

First Name: Victoria Submission: Response to Glenfield to Macarthur draft Land use and Infrastructure strategy
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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

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

- ... 6 storey limit, everywhere
- ... Absolutely never 10 stories, 10 is unhealthy
- ... Have gardens on the rooftops have gardens on the buildings
- ... Encourage best practice sustainable buildings

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

- ... Public transport needs to be improved
- ... Add Trams
- ... Access to schools within walking distance
- ... Buildings must be walking distance from, transport i.e. that means 5 minutes 400 metres.
- ... If there parking is to be limited, then public transport must be improved.
- ... Public Transport MUST be EFFECTIVE, RELIABLE, ACCESSIBLE TO ALL AREAS, and CONVENIENT. Currently it is none of these
- ... Provide Community cars like the **GO GET** cars.

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

- ... Families will be in these buildings, so there must be access to play areas for children.
- ... Also areas for community gardens
- ... 400m Walking distance to open recreational space and parks from all buildings is essential for physical and mental health, see excerpt below

“Mental health is significantly related to residential distance from parks, with the highest MHI-5 scores among residents within short walking distance from the park (400m) and decreasing significantly over the next distances. A nearby urban park is associated with the same mental health benefits as decreasing local unemployment rates by 2 percentage points, suggesting at least the potential of environmental interventions to improve mental health. The number of visit and physical activity minutes are significantly related to distance.” (Proximity to Urban Parks and Mental Health)

<http://www.ncbi.nlm.nih.gov/pmc/articles/PMC4049158/>)

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

... The main street is great it is casual, multicultural, and eclectic. A traveller commented that the feeling of queen St is like some parts of New York.

... Try to keep the sense of quirky personality of the local main street

... There will be nothing worse than the concrete block facades that are all over “modern” shopping centres such as Macarthur Square.

... We need to cultivate the local theatre, more art galleries, small intimate music venues and busking

... Green space and community the gardens

... There needs to be shading in the summer

... Include art spaces, low rent spaces for small independent craft shops, second hand shops, things that are different from the massive soulless malls

... Put artists into the shops for example as happens in Newcastle’s empty shops

... Locally made locally consumed

... Welcome the artists who will no longer be able to afford living in Sydney

... Revive old skills small scale activity as opposed to the mass production of the malls.

“ 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?

Do you mean built or natural. This a confusing question as there will be zero natural environment in this area. The hope is that by living in higher density, we may save some remnant of the natural environment.

- ... All buildings within 400m of parks, gardens,
- ... More parks gardens passive outdoor recreation areas

8. Do you have any comments about heritage?

- ... Very important for it to be retained, and surrounding areas to be sympathetic. Fine any owner who lets a heritage building fall into disrepair.

9. Do you have any comments about employment?

- ... Include art spaces, low rent spaces for small independent craft shops, second hand shops, things that are different from the massive soulless malls
- ... Locally made locally consumed
- ... Welcome the artists who will no longer be able to afford living in Sydney
- ... Put artists into the shops For example as happens in Newcastle
- ... Small scale makers and creators.
- ... Revive old skills small scale activity as opposed to the mass production of the malls.

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

1. Be careful not to try to make Queen St a copy of other big Shopping Malls. It doesn't matter what you try to do in, if Macarthur Square or Narellan feels threatened they will go for bigger and flashier, Each area in Campbelltown needs to have needs to be its own character.
2. 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 only young white middle class able bodied people late 20's to early 30's. Please rectify to suit the social and cultural diversity of Queen St Campbelltown.

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3. Final and very important comment is 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.

First, 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 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 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 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

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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.

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 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 even in 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:

