

Arncliffe and Banksia Priority Precincts, Rezoning Proposal

LITTLE EFFORT APPEARS TO HAVE BEEN MADE TO BRING THESE MAJOR PROPOSALS TO THE ATTENTION OF RESIDENTS. THIS IS A VERY MULTICULTURAL AREA. SOME OF THE MEETING VENUES ARE OBSCURE WITHIN THE LOCAL AREA WITH SCANT INFORMATION PROVIDED ENCOURAGING RESIDENTS TO ATTEND. AN INFORMATION MORNING SET UP IN THE WOLLI CREEK PRECINCT MARKETS CATERING TO A VERY SMALL AUDIENCE SHOULD HAVE BEEN HELD IN ARNCLIFFE PARK/GARDENERS PARK OR THE SHOPPING CENTRE. ONE OF THE SENIOR MEMBERS OF THE TEAM PRESENTING ON SATURDAY 4TH FEBRUARY HAD NO IDENTIFICATION, WAS DRESSED AS IF A LOCAL AND WAS ONLY IDENTIFIED WHEN A NUMBER OF ARTICULATE ATTENDEES MORE OR LESS DREW THE PERSON OUT. NICE. MIND YOU IT'S A BIT BETTER THAN RESIDENTS NOT BEING ADVISED THAT THE NEW M5 TUNNEL WILL BE GOING UNDERNEATH THEIR HOMES INCLUDING THOSE WHO BOUGHT PROPERTIES AND WERE, VIA THE SEARCH PROCESS ADVISED OF NO GOVT INTEREST ONLY TO BE TOLD MONTHS LATER THAT THEY HAD BEEN ADVISED INCORRECTLY. VERY EASY TO BRUSH ASIDE AS IT WAS BY A NUMBER OF OFFICIAL MEMBERS OF THE GOVT TEAM ON THE MORNING OF FEB 4. EASY WHEN IT'S NOT YOU.

THE PLANNING PROPOSAL FOR REDEVELOPMENT APPEARS TO DISREGARD CONSISTENT PUBLIC OPINION THAT MUCH OF THE PROPOSED DEVELOPMENT IS "OVER THE TOP". IT APPEARS TO BE A GRAB FOR CASH AT THE COST OF QUALITY OF LIFE FOR RESIDENTS - STAMP DUTY FOR STATE GOVT. RATES FOR COUNCIL ZERO FOR RESIDENTS. IT IS A POOR MODEL FOR URBAN RENEWAL.

GENERALLY MANY STREETSCAPES ARE NOT SUITABLE FOR THIS TYPE OF DENSITY. A PROPER ONSITE SCOPING WOULD CLEARLY UNDERLINE THE PREMISE. THE WOLLI CREEK PRECINCT WHICH HAS ALREADY DONE SIGNIFICANT HARM TO THE LOCAL AREA IS NOT SEEN AS A DESIRABLE OUTCOME. MOST OF IT IS RENTED OUT TO STUDENTS ATTENDING UNIS AND SHORT TERM HOLIDAYS RENTERS. PEOPLE LIVING THERE ESTIMATE 90% OF PROPERTIES ARE RENTED. IF THE AFFORDABLE HOME OWNERSHIP MANTRA IS NOT YET FULFILLED IN WOLLI CREEK ON THE ASSUMPTION OF ACCOMMODATION SHORTAGES FOR POTENTIAL RESIDENTS WHAT HOPE A MASSIVE INCREASE IN THIS TYPE OF DENSITY ACROSS ARNCLIFFE BANKSIA? – HOW MANY KIDS GO TO LOCAL SCHOOLS FROM HERE? WHAT HAPPENS IF IN FACT FAMILIES MOVED IN? WHERE ARE THE PROPOSED FAMILY FRIENDLY AREAS? IF WOLLI CREEK WAS FILLED WITH FAMILIES THE LOCAL SCHOOLS COULD NOT ACCOMMODATE THEM. WHY HAS A WORLDS BEST PRACTICE MODEL NOT BEEN ADOPTED? THE NOTION THAT THE AREA COULD BE FILLED WITH A MASSIVE INCREASE IN FAMILIES LIVING IN HIGH-RISE WILL CREATE ITS OWN SET OF ISSUES AGAIN RELATED TO SOCIAL COHESION – PHYSICAL AND MENTAL HEALTH, ACCESS AND CONNECTION TO THE NATURAL WORLD. ISSUES WITH HIGH RISE LIVING ARE WELL DOCUMENTED. WITH POPULATION NUMBERS AND LIVING DENSITIES NO WHERE NEAR THOSE OF OTHER COUNTRIES

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AND COUPLED WITH THE SHEAR LAND MASS THAT IS AUSTRALIA THE NOTION THAT WE ARE FORCED TO THIS TYPE OF OPTION IS IN MY VIEW MYOPIC.

