

# Draft South District Plan

Submission\_id: 30794

Date of Lodgment: 03 Dec 2017

Origin of Submission: Online

First name: Anne

Last name: Nolan

Suburb: 2192

Submission content: GREATER SYDNEY SOUTH SUBMISSION I have read the document and am also very familiar with the plans for the Sydenham to Bankstown Metro, both the EIS for the railway and also the rezoning along the line to support the new Metro. Your document and also that of the Department of Planning and Transport NSW are sponsored by the NSW State Government. What makes me so angry is that your document is a vision for a better future but the reality for those living along the Metro line and beyond is a nightmare of developers first, total disregard for heritage, no infrastructure to support the massive developments envisaged and the growth in population, no increase in green and blue space to compensate for these massive increases in density and population. There is no alignment between the positive vision and the reality of planning for these areas. I have attended five meetings/public information venues for the Greater Sydney Commission including those at Canterbury Racecourse, the Bankstown Bites Festival, meetings at the Hurstville Catholic Club, Cronulla Library rooms and recently the meeting at Penshurst RSL. There were many of us attending those early meetings highly critical of the unfairness of the population projections and therefore developments along the Sydenham to Bankstown railway. This is noted in your document but in fact the reality is that the state

government is now increasing the projected dwellings along the Metro line from 35,000 in August 2016 to 91,000 in November 2017. How is this fair and equitable when the projected increase for Mosman is 200 dwellings? Even within the local council areas the Canterbury-Bankstown Council area is projected to have 55% new dwellings while the Sutherland Council area has only 11%. Your vision is for a greater type of housing type but the Metro plans rezone 400m and 800m along the railways for medium/high density apartments. This rezoning covers all housing in Campsie, Lakemba and all but four houses in Belmore within the 800 metres. Most of these are single or two storey houses, many of heritage value. Your document states that most people want to live in family units in houses but  $\frac{3}{4}$  of the new housing planned for Sydenham to Bankstown is multi unit dwellings. Where is the positive vision in the destruction of whole suburbs, the upheaval of residents and the loss of houses with a line of up to 24 storeys along the present railway line? Your documents state "new or enhanced infrastructure to create pleasant, leafy centres, enhanced open space" and yet there are no plans along the metro rezoning plans to add playing fields and large parks. In fact the opposite is the case. For instance, along the side of Canterbury Golf Course was a forest which muffled the noise of the M5 traffic. It has been destroyed and replaced by the WestConnex roadway. I was told the forest might be replaced on the Central Coast. There are no plans to replace it in the vicinity, an area lacking in green space. The Department of Transport EIS states that over 13 hectares of green space including trees will be lost by the construction of the Metro line with no requirement to replace this. Much of this destruction will be trees along the railway lines which soften the environment and have a positive greenhouse effect. The Department of Planning states that there might be linear parks along the metro line 'if and when they are not required by the Department of Transport'. These will not be places where the increased population can play cricket or netball. Most of the parks along the line are "pocket parks" and already exist, often as off the street parking for residents. You state that movement corridors like King Georges Road and Canterbury Road provide safe

reliable and efficient movement areas. I disagree strongly with this. Peak hours have extended into most of the day where these major roads are car parks or contain very slow moving traffic. Rat runs through once quiet suburban streets have become the norm as people avoid them or are forced of main roads because of limited right hand turns from them. To say they are safe runs counter to the recent Canterbury Road Strategy, 2017, which states Canterbury Road is toxic to pedestrians and residents. It is stated that you are putting people at the heart of planning and yet 78% use cars on a daily basis. There are no plans for helping these people. The Metro plans eliminate much parking around railway stations used by commuters and visitors to local shopping stations. Your documents speak of 30 minutes travel to jobs but you don't include the 30 minute walk to the station or time spent trying to find a parking spot. Your documents state a number of councils are on track to deliver affordable housing targets. Canterbury Bankstown, the largest council in Sydney is not. This council area presently includes a lot of low cost housing. This is presently being replaced by expensive apartment developments. This is forcing renters further away from their place of employment. How can the Metro plans for the Sydenham to Bankstown line have had two extensive survey periods over 20 months without affordable housing being addressed? Your documents state we shall have a city supported by infrastructure but the Metro rezoning is all about apartment housing and density. There is not a single new hospital bed, classroom, park or cultural centre planned for the area. Good planning is about infrastructure first and this is sadly lacking. How can your vision become a reality with this type of planning? Over the last ten years the old Canterbury Council area has lost 1% of jobs per annum in the area. Employment venues such as bulk warehouses, car washes, small manufacturing areas and petrol stations have been replaced by shop top apartment blocks, in such areas as Canterbury Road. Most have vacant shops on the ground floor. At the same time many local shopping strips along the Metro will die because of the lack of parking or the relocation of railway entrances, in places such as Belmore, away from shopping strips. The

needs of people, school children and the elderly are not supported by the Metro plans and they should be. Schools will be overcrowded with minimum room to run and play. This will be exacerbated by the fact that so many of these children will live in apartment blocks with no place to hit a ball or ride a bike. It will be like battery children. How is obesity to be tackled in such an environment? Likewise for older people social connection is of great importance for mental and social health. How do they make connections when the car, their means of staying connected is to be discouraged in shopping centres and around railway stations? Developers are putting great pressure on older people, myself included, to sell up. If this happens they will lose all their neighbourhood networks. What is the point of the Greater Sydney Commission's plans if it can't be enacted in one of the biggest infill urban development areas of Sydney. Because it's better planning model can't be enforced you are condemning an increasing number of residents to living in poor quality environments which will be later slums.