

## **NSW Department of Planning and Environment**

### **Submission on Arncliffe and Banksia Land Use and Infrastructure Strategy**

I strongly urge the NSW Department of Planning and Environment (referred to as DPE in this document) to reconsider a number of factors in the Bayside West Precincts Draft Land Use and Infrastructure Strategy (referred to as the Strategy in this document).

This is a summary of my concerns:

#### **Publicly accessible open space**

The amount of available green, open space is very small compared to the approximately ten thousand unit dwellings proposed. Recent research in the medical, public health and urban design literature shows the importance of publicly accessible green open space for both physical and mental public health. When referring to open space the Strategy must designate green open space to be publicly accessible. There needs to be a greater number of pocket parks spread across the whole of Arncliffe and Banksia, and the Cooks Cove South must also remain in public hands, particularly the beautiful river fore shore, landing lights wetlands and the playing fields.

#### **Effect of current rezoning proposal on traffic and parking**

The streets in the Bayside West precinct are already busy, and street parking is already insufficient for the number of people in our area. I do not believe that the traffic flows have been appropriately thought through when deciding on the areas for rezoning. To take as an example the block bordered by Forest Road, Somerville Street, and Pitt-Owen Street, where would driveways be located? Somerville street is a busy and narrow thoroughfare, with many drivers not keeping to the 50kmh speed limit, and using the street as an alternative to the Princes Highway, so would be far too busy for any main driveways. Forest Road is also far too busy to have driveways into any new development on the block. Pitt- Owen Street is a small dead end street off Forest road, and turning right from Pitt- Owen Street onto Forest Road would be quite difficult, thus reducing access for people living in any future development on the site.

In addition, both the railway pass at Subway road and Allen Street need to be improved. Both these underpasses have a high level of traffic, which will only increase in the future. Yet both are only one lane in each direction.

Lastly, as the majority of commuters use the train to travel to and from work, and Wolli Creek station is a “kiss and drop” station with no commuter parking, we need more parking around Arncliffe and Banksia train stations, as street parking is currently being taken up by commuters.

Greater thought needs to be put into traffic flows and parking for the whole area before any rezoning is approved; it cannot be treated as an after- thought.

#### **Development around schools**

The Arncliffe and Banksia Priority Precinct rezoning proposal means that St Francis Xaviers Catholic primary school and Arncliffe Public School would be surrounded by high rise buildings. As well as potentially putting our students at risk from voyeurs, school is a place where children should be able to play in open green space, not space which is hemmed in on all sides by high rise. In addition, with all these additional dwellings our schools will need room to grow to accommodate a larger population. The number and height of new buildings around these schools needs to be reconsidered before making any decisions about rezoning, not after the fact.

## **Public Transport**

Public Transport infrastructure in our area is insufficient for our current population. Much of the information in the Strategy gives an overview but lacks any detailed information about what the actual public transport strategy for the area might be.

The Strategy document proposes additional bus services, yet some bus routes such as the 422 bus are currently being cancelled. This is in direct contrast to what the Strategy states (Table 1, page 30). In addition, our rail services are already well over capacity. All these issues need to be addressed more concretely in the strategy documents.

## **Pedestrians and cyclists**

Pedestrians and cyclists in our area need greater connectivity and there needs to be a greater level of safety for both groups. The Strategy makes a good start in proposing improved cycle ways from the north to the south of the area, but there also needs to be attention paid to the routes from the east to the west. How could a cycling family safely go from Banksia station to Barton Park? At present, there is no crossing or overpass at the end of Spring Street to cross West Botany Street, and this needs to be urgently addressed.

In addition, at present many St Francis Xaviers School and Arncliffe Public School children walk to and from school along Forest Road and Wickham Street. Although there is a school zone along Wickham Street and Forest Road, many drivers go over the 40kmh limit. In addition, many over height B-double trucks and trucks carrying dangerous goods drive down Wickham Street and Forest Road as they cannot use the M5 tunnel. This will not be addressed by the construction of WestConnex, and we will continue to have our children walking to school alongside huge and fast trucks. The situation is particularly dangerous at the railway bridge on Forest Road, where many children and their carers wait to cross at the lights, so the footpath on the railway bridge becomes quite crowded. Additional barriers need to be erected along these roads, and the school 40kmh zone needs to be have better signage so that people drive at a safer speed for our children.

Lastly, some of the proposed cycle routes do not take into consideration the topography of the area. One cycle route is shown as continuing north along Roach Street to Forest Road, and does not take into consideration the fact that Roach street lower is connected to Roach Street upper by a steep flight of steps. The cycle routes need to be tested before new routes are finalised.

The above summarises my main concerns with the Arncliffe and Banksia Land Use and Infrastructure Strategy. Please amend the Strategy to accordingly.

Regards

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