

First Name: Tao Submission: Response to Glenfield to Macarthur draft Land use and Infrastructure Strategy
 Last Name: Triebels
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 State: New South Wales
 Postcode: 2560

1. My answers to the questions below are my formal submission in response to the Glenfield to Macarthur draft Land Use and Infrastructure Strategy.

I'm okay with my name appearing on the list of submitters

2. Please tell us which location you would like to provide feedback on

- ... The area around Campbelltown Station
- ... The area around Leumeah Station
- ... The area around Macarthur Station
- ... The area around Minto Station
- ...

3. Do you have any comments about housing and/or buildings?

- ... Buildings definitely need to be best practice sustainable such as (but obviously not in height) to 1 Central Park in Haymarket. Also see deep soil planting and rooftop gardens below.
- ... 6 storey, ABSOLUTE limit, everywhere.
- ... Deep soil planting (ie trees) that will eventually be as high or higher than the buildings they surround
- ... Rooftops gardens on the buildings to be encouraged

4. Do you have any comments about traffic, transport, parking and/or access?

- ... All "high rise" (see above for building height limit) buildings MUST be walking distance from train stations i.e. 5 minutes or 400 metres.
- ... Public transport needs to be improved. It must be reliable and convenient.
- ... Light rail and/or trams between local suburbs
- ... All schools to be within walking distance
- ... The provision of safe and convenient cycle-ways or cycle lanes.
- ... Provide car sharing opportunities such as provided in Inner Sydney suburbs.

5. Do you have any comments about open space and community infrastructure e.g. parks and schools?

Yes, I have plenty of comments about these.

- ... All present open spaces to be retained for leisure and recreational activities.
- ... Open spaces need to have large trees for summer shade and aesthetics.
- ... Play areas for children.
- ... Opportunities for community gardens
- ... 400m walking distance to open recreational space and parks from all buildings is essential for physical and mental health
- ... There should be more parks especially close to housing communities and the business area.

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- ... Parks need to have activities for children
- ... All schools to be within walking distance

6. Do you have any comments about local amenity e.g. cafés and outdoor dining, streetscape improvements etc.?

- ... The main street in Campbelltown is great the way it is. No improvements needed. The only areas that definitely DO NOT “work” are the area outside the Mall (this used to be an area of interest and variety with shops presented to Queen St. This area was lost as part of the many (and ridiculous) “upgrades” of the Mall), the area outside the old Commonwealth Bank right in the middle of Queen St. and the area outside the Family and Community services “new” building in Lithgow St. These areas need to be “improved” to bring them up to the level of interactivity that the rest of Queen St presents.
- ... Stop the sense of prestigious shops around Queen St. area.
- ... Tasteful and relevant public art (such as in Melbourne)
- ... Use shop fronts for a variety of uses such as: artist workshops, galleries, performance spaces ie. get away from the conventional use of “shopping areas”. See research below.
 Turn Queen St into something unique. Don’t turn Queen St into another Macarthur Square.
- ... Busking and street art such as music, magic shows, juggling, pavement chalk art etc.
- ... Cultural centres to be maintained in easily accessible areas. Encourage more small local theatres, art galleries and music venues
- ... Easily accessible green space and possibly community gardens that tie in with the central business/residential area.
- ... Shaded areas (such as the sails at the corner of Lithgow and Queen Sts) to be retained and extended into other areas during the summer months

“ Benefits for landlords in engaging with empty space projects include property improvements, reductions in vandalism and graffiti, lower insurance and maintenance costs, increased local footfall and vitality and - because art uses a space differently and attracts interest - a broader base of potential long-term commercial tenants.”

<http://emptyspaces.culturemap.org.au/emptyspace/art-empty-shops-growing-retail-renewal-trend>

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7. Do you have any comments about the environment?

I assume this question relates to the natural environment. If so

- ... Keep all and ... provide more open spaces. These need to be easily accessible
- ... More parks and gardens for passive outdoor recreational activities
- ... Deep soil planting (and trees that are the height of the buildings)
- ... Also See comments re 1 Central park in Q 3

8. Do you have any comments about heritage?

- ... It is very important for heritage areas and buildings to be retained, and more importantly for new "development" to be sympathetic to these areas.
- ... Don't let heritage buildings fall into disrepair

9. Do you have any comments about employment?

- ... The reality is that Campbelltown is a low employment area and this will reflect in the number and type of jobs available in the area. However, if there is no jobs, this doesn't mean that the unemployed should not be actively included in the activity in and around Queen St
- ... Support for small businesses (ie craft shops, second hand shops, small galleries)

10. Do you have any other comments you would like to add?

- ... Don't try to make Queen St into something it is not. It needs to be a unique area.
- ... Be careful not to try to make Queen St into another copy of other big Shopping Malls like Macarthur Square.
- ... Note re the main picture portraying Campbelltown on this website. This is NOT representative of Queen St Campbelltown... It is racially, socially and ethically bland. I wonder about the headspace of a planner who envisions a city devoid of any trace of ethnic diversity, children, (although there are balloons), disabled people, people of varying body types, prams, pregnant women, families, mature people, teenagers or the elderly. The only people that I see are young white middle class, able bodied people, late 20's to early 30's. This is an insult to the people of Campbelltown who are unlikely to take this planning strategy seriously.
- ... The same could be said for the ridiculous landscaping plan in the picture portraying Minto (including public car parks "conveniently" disappearing). This lack of detail does not hide the fact that Minto is the way it is because it works.

