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17/04/2014

Dear Sir

Lodge a submission by **24 April 2014**

www.planning.nsw.gov.au/carterst

or by mail to:

Director,
Urban Renewal,
GPO Box 39, Sydney NSW 2001

Email copies to:

auburncouncil@auburn.nsw.gov.au
auburn@parliament.nsw.gov.au

Re: Carter Street Lidcombe Urban Activation Precinct Proposal

I am a resident of Wentworth Point (661/3 Baywater Drive) and I do not approve of the proposed Urban Activation Precinct at Carter Street Lidcombe.

The O'Farrell Government, in declaring this precinct, did not involve the local community in any precinct working group. Evidence-based traffic and transport studies have not been done and conclusions presented are not adequate to justify many of the assumptions made. The proposal does not have a wholistic view of the infrastructure needs of the existing communities of Newington and Wentworth Point.

Specifically my concerns are:

Schools - according to the proposal ***"The timing and delivery of the proposed primary school will be dependent on new dwelling occupation and take up rates"***. This is not good enough. Our local school at Newington has already reached capacity with over 730 students enrolled and many of them accommodated in de mountable buildings. It is not good enough that the primary school is dependent on ***"budget availability and priority against other school projects."***

As well, what traffic management is in place for children to get to school? What about the ease of access for parents walking their children to school. What about services for students with special needs especially those that need the additional services of support classes? No mention of the need for a High School? Local schools are already at capacity.

Traffic - according to the proposal ***"Given the interaction of the traffic issues and the importance of the area as a growth area for Sydney, it is recommended that a wider traffic model be developed that can assess these complexities"***.

I agree, but where is that model? Local traffic is already congested and there are long queues throughout the precinct, especially at Australia Ave roundabout during peak hours. Rat-running is rife.

Where is the traffic modelling that shows that the West Connex will help relieve these issues?

Where is the traffic modelling that shows that the combined developments of Wentworth Point Urban Activation Precinct, Fairmead development and Sydney Olympic Park will not generate additional use of private cars worsening traffic congestion?

After all, Wentworth Point is essentially a dead-end, with one road. The overall population of this area, at the completion of all proposed developments, will be about 45,000. The current population is about 11,000.

An increase to bus services along Hill Road will be welcome by current residents, but there is a limit. Increased bus services will eventually affect the efficient movement of private vehicles and worsen traffic queuing. This might lead to a disruption to bus timetables thus creating on flowing affects to connected services of trains and ferries. Increasing ferries is also problematic due to the likelihood of damage to river banks

Odours - according to the proposal ***"it is possible to mitigate the potential for adverse odour impact through progressive development of the UAP. Appropriate planning for the UAP site would***

comprise of progressive development of the UAP from the south west to the north east, with final residential land releases only being available at the end of the useful life of the Homebush Bay Liquid Waste Treatment Plant (LWTP)”.

Terrible odours from the Carter Street Liquid Waste Treatment Plant have been the cause of many complaints by residents of Newington. Newington should never have been built so close to the plant. Surely, it will be unhealthy and unfair on any new residents to be enclosed in any ‘odour zone’.

Residential development should not be undertaken until after the plant has been closed. When will that be?

Public transport - according to the proposal the ***‘Aim is to achieve an over-all reduction in use of private cars through travel demand management’*** and that ***“strategies to reduce traffic demand are recommended to delay the need for the costly upgrades and preserve as much capacity as possible for future growth. Potential solutions include:***

- ***Encourage changed travel behaviour of drivers e.g. peak spreading (Sydney Olympic Park is already achieving a high degree of peak spreading, which has been included in the assumptions for the traffic modelling). Further peak spreading may be difficult to rely upon to produce the necessary change and result in unpleasant transport conditions).***
- ***Upgrading of the other two gateways (Holker Street/Silverwater Road and Australia Avenue/Homebush Bay Drive) as well as the arterial road constraints at Silverwater Road bridge and the Silverwater Road/Parramatta Road intersection.***

It is critical that any transport strategy is set in stone, and not left to vagueness. ***‘Unpleasant transport conditions’*** are what we are experiencing NOW, and must be addressed BEFORE this proposal goes any further else there is no justification for increasing urban densities in this area.

Unless anticipated traffic problems are addressed, existing traffic congestion, queuing and rat-running will continue and this community could come to a standstill and be a complete failure.

Also noted in the proposal are that dwellings ***“are > than 800 metres to Olympic Park station”*** and that ***“is the limit for most people”***. So it cannot be said that Carter Street Lidcombe is already a ‘transport node’ which is the excuse used by the O’Farrell Government to declare areas around Sydney as being suitable for Urban Activation Precincts.

Those of us who are already living close to Carter Street Lidcombe are already dealing with poor transport links. Recently the NSW Government, in its wisdom, made changes to the train schedules of the Inner West Line and that has resulted in over-crowding of Lidcombe station. Lidcombe station cannot support the additional residents of Carter Street as it stands.

Projects of this size require a wholistic planning approach which is sadly lacking in the Carter Street proposal. Our local communities of Newington, Wentworth Point and Lidcombe are already dealing with overcrowded schools, traffic gridlock and the adverse health and environmental impacts of the local liquid waste service.

It is my opinion that a public hearing is required and that this proposal be put on hold until the community can be assured that adequate infrastructure will be developed as a priority.

I declare that I have not made any donations to a Political Party nor am I a member of any political party.

Yours sincerely

Julie Nguyen