MANY PEOPLE HAVE MOVED INTO THE AREA ON THE BASIS OF ITS COMMUNITY FRIENDLY LOW DENSITY APPEAL. IN TRUTH AN EXCELLENT SUBSTITUTE FOR THE HIGH PRICES IN THE INNER WEST, EASTERN SUBURBS AND IN SOME CASES THE LOWER NORTH SHORE. NEW BUILDINGS INCLUDING DUPLEXES HAVE AND ARE BEING BUILT AS A CONSEQUENCE. SOME SMALLER APARTMENT BLOCKS HAVE ALSO BEEN INCLUDED AND IN THE MAIN BLEND WELL IN MOST AREAS THEY HAVE APPEARED. THE SUGGESTED PROPOSALS WILL DESTROY MUCH OF WHAT THE SUBURB OFFERS. THERE IS NO MIXED DENSITY APPROACH AND LITTLE IN THE WAY OF BEST PRACTICE URBAN PLANNING IN THE PROPOSAL.

WHEN OVERLAYING THE PROPOSAL AGAINST CURRENT DWELLINGS AND AMENITIES THERE IS A LACK OF DETAIL AROUND **LOCAL** ROAD AND PEDESTRIAN ACCESS (ONE OF THE MAJOR CRITICISMS OF THE SO CALLED WOLLI CREEK PRECINCT). LEFT AS IT IS IT WILL SEVERELY IMPACT ON QUALITY OF LIFE. NO PROPER CASE HAS BEEN PRESENTED THAT REQUIRES THE SIGNIFICANT INCREASE IN DENSITY THAT THE PLAN OUTLINES. WHAT'S ON OFFER APPEARS AD HOC. THE PLAN APPEARS TO BE ABOUT CREATING A DEMAND NOT MEETING ONE.

THERE IS NO PROPER SCOPING OF OPPORTUNITIES TO FOSTER AND SUSTAIN SOCIAL COHESION - USABLE GREENSPACE (A PRIVATE GOLF COURSE IS NOT PUBLIC SPACE), SCHOOLS, GENERAL PUBLIC AMENITIES AND OPPORTUNITIES FOR THE COMMUNITY TO INTERACT.

IF ONE TAKES IN THE VIEW OF THE LOCAL AREA FROM VANTAGE POINTS SUCH AS THE HIGH SIDE OF REALM ST ARNCLIFFE YOU CAN SEE WHAT HAS BEEN DONE TO THE AREA IN THE WOLLI CREEK PRECINCT. OVERLAY THAT WITH THE CURRENT PROPOSAL AND ARNCLIFFE/BANKSIA WILL DISAPPEAR FOREVER IN A SEA OF HIGH RISE BUILDINGS. WHEN VIEWING THE WESTERN SIDE OF BANKSIA THERE ARE FEW AREAS WHERE "OLD BROWN BELT" BUILDINGS EXIST.

ARNCLIFFE/BANKSIA IS PART OF THE EARLIEST LAND GRANTS IN THE 1800s ANY SENSE OF COMMUNITY, CONNECTION TO HERITAGE WILL BE SWAMPED BY INAPPROPRIATE PLANNING.

THE PROPOSAL IS DAMNED BY ITS APPENDIX (G) WITH RESPECT TO RAIL AND ROAD SERVICES. DESPITE THE BILLIONS BEING SPENT ON ROADS LOCAL TRAFFIC PROBLEMS CANNOT BE ADDRESSED AND RAIL SERVICES SIMILARLY INADEQUATELY TREATED. UNLESS BILLIONS IN ADDITIONAL MONEY IS SPENT ON THIS PROBLEM OVERLOADING THE AREA WITH DEVELOPMENT OF THIS SCALE IS TOTALLY INAPPROPRIATE (A CASE OF THE MEANS NOT JUSTIFYING THE END). WITHOUT DOUBT TRANSPORT SOLUTIONS OR LACK OF THEM IN REALITY MAKE THE PROPOSAL A FRIGHTENING PROSPECT IN ITS CURRENT FORM INTO THE FUTURE. ADD TO THIS THE EVER EXPANDING PORT BOTANY WHICH HAS GENERATED HUGE TRAFFIC FLOWS