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... Comment regarding the Leumeah area. Firstly, the high rise in Leumeah is too high. Secondly, most of the units in this building are now public housing. People DO NOT live where they want to live, they live where they can afford to live. Any other high rise in the vicinity (including Campbelltown) will have the same fate.

... **Important comment on New Age Boarding Houses**

The area within the Glenfield to Macarthur draft Land Use and Infrastructure Strategy is earmarked for high density; therefore new age boarding houses should be limited to this area INSTEAD of in low density residential areas, as is currently allowed under AHSEPP

There are two important reasons for this.

Firstly, the Affordable Housing State Environmental Planning Policy (AHSEPP) discourages car ownership through the provision of minimum car parking. Boarding house tenants without cars need to be close to facilities, services and opportunities such as

- transport, train and bus
- amenities, community facilities,
- parks and activities
- health services, doctors, mental health, hospital
- local employment
- education and training
- police station, council building,

This is not the case for present boarding house proposals before Campbelltown Council. The lack of parking will have significant bearing on the social and mental well-being of the tenants of these boarding houses.

Second, the construction of new age boarding houses in low residential areas is not working. AHSEPP is overriding Campbelltown council's Development Control Plan and LEP and allowing high density boarding houses to be built in low density residential areas. This is causing traffic congestion, dangerous traffic conditions and enraging local residents.

The AHSEPP guidelines provides for only "1 parking space for each 10 boarding rooms", and "At least 1 parking space must be provided for a bicycle and 1 parking space for a motorcycle for every 5 boarding rooms" The main provision in this document which allows the construction

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of a new age boarding house is the following... that the building is "Within 400m walking distance of a bus stop used regularly between 6am and 9pm Monday to Friday, and 8am to 6pm weekends."

The aim of this is to dissuade boarding house tenants from using cars.

These guidelines have proven insufficient to discourage boarding house tenants from using cars, because without a car, fundamental needs are not readily accessible from the low density residential areas of Campbelltown. Although there is a bus service, it is not efficient enough to replace the need for a car. This point is demonstrated by a boarding house constructed on the corner of Bradbury Ave and the Moore Oxley Bypass. Completed early 2015, it has begun to create traffic congestion and chaos in the surrounding street.

Despite its proximity to bus route and shops, most of the boarding house tenants still have cars. With insufficient parking on site, tenants park their cars on a nearby very narrow street (Bocking Av). Tenants park their cars on both sides of the road, allowing only one car to pass through at a time. Bocking Ave enters onto Bradbury Av, a more major road. Because of these parked cars, entering or leaving Bocking Ave becomes extremely dangerous in peak traffic times. Residents are enraged at the congestion on their street. They are concerned about traffic safety and they are particularly concerned for the safety of children in such a narrow street in what was originally a very quiet residential area.

Another example is a boarding house proposal for 19 double rooms on a single residential block at 33 Colonial St., Campbelltown. Colonial St is narrower than Bocking Ave, it is split level and is effectively two one way streets. Currently there are approximately a total of 38 residents living in 18 dwellings on the S/W side of the street. If the boarding house is built and operating at full capacity, there could be up to another 38 extra people residing on that street. There is barely enough room for a driving car to pass a parked one; the street is already a danger for small children and domestic pets. Colonial St is 2km from the station and shopping facilities. The bus is equally ineffective at this route. There seems little likelihood that potential tenants would have any more reason to get rid of their cars than the tenants of Bradbury Avenue. Due to the narrowness, it would seem that the residents of Colonial St will be in even more danger from congested streets than those of Bocking Avenue.

Please see Research into the bus routes, frequency and cost, compared to using a car., attached.

Therefore I strongly suggest that the Area of All of Glenfield to Macarthur will be well served to keep the construction of high density new age boarding houses without any effective onsite parking completely within the limits of the high density areas of the Glenfield to Macarthur Urban Renewal Corridor.

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Contact us

The Community Relations team can be contacted between 9.00am and 5.00pm (Monday to Friday) by:

Phone: 1300 730 550

Email: community@planning.nsw.gov.au

Fax: 02 9895 7670

Provide feedback

You can provide feedback by

Going online and writing to us.

Please have your submissions to us by 24 August 2015:

Online:

www.planning.nsw.gov.au/glenfieldtomacarthur

Mail:

Director

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