

**Fw: Redevelopment of Potts Hill**  
**Nicholas Chandler** to: potts hill

19/01/2010 08:45 AM

----- Forwarded by Nicholas Chandler/PARRAMATTA/LANDCOM/AU on 19/01/2010 08:44 AM -----

From: "ck\_\_creations" <ck\_\_creations@hotmail.com>  
To: <nchandler@landcom.nsw.gov.au>  
Date: 16/01/2010 04:53 PM  
Subject: Redevelopment of Potts Hill

Hi Nick

We were up at BIRRONG GIRLS HIGH SCHOOL TODAY, TALKING TO YOU ABOUT OUR CONCERNS ABOUT THIS DEVELOPMENT, ATTACHED IS THE 1ST LETTER WE SENT AFTER THE MEETING AT BIRRONG BOWLING CLUB LAST YEAR.

WILL BE SENDING YOU ANOTHER EMAIL WITH OUR CONCERNS ABOUT PEDESTRIAN WALKWAYS & THE TREES ON THE BRIDGE SHORTLY WITH SOME PHOTOS WE RECENTLY TOOK

REGARDS  
DIANNE & PHILLIP CONNOLLY

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Redevelopment Proposal (Concept Plan Environmental Assessment - summary document - PETITION (FINAL) - submitted by P Connolly 29082008.pdf

# Potts Hill – Redevelopment Proposal (Concept Plan Environmental Assessment – summary document) - PETITION

As the homeowner and residents of Bagdad Street, Regents Park for 27 ½ years we are totally against the re-development proposal of the Potts Hill site for a number of reasons.

The first being traffic congestion that will occur in the surrounding streets and traffic flow in the close suburbs.

The two entrances/exits for the residential site will both be at the boys and girls high schools pick-up and collection area, which will only lead to chaos and tragedy.

Marmion, Holland and Rodd Streets all join at Birrong Railway Station which narrows to a single lane each way on the bridge over the rail line going down to a roundabout on Auburn Road heading W-N/West. ***Please refer to Image 1a and 1b below.***

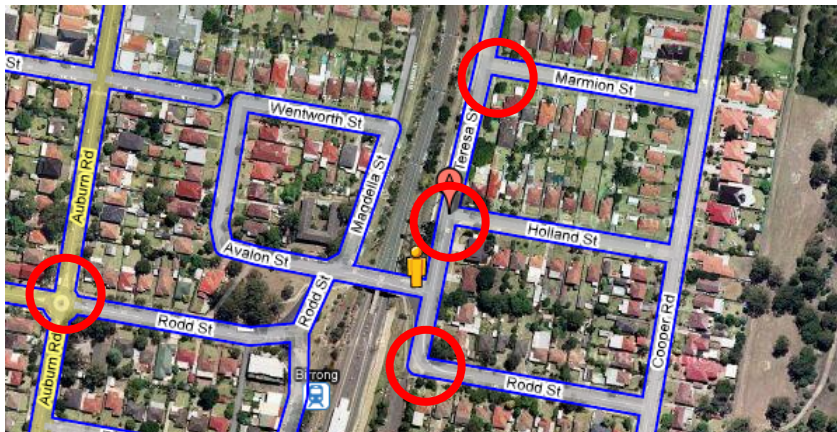


Image 1a



Image 1b

Traffic heading west from Rookwood Road and along Brunner Road also end up at Auburn Road (***please refer to Image 2a/2b below***) along with traffic from the Hume Highway. Going N/West to Birrong in peak hour in the morning the traffic builds up from the Wellington Road bridge at Birrong to the railway bridge at Regents Park. Then you have cars exiting Bagdad Street turning right to Regents Park (***please refer to red arrow in Image 2d***) coming to a small roundabout meeting traffic travelling west on Amy Street from Rookwood Road (Joseph Street) and Weeroona Road from Lidcombe. ***Please refer to Image 3a/3b below.***



Image 2a





Image 2b

Roundabout at the top of Cooper Road and Brunker Road. Delays of up to 25 minutes are a regular occurrence when trying to turn right or left out of Cooper Road.



