at the Riverstone town centre. The operation of this intersection is inadequate and causes long lines of traffic in the main street and up to 50 minute delays for vehicles trying to cross.
The Proposed Road is to reduce the traffic on Garfield Road. The road alignment is through the 2 existing industrial estates and connects Windsor Road to Richmond Road.