

I am opposed to the proposed development at Carter Street.

The rampant, piecemeal overdevelopment being proposed by government for this area is the antithesis of good planning. Under current proposals across Newington, Wentworth Point, Hill Road, Sydney Olympic Park (SOP) and Carter Street, this area's population is forecast to rise from its approximate current population of 9000 to 48000 – all crammed on a peninsula with inadequate roads and almost no infrastructure. West Connex, by encouraging people to use cars, rather than investing money in proper public transport systems, will make life in NSW 2127 intolerable.

On top of the proposed overdevelopment, the Sydney Olympic Park Authority is forecasting the number of people employed in offices around Sydney Olympic Park is proposed to rise to more than 30,000.

Of course, it has been very difficult to estimate the true impact on this area because everything has been released in a piecemeal fashion. I include more detailed figures at the end of document.

This can't be the 'great public policy' the NSW government talks of, because with a potential uplift of nearly 80,000 people in the area daily, only one new primary school has been planned - and no high schools planned at all throughout the entire of this area.

Currently, the Newington Public Primary School, situated in the stinking shadow of the Transpacific liquid waste treatment plant, is the only school for the total educational needs of this entire peninsula. It is bursting at the seams having more than doubled in size to 730 students in the last four years.

And none of this takes into account the visitors to the area. This is the latest 'Community Update' from SOPA's Savannah Robinson:

This Easter long weekend is expected to bring hundreds of thousands of people to Sydney Olympic Park for the Sydney Royal Easter Show as well as two NRL matches at ANZ Stadium.

These crowds will bring increased traffic to the road network of Sydney Olympic Park, **and the local community is encouraged to avoid driving on the Park's roads** where possible to avoid congestion.

If you are coming to Sydney Olympic Park this Easter long weekend, you are encouraged to plan your trip and make use of increased public transport services.

The area cannot cope. People cannot park. Nor can they catch public transport because the public transport here is abysmal and the roads are inadequate.

The State Liberal government extended the Super Cars lease without any consultation with local communities of Newington and Wentworth Point. That means another two to three months of road closures on top of the month of (accepted closures that the Royal Easter Show causes.

The topography does not support the overdevelopment of the one-road-in/one-road-out Wentworth Point. Providing bigger roads systems like West Connex is only going

to make life worse by bringing more cars and more rat-runners to the area.

The Carter St UAP is greedy and ill-conceived. And the combination of more than 25 proposed residential tower blocks developments at Wentworth Point, Hill Road, Burraway, Road, Carter St, and Bay Park, is close to obscene. **

In the meantime, right in the middle of this new grand plan for Western Sydney, only 80m from the NE end of the Carter St project, sits the stinking, toxic Transpacific liquid waste treatment plant; the only one in New South Wales to incinerate toxic chemical and industrial liquid waste.

Strangely, Transpacific is not shown or promoted in the glossy publicity for the Carter Street Urban Activation project, but the DPI admits it is still proposed to be there and stinking in 2030.

Over the past year, the smell has got worse. Between January and February this year I have been woken most mornings by the stench of Transpacific's emissions seeping into my unit. The Newington Primary SchoolI is frequently blanketed in this stench and the excuse that 'we'd move it if we could but no-one else will take it' means that Russian roulette is being played with our children's health.

I, personally, have made more than forty complaints in the last year to the EPA, to Transpacific, to RMS, to various other instrumentalities, to various universities seeking advice, trawled the internet for hours and even contacted the Auburn Council – though only once have I received a response. The relevant Minister, Brad Hazzard tried to tell our local MP, Barbara Perry that only 'one' complaint had been made about Transpacific to Auburn Council!! It is not true; and hiding behind not collating or accurately recording complaints from the various instrumentalities is no excuse. It seems that the left hand of the State government doesn't know what the right hand is doing.

In a meeting at Transpacific in October 2013 between our community group 'No More Odours', Transpacific and the EPA, the EPA representative even stated that the plant 'was there first' and that 'Newington should never have been built inside the 'buffer zone'. He also said in talking about residential development, like Newington, 'It would never happen now'! Surprise – the Carter St UAP appears within three months of that meeting. As I stated, it would be good if the DPI spoke to the EPA so they can get their stories straight.

