

Submission to Hills Showground Concept DA 191204 / SSD 5693

As a resident of Castle Hill for the last eighteen years and residing at our property 32 Carrington Road I have read the Concept DA and wish to raise three issues within its contents and plans.

Lot land sizes

The central Doran drive plaza lots are sized below 3600m², and are thus unable to comply with The Hills LEP 2012. The LEP has been around since 2012, however no effort has appeared to be taken to comply with this document.

Further, that although all land and all prior buildings around the Showground Metro were flattened, NO foresight was taken to ensure the remaining land was of appropriate size prior to road formations & utility infrastructures.

The idea that the 2286M² Lot be comprised of a 20- storey building, displays an attitude of contempt to the residents surrounding the station area with over development. Further, the range of types of units for all three sections doesn't appear to have the same or similar requirements that the Hills council has insisted upon with any other potential developer that has made enquiries re properties south of Carrington road. This has highlighted an unequal set of rules and compliance parameters between government owned and private land holders. The buildings in the west section closest to the car park, don't appear to have any set back from the footpaths, an area of often voiced concern by numerous councillors with all new high-density developments.

The Hills Showground Metro Station is located within the Hills Showground Precinct. Under Clause 9.1 of The Hills LEP 2012, residential flat buildings taller than 11 metres are required to have a minimum lot size of 3,600m². The proposal seeks concept approval for subdivision into 3,293m² and 2,286m² lots. A variation under clause 4.3 of the LEP is provided to justify the development of residential flat buildings on the undersized lots.

The argument relied upon to justify the non-compliance is that subdivision is secondary to built form. This is unsatisfactory on the following grounds:

- Together with the lack of public infrastructure improvements and non-compliance with the LEP apartment size and diversity requirements, the non-compliance with the minimum lot size is overdevelopment of the site.

- The built form outcome is not considered optimal due to having significant overshadowing impacts over future high density residential lands to the south.

Clause 9.7 of the LEP mandates a minimum 10,000m² lot size to enable development with an FSR between 2.3:1 and 3.1:1 on the southern side of Carrington Road. No reasoning is provided as to why much smaller minimum lot sizes and much greater densities are permitted on the northern side of Carrington Road. It would appear that there is preferential treatment for government land over privately-owned land. The proposal should be revised to comply with the minimum 3,600m² lot size.

Parking & Traffic

As part of Doran drive plaza, commercial space in the form of a proposed supermarket is spruiked. No apparent mention was made of parking spaces for any of the commercial establishments proposed, simply customers would use the Metro. The current 600 space car park during Monday to Friday is filled by 8am always, with subsequent overflow into nearby streets and the showground. Thus, the car park currently supplied for Metro users has proven to be inadequate for current patronage. More parking is required for any proposed expansion on commercial operations within and around the Hills showground precinct. The concept DA has not dealt with this issue adequately, especially in view of expansion of the Metro into the city, thus causing increased patronage.

The EIS provides that future development enabled by the proposal will maintain Levels of Service D at modelled intersections following the completion of RMS upgrade works. Level of Service D is a sub-optimal outcome given that the traffic demand will only increase as:

- The Metro Station is extended to the Sydney CBD, attracting greater patronage; and

The residential precinct south of Carrington Road is developed.

Infrastructure development

The concept DA has provided a small community centre facility, plaza, and a small park in the former car park of the council chambers. This appears quite small when observing you have 10 X 20 storey buildings, several 14- storey, and a number of smaller height buildings due to metro tunnel constraints. It

would appear you are maximising profits, but not necessarily adding that much infrastructure relating to quality of life for the new residents of The Hills.

At a minimum, the proposal should provide more community infrastructure in the form of parks, educational establishments, recreational facilities and upgrades to local roads and utility infrastructure. The provision of such infrastructure would future-proof the precinct, eliminating the need for the 5,000 dwelling cap over the Showground Precinct, increasing patronage of the Station and providing State Government with a greater return on its investment.

I dutifully submit these highlighted issues for your attention

Greg Jarmain