Image 2c

Long distance view of the single lane road in front of the primary school in Bagdad Street which is bottleneck during peak times.

Intersection at Cnr Bagdad Street and Auburn Road which is bottleneck during peak times. Delays of up to 25 minutes are a regular occurrence when trying to turn right out of Bagdad Street.



Image 2d

View of intersection at Cnr Bagdad Street and Auburn Road which is a bottleneck during peak times. Delays of up to 25 minutes are a regular occurrence when trying to get over the bridge and to turn right from Auburn Road into Bagdad Street.

Then when you get over the railbridge at Regents Park, there is another small roundabout where you confront cars and trucks going north and south along Park Road. **Please refer to Image 3b below.** In the afternoons peak hour traffic builds back nearly to the traffic lights at Princes Road. Traffic coming west from Chester Hill also builds up from the small roundabout at Regents Park station.



Image 3a

View of intersection at the top of the water pipe bridge (Auburn Road/Amy Street) which is a bottleneck during peak times. Delays of up to 25 minutes are a regular occurrence.



Image 3b

View of intersection at the top of the Regents Park railway line bridge which is a bottleneck during peak times. There are 2 roundabouts (1 on each end) on the top of this bridge. Delays of up to 25 minutes are a regular occurrence.

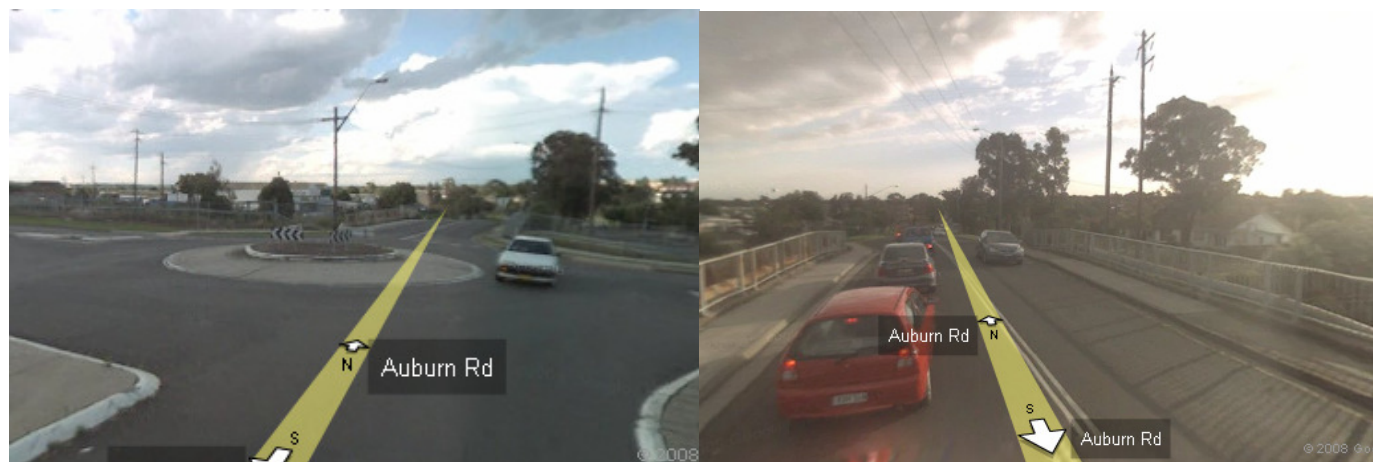


Image 3c

View of roundabout at the top of Auburn Road over the railway line and a fantastic shot of the traffic banked up over the bridge heading down towards Bagdad Street during peak hour.