I was told by one of the DPI representatives at the display at the Quest Hotel that the Carter St UAP, is proposed to come within 80m of the waste plant – which would put it within about 150 m of Transpacific. But that is all right apparently, because building will start at the SW end of the development farthest away from the liquid waste plant! I would call that lies and misrepresentation.

There is no way that prospective buyers visiting the site of these new developments would be interested in buying as owner occupiers once they saw and smelled this plant. The increase in stinking emissions from the ageing Transpacific facility drifting across Newington almost daily, would put off any buyer with eyes or nose from buying the real estate. And unlike Newington where prospective buyers were assured

that the liquid waste treatment plant would be ‘moved within five years’, there is no reprieve now since Transpacific’s license to pollute has now been extended till 2025.

Which leads me to the conclusion that these are ‘throw ’em up, sell ‘em off and get out of town quick’ projects that are designed to be sold off-the-plan, to overseas investors in Seoul, Beijing or Hong Kong. They will be shoddy tenanted and possibly overcrowded, tenements.

Otherwise, why have no schools been incorporated in the plan for Carter Street UAP? In the whole of NSW 2127, and including Rhodes and Liberty Grove, no high school - and only one proposed primary school (at Wentworth Point) have been incorporated in all this ‘supposed’ planning? No ‘great public policy’ at work here.

It is not just here there have been no schools incorporated into new development. Just across Homebush Bay, the 11,300 residents of the Rhodes development, have no schools either. Fairmead, one of the Wentworth Point tower block developments public transport bridge tried, duplicitously, to bargain extra development in exchange for the bridge. The only proposed primary school (capacity 1000 students) for the area will be at the end of Wentworth Point down a gridlocked Hill Road. The pedestrian bridge from Rhodes might allow Rhodes residents access, but the school will be overcrowded before it is opened. Or could it be that because of the way all of these unit blocks are proposed to be developed, with little or no green space and no schools in the area, the demographic is self-limiting to singles, couples and tertiary students (probably a majority of whom are overseas students)?

How strange, that this is the same Australia that has no room for asylum seekers, Illegal Maritime Arrivals as the ‘boat people’ are so cruelly called. On the other hand, ‘come by plane, show us the money and buy our real estate and we will put out the welcome mat’. We’ll ring Sydney with shoddy developments for some fictional huge rise in population - all coming from the strangest demographic section of the human race with no need of schools, or public transport. Odd indeed!

A curious statistic for you: if we took all the IMAs out of the detention centres, even including those living in semi-freedom in the community, it would be less than the proposed population increase for NSW 2127? I know whom I would prefer living here.

Finally, I remind you all that ‘great public policy’ can only be made by consultation with the ‘great public’ - and not by a few men in suits behind closed doors. You are employed to represent all of us – not just the developers and businessmen.

Call a public hearing into what is happening here. Let the community give their views on the Carter Street UAP; on the continuance of having the toxic Transpacific plant in their midst; on the opportunistic overdevelopment of Wentworth Point; on the lack of public infrastructure - schools, access and public transport; on the whole sustainability of this planning on the run.

Barbara Hall
Newington NSW 2127
Tel: 0412 271 088

Statistics

* The 2011 Census reports 8,921 residents in postcode 2127. The following DAs are already going to increase residents to about 48,000 – a more than 500% increase!

Wentworth Point UAP = 2,300 dwellings = 5,290 residents (multiply by 2.3)

Carter St UAP = 5,500 dwellings = 12,650 residents

Fairmead proposal = 1300 dwellings = 2,999 residents

WP 2004 DCP = 6,000 dwellings = 13,800 residents

SOPA = 6,000 dwellings = 13,800 residents

** It is hard to state a definitive number since the ball park figures, DAs and amendments keep changing. But currently the proposed high rise changes to the landscape are:

12 towers for Fairmead at Wentworth Point.

6 towers for Wentworth Point Urban Activation Project

2 towers for Sydney Olympic Park /Pace development at ferry wharf (there disappears another form of public transport for Newington)

5 towers for the Carter Street Urban Activation Project

and others – like Bilbergia, Bay Park, Wentworth Dock . . .