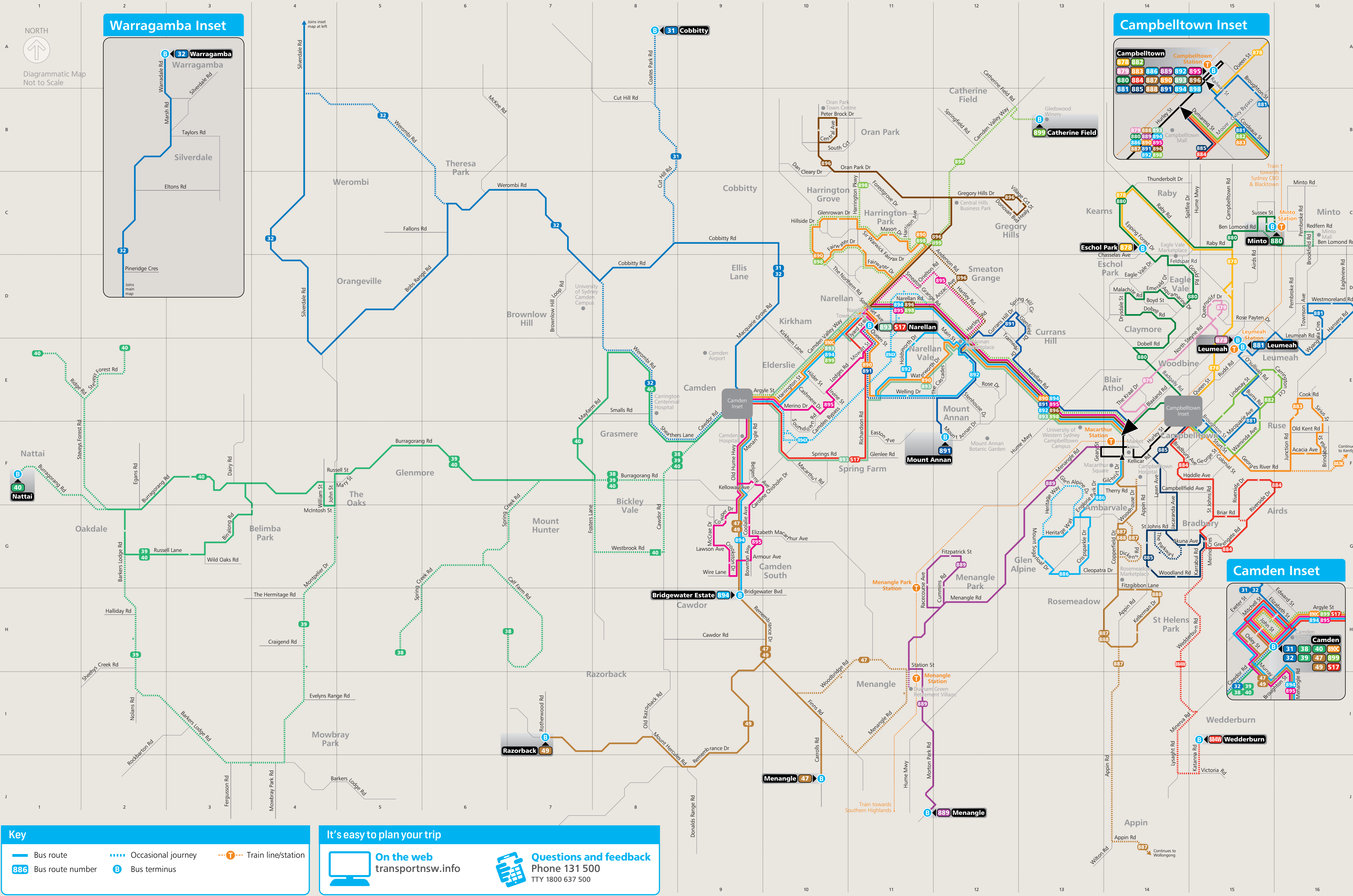
www.planning.nsw.gov.au/glenfieldtomacarthur

Mail:

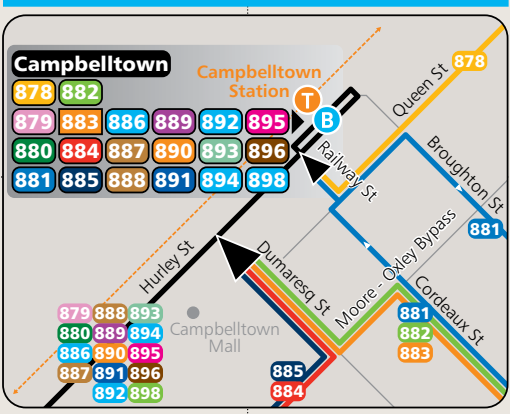
Director
Urban Renewal
NSW Planning & Environment
GPO Box 39
Sydney, NSW 2000