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THROUGH THE LOCAL AREA AND WILL CONTINUE TO DO SO. NOT LEAST AMONG THE **#NEVER TO BE ADDRESSED ISSUES** IS THE MOVEMENT OF VEHICLES CARRY SO CALLED HAZARDOUS MATERIALS, FUEL, GAS, CHLORINE, URANIUM, ACID AND THE LIKE. THIS TRAFFIC HAS INCREASED AND WORRYINGLY SUPER TANKERS HAVE SIGNIFICANTLY ADDED TO THE MIX A LEVEL OF FREQUENCY, NOISE AND POLLUTION NOT SEEN FOR DECADES. FORCED TO USE SO CALLED **D** ROUTES THEY RUN 24/7 AND WHEN THE M5 TUNNEL IS CLOSED FOR MAINTENANCE IT IS IMPOSSIBLE FOR PEOPLE TO SLEEP ON OR ADJACENT TO THESE SO CALLED **D** ROUTES. THESE **D** ROUTES BY THE WAY WERE "SOLD" AS A STOP GAP DURING EMERGENCIES OR WHEN THE M5 TUNNEL WAS CLOSED FOR MAINTENANCE. THE PORT HAS BEEN INCREASED IN CAPACITY AND THE SIZE, FREQUENCY AND NOISE LEVELS HAVE INCREASED. NO ATTEMPT HAS BEEN MADE TO ADDRESS THE GROWING CONCERN. IMAGINE THE SCENARIO WITH TWIN M5 TUNNELS. WEST CONNEX, THE M5 UPGRADE AND THE INABILITY IN FACT TO ADEQUATELY PROVIDE A REAL RAIL SOLUTION KICK IN IF THE PROPOSAL WERE TO GO AHEAD.

THE OVERALL PROPOSAL ALSO FAILS TO TAKE INTO ACCOUNT THE IMPACT THE CURRENT URBAN PLANNING MODEL WILL HAVE WHEN THE SOME OF ITS PARTS ARE VIEWED. GREEN SQUARE I GET. ARNCLIFFE BANKSIA IS NOT REMOTELY THE SAME - CONVERTING OLD BROWN BELT BUILDING AREAS IS ONE THING CONVERTING PEOPLES HOMES TO HIGH-RISE IS ANOTHER. ADD TO THE MIX AREAS ALREADY UNDER SIEGE IN SO CALLED CORRIDORS BEING OR PROPOSED FOR DEVELOPMENT AND RESIDENTS CONCERNS ARE AMPLIFIED EVEN FURTHER.

WHILE COOKS COVE WONT TAKE PEOPLES HOMES (ALTHOUGH I CANNOT IMAGINE THE SUPPOSED DESPERATION THAT WOULD DRIVE PEOPLE TO LIVE BETWEEN A MAJOR AIRPORT, ON ONE SIDE, NEW ENTRY AND EXIT POINTS FOR THE INTERNATIONAL TERMINAL AND EXIT RAMPS FOR THE M5 AND GENERAL HOMES DRIVE). THE PROJECTED F6, FUNNELLING TRAFFIC FROM THE SUTHERLAND AREA WILL EXACERBATE THE ISSUE. THE PINCH POINTS WHERE THESE MAJOR ROADS MEET ALWAYS CREATES PROBLEMS – THEN WE HAVE A PERFECT STORM OF ISSUES WITH ROADS, RAIL ETC. NOT ABLE TO COPE (**APPENDIX G TRANSPORT SECTION 7.2 OF THE PROPOSAL SAYS SO**) NOW OR INTO THE FUTURE. **#AS** STATED ABOVE SOME MAJOR CONCERNS WILL NOT BE ADDRESSED AT ALL. THE IDEA THIS PRECINCT WILL BE CATERED FOR IN TERMS OF TRANSPORT, EASE OF ACCESS AND FIT SEAMLESSLY INTO THE OVERALL PLANNING PROPOSAL WITHOUT IMPACTING NEGATIVELY ON PEOPLES LIVES IN THE AREA IS AT THE OUTER EDGE OF A FLIGHT OF FANCY.

A BETTER PLAN WOULD BE TO START DEVELOPING REGIONAL NSW. OPPORTUNITIES EXIST TO DEVELOP AND INNOVATE ACROSS THE MASSIVE LAND MASS THAT IS THIS STATE. DIVERSIFY POPULATION LOADS, EXECUTE THE PMs SO CALLED INNOVATION AGENDA AND LOOK AT FARMING, SMALL BUSINESS INNOVATION, SOLAR POWER AND SMALLER MORE MANAGEABLE

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REGIONAL URBAN AREAS WHERE PEOPLE ARE NOT FORCED BY SO CALLED DEMAND TO SACRIFICE RATHER THAN COMPROMISE THERE WAY OF LIFE.

LISTEN TO COMMUNITY CONCERNS, ADDRESS DENSITY, SOCIAL COHESION AND ACCESS ISSUES AND YOU MAY WELL GET SOME COMMUNITY SUPPORT. SOMETHING SUSTAINABLE AND MANAGEABLE WOULD BE A GOOD STARTING POINT.

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