The people in Cooper Road already have problems exiting the driveways and streets in the morning and afternoons at peak times. Also with 2 high schools traffic builds with buses, vehicles double parking and doing U-turns then a large amount of traffic then travels along Bagdad Street which has a primary school at the end of it. **Please refer to Image 2c above.**

This school has the same problems morning and afternoon. Bagdad Street narrows just before the school and when cars are not parked close to the gutter it becomes a tight squeeze, plus you have traffic build up from Auburn Road when cars are exiting Bagdad Street. **Please refer to Image 2c above.**



Image 4a

View of bridge at the bottom of Bagdad Street which merges into Cooper Road. Traffic coming over this bridge during peak hour builds the congestion up as far as the corner of Hope Street.

With the addition of 400 new homes, up to 1200 new residents and employment for up to 800-900 people, that will be a lot of extra cars and trucks on our roads all day long.

What solutions have been arranged to address these issues? Will any additional roads be built to accommodate and filter the additional traffic? Will any of the roads/bridges be widened to assist with the congestion?

I do not believe Sydney Water has the right to sell off State owned land just for profit that will disadvantage local and surrounding residents. In your **Potts Hill re-development proposal concept plan assessment – summary document** it states it would provide around 400 homes and the light industrial area will provide employment for 800-900 people with Sydney Water employing 300 workers. There seems to be a slight discrepancy with your figures.

The Birrong Shopping Centre consists of an IGA store, hardware, chemist, paper shop and 7 other small shops with a small car park. **Please refer to Image 5a below.** With the extra people in the area parking will be a problem and crowding will upset a lot of elderly shoppers within the community.



Image 5a

This is the free public car park located in Neutral Avenue which is directly opposite the shopping centre.

Has there been any consultation with the education department to see if it can handle the extra number of students that will attend the three local schools?

There will be more pedestrian traffic crossing Cooper Road to go to and from high schools. More traffic at Birrong railway pedestrian crossing endangering lives. Pedestrians going to Regents Park station or children going to Regents Park Primary will have to cross Cooper Road to gain pedestrian footpath access on the western side of the railbridge then cross back to the north side of Bagdad Street which has a dog leg starting at the bridge.

I find the way the whole project is being conducted is undemocratic. Sydney Water has the right to do what extensions it needs for the upgrade of their services but when it starts adding industrial sites, electricity substations, NSW Police, 400 houses and whatever else it wishes to put on the site, it does not seem to care what the people on the electorate want. This project is just for monetary gain.

How many people were sent notification from Landcom regarding the proposed meeting held at local bowling clubs? Was it advertised in local papers or any other way? Was a door-knock campaign organized to raise awareness? I don't believe so. How far and wide did notification extend? Every resident within the Bankstown and Auburn municipalities should have been provided with information regarding this project as they would all be effected in one way or another by the impact this will have.

A lot of residents within the area are Asian and are unable to read and write English so would not understand what was going on. More information was provided in the brochure that was given out however it was written in Vietnamese which definitely does not assist those who speak different dialects such as chinese/mandarin and the like.

You would also be aware that there are lots of housing commission houses and town houses within close proximity to the project. I would not be surprised if people were to feel scared if they spoke out about the project in fear that they may be forced to move to avoid causing unnecessary trouble.

With the extra houses in the area, crime will become more prevalent (eg. Break and enter, car theft, drugs and anti social behaviour). This has already risen over the past few years and this project will only make things worse.

The native birds and animals I fear with all the development and all the extra people will damage their habitat. This will also scare the creatures in their natural surroundings and fall prey to cats and dogs that the new residents will bring to the area.

How do you protect the rare trees (such as the Blackbutt which are very rare this far inland, native vegetation and the rare plant Downy Wattle) from environmental vandals and just plain idiots that will live in or visit the site?

Overall I fail to see how this project will benefit anybody in this small community and surrounding suburbs. We have already lost the Lidcombe Hospital site to 100's of houses, the airforce depot site to houses and industrial and railway land near Regents Park station for industrial estates. I think the community has done enough.

I would be more than happy to discuss these concerns with the appropriate people/departments if and when required.

Yours sincerely

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