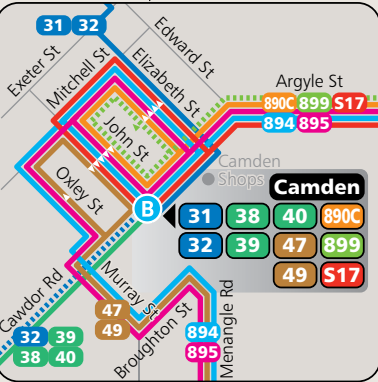
Campbelltown and Camden bus network map



Campbelltown Inset



Camden Inset



Key

Bus route

Occasional journey

Train line/station

Bus terminus

886

 Bus route number

It's easy to plan your trip

On the web
transportnsw.info

Questions and feedback
Phone 131 500
TTY 1800 637 500

Campbelltown Bus Routes

Victoria Waldron Hahn

25 colonial St

Campbelltown

M 0425254905

Home 46209248

**Please find below comments about the bus service in my area. Colonial St, Campbelltown.
The route is 883. It travels between Kentlyn/Ruse and Campbelltown Station**

Inadequate, expensive:

- Like most routes in the area, the focus is around Campbelltown Railway Station
- Getting across suburbs in Campbelltown is complicated, requiring at least one change of bus route, which is costly, time consuming, inconvenient
- Travelling to work by bus within Campbelltown area poses the same restrictions.

Below is an example

A School Cleaner living in Colonial St Campbelltown needs to travel to Elderslie High School, below is the scenario he is faced with if were rely on bus to get to work,

Work begins at 5.00 am First bus **departs near his residence at 5.04**

Change at Campbelltown Station. Bus to Elderslie arrives at **5.41**

Walk from bus stop to the school 12min. **ETA 5.52 (38 min journey** +10 min walk from bus

By car it is approximately 15 min journey

Conclusion: This person would not retain employment if he relied on public transport to travel to this job.

EXAMPLE 1

Comparison Colonial St Campbelltown to Elderslie					
	By car		By bus (883 and 895)		
Time	15 min		47min (bus +10 min walk		
Cost	\$4.00 return	\$20.00/week	paper ticket	\$14.20return	\$71.00/week
			opal ticket	\$11.20 return	\$56.00/week

EXAMPLE 2

This comparison is for travelling from Colonial St to Campbelltown Hospital, bus to Station, wait for connecting bus, bus to hospital, then walk to hospital from bus stop.

Comparison Colonial St to Campbelltown Hospital		
	By car	By bus
Time	10min	35 min (+10 min walk to bus and wait)
Cost	\$2.00 (approx.)	\$5.30 (paper ticket) \$4.20 (opal ticket)

****NB add walking to the bus, and arriving 5mins early can add another 10 minutes to the trip**

Travelling to work in Sydney by bus then train is even more complicated, costly, time consuming, inconvenient, as this often entails changing trains and further buses.

Earliest/Latest buses

Example: East /Central Campbelltown

With regard to people who may do shift work on weekend, this bus route does not met their needs

To Campbelltown Station	Earliest Bus					
	Mon-Fri		Sat		Sun	
883 Ruse to CT Station	Dept. Ruse 04:53	Arr. station 05:10	Dept. Ruse 06:45	Arr. station 07:03	Dept. Ruse 07:30	Arr. station 07:49
From Campbelltown Station	Latest Bus					
	Mon-Fri		Sat		Sun/Pub Hol	
883 CT to Kentlyn/Ruse	Dept station 23:53	Arr Ruse 00:07	Dept station 23:32	Arr Ruse 23:44	Dept station 21:30	Arr Ruse 21:38

<u>Bus frequency</u>				
	From Campbelltown Station		From Ruse	
Day	Time	Frequency		
<u>Sat</u> <u>am</u>	06:37am to 10.01am NB (at 8:34 -- 09:04 one 30 min gap)	1hr	06:45 to 8:42	<u>Hourly</u> 3 buses
	10:01am to 18:31pm	<u>30 min</u> 20 buses	9:12 to 18:42	<u>30 min</u> 20 buses
<u>Sat</u> <u>pm</u>	18:31pm to 23:32	1h	18:42 to 23:40	Hourly 5 buses
<u>Sun/</u> <u>Public</u> <u>Hol</u> <u>am</u>	07:30am to 21:38 pm	Hourly	9:21 to 21:21	Hourly