



PCU52862

The Director
Urban Renewal
Department of Planning & Infrastructure
GPO Box 39
SYDNEY 2001

13/21 Blaxland Ave
Newington 2127

Department of Planning
Received
28 APR 2014
Scanning Room

Dear Sir/Madam

Re Planning Carter Street Lidcombe

Please consider the following submission regarding the proposed development at Carter Street Lidcombe in my city of Auburn.

Council commendably responded to the State Government's demand for high rise housing with 8 story developments in Hill Road over and above its quota. The State Government's own new Planning Act requires Master Plans and there is no Master Plan for the development of the Wentworth Point peninsula and no Transport Study has been done. The current push from developers to develop much higher towers on the Point raises the following issues:

- Wentworth Point has one road access creating huge transport and safety problems. This road, Hill Road, ends at Burraway Road (a dead end road) and both are parked out by residents of the existing high rise, who own 2 cars to be able to get to work, while the factory workers use any remaining space including the footpaths.
- Current high rise planning does not take the car ownership rates into account
- The area is bordered by the Sydney Olympic Park, Silverwater Road, Parramatta Road and the Motorway, all with varying levels of access and transport and connecting with the large Homebush Bay Road roundabout.
- Local buses go to 3 stations Parramatta, Strathfield and Burwood but stop at all stops and only go south of Parramatta Road to the stations through the Sydney Olympic Park.
- Sydney Olympic Park has its own plan and it does not appear that it is considered in relation to the adjoining peninsula developments or with the adjacent transport that has to run through it.
- Access to Wentworth Point peninsula is from Parramatta Road or from a westerly direction to and from the Motorway.
- Traffic in the area, particularly at peak hours and special events, is clogged by cars and "rat running" through Sydney Olympic Park to and from Homebush Bay Rd and Silverwater Road through a huge roundabout at the recently expanded Direct Factory Outlet.
- Public transport consists of half hourly all stops buses to Strathfield and Burwood to connect with the train service. Sydney Olympic Park station also has infrequent services and requires changes at Lidcombe Station. Slow trips increase the likelihood of people using cars.
- Half hourly ferry services (a great improvement over the previous hourly service) serve tourists, seniors and the disabled well but do not meet the needs of city commuters as they are slow all stops services. New services to McMahons Point and Darling Harbour are a good start. Sydney Olympic Park

ferry wharf has only 7 parking spaces only 1 disable spot with a 2 hour parking sign (it takes an hour to the city) in contrast to Meadowbank and Kissing Point wharves that have large car parking areas.

- An 8 story building height was reasonably adopted for Wentworth Point but this is being disregarded by the State Government such that the development proposed closest to the river will over shadow the existing smaller development and the River- a backward planning step.
- No overall plan for the whole peninsula which enables developers to get higher developments with each land sale compounding the problems.
- The Urban Activation Precinct brochure states that the development will help solve the housing problem in Sydney. Not if these blocks are sold overseas as they are reported to be doing now.
- Prices are high on waterfronts restricting access by first home buyers and unaffordable.
- It appears that no one has looked at the census figures of 0-12 year olds. The only Primary School at Newington is already overcrowded such that it uses the Sydney Olympic Park as play area. The proposed Primary School at Wentworth Point is in a one way street and on a water's edge and is unsafe. There is only 1 Child Care Centre for the whole peninsula and, as it is located in Sydney Olympic Park, will likely be used by Sydney Olympic Park workers. Public High Schools are not easily accessible- a Sports High at Sydney Olympic Park might help.
- Given the proximity of the heritage land that has the 3 types of local trees, the nesting of the eagles each year close by, the need to preserve the salt marshes and the pollution from the Transpacific Liquid Waste Treatment Plant an environmental study is also needed.
- The Transpacific Liquid Waste Treatment Plan abuts the development. This Plant and the Waste Centre next to it were closed during the Olympic Games and the purchasers of the new units were promised to that they would not be reopened. They continue to pollute the area –the athletes, spectators and residents. The school Principal at Newington complains as the smell reaches their children.
- This is extremely important to the residents now living in an “unhealthy suburb” and the fact that the health of residents is being disregarded.
- Finally there has been no public consultation for this development.
- Community Consultation Urban Activation Precincts 3 key principles:
 - ‘Everyone gets a say
 - Certainty in the planning process
 - Local planning for local communities’have not been followed.

Governments loose the trust of the local community when planning does not follow its own principles and people's voices and their health are ignored. There are no services to cope with such a large number of people (childcare, schools, libraries) Please consider very carefully the outcomes of such inappropriate overdevelopment.

Yours Sincerely

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