

## St George Public Hospital Stage 2 Development - Submission

### 1.Introduction

I have no concerns with the proposed development of the St George Public Hospital (SGPH) Stage 2. However, there are a number of concerns with how this information has been delivered to the residents within the Kogarah Municipality.

There are a number concerns I have w:

1. To whom am I supposed to be writing this submission ?. Am I to address the NSW Government Planning & Environment (NGPE) or the NSW Government Health Infrastructure (NGHI) or the St George Hospital Redevelopment (SGHR) ?

I received 2 letters which appear to be similar but when I read the letter from NPEI and then the letter by NGPE. The Letter by NGPE had conflicting information., See point 2.2 and 2.3 below. This is worrying to say the least. The information you supplied is relied upon and is taken in good faith to be true.

2.Kogarah City Council (KCC) Draft Local Environment Plan (LEP) – New City Plan (NCP) has no information pertaining to the different stages that are to occur at the St George Public Hospital (SGPH).

3.Transport Management and Accessibility Plan (TMAP), simply there is none, why not?

4.South Eastern Sydney Local Health District (SESLHD) Asset Strategic Plan 2012–2017 mentions the different stages that are to occur at the St George Public Hospital, issued back in 2012.

5.Validity of the content in the NGPE documentation, located on the website.

6. There is a concern with the following:

6.1.Car traffic

6.2.Car parking

6.3.Car volumes.

6.4.Open space

6.5.Public Transport bus/rail

6.6.Hospital amenities – smoking zones, footpaths.

### 2. Letters Received

I received 2 letters (point 2.2 and point 2.4, below) about the SGPH stage 2. When I went to the NGPE website, there was a third letter, see point 2.3.

#### 2.1 Letters

1.From NSW Government Planning & Environment (NGPE) by David Gibson dated 22<sup>nd</sup> June 2015 to Erwin Heinrich

2.From NSW Government Health Infrastructure (NGHI) by Sam Sangster dated 15<sup>th</sup> April 2015 to MS Carolyn McNally  
url: <https://majorprojects.affinitylive.com/public/154ec450af966d1dcdefec695c3935ee/Request%20for%20SEARs.pdf>

3.From St George Hospital Redevelopment By Leisha Rathbourne dated 16<sup>th</sup> June 2015 to the resident/business owner

#### 2.2.Letter 1

In letter 1 it states that,

2.2.1.Construction of **eight storeys above the Emergency Department on Gray Street**, to be known as the Acute Services Building **with 28,500 sqm** of floorspace.

2.2.2.Relocation of the helipad to the rooftop of the Acute Services Building.

2.2.3.Two additional level of car parking above the existing Gray Street multi-level car park.

2.2.4.Refurbishment works to existing hospital buildings (approximately 4,800 sqm of floorspace); and

2.2.5.Electrical substation works and upgrade works to the existing hospital main entrance.

#### 2.3.Letter 2

Please go to page 7 of 11. Please note, there are no page numbers on the document.

#### The Project

The new building is a **seven level structure (above the existing two level ED)** with a GFA of approximately **30,000m<sup>2</sup>**. Its height at the top of the helipad parapet is **RL67.9m**. It accommodates:

- 2.3.1. Two floors of ICU/HDU and cardiac intensive care services.
- 2.3.2. Two floors of inpatient units.
- 2.3.3. A floor of theatres.
- 2.3.4. A floor providing sterilising services and cardiac catheter labs.
- 2.3.5. One floor of support/office area, providing an interstitial space above the operating ED for constructability.
- 2.3.6. A rooftop helipad.
- 2.3.7. Additional onsite car parking capacity atop the existing Gray Street multi deck car park.

#### 2.4. Letter 3

The redevelopment includes a **seven storey Acute Services Building above the Gray Street Emergency Department**, which was completed in October 2014. The new Acute Services Building will include:

- 2.4.1. Intensive Care
- 2.4.2. High dependency
- 2.4.3. Cardiac intensive care
- 2.4.4. Theatre expansion including intraoperative theatres
- 2.4.5. Sterilising services department
- 2.4.6. Additional acute inpatient beds

#### Questions

Which is correct, Letter 1 or Letter 2 or letter 3 ?

On the one hand we have 28,500 sqm then we have 30,000 sqm. Next we have 7 storeys then we have 8 storeys which is correct ?

As I previously mentioned a reasonable person relies on information in good faith to be true and correct.

NB: Environmental Planning and Assessment Regulation 2000

283 False or misleading statements (cf clause 115 of EP&A Regulation 1994) A person is guilty of an offence if the person makes any statement, knowing it to be false or misleading in an important respect, in or in connection with any document lodged with the Director-General or a consent authority or certifying authority for the purposes of the Act or this Regulation.

### 3. Kogarah City Council (KCC) Draft Local Environmental Plan (LEP) – New City Plan (NCP)

#### 3.1. Draft LEP – NCP Documentation

The NGPE directed KCC to initiate the Draft LEP – NCP. There are large number documents regarding the changes to the Kogarah Municipality, in relation to the Draft LEP – NCP. I personally found the amount of information was an overkill to say very the least. It was very disappointing that KCC could not condense this information and have public meetings on the matter.

To me, the Draft LEP – NCP is supposed to provide a holistic view of what is to happen to the Kogarah Municipality well into the future 2031 give or take a few decades. This is a living document, not a draft!

Unfortunately, NGNE has not incorporated the SGPH Stage 2, and all the other stages in the Draft LEP – NCP. This is most disappointing. Please see section 6 and 7, in the document below.

Additionally, Westpac is to open in September 2015, bringing an extra 3,000 staff, see St George Sutherland Shire leader article <http://www.theleader.com.au/story/2776570/st-george-banks-new-look-is-about-flexibility-3000-extra-workers-expected/>.

As far as I see, once a Draft LEP – NCP has been issued, any subsequent updates i.e. SGPH Stage 2, needs to be updated in the Draft LEP – NCP, accordingly. This includes STPH Stage 3, 4, 5 and 6. Additionally, Westpac and its 3,000 staff again would have an obvious impact on transport bus/rail, car parking, car volumes and car traffic, in the Kogarah Municipality. One would think the Draft LEP – NCP again would be updated to reflect the data/figures.

The obvious omissions, in the Draft LEP – NCP is the lack of amenities, open space, transport hubs, free car parking, new child care centres, infants, primary and secondary schools and the Transport Management and Accessibility Plan (TMAP), just to name a few items.

### **3.2.From letter2 page 9 of 11**

“The project will provide significant added value to supporting:

- A stronger Global Economic Corridor from Macquarie Park through North Sydney to Sydney Airport and Port Botany. St (KM)George Hospital serves the Kogarah, Rockdale and Hurstville areas. All are within this corridor and are identified as major urban centres .
- A target of over 550,000 new jobs for Sydney which will mean 21,000 new jobs in Southern Sydney.
- A target of 640,000 new homes by 2031 with 35,000 new homes in Southern Sydney.
- A stronger focus on urban consolidation to contain the Sydney's urban footprint.
- This will lead to more medium-to-high-density residential developments around transport corridors and major urban centres.”

### **Questions**

Where do the figures from Letter2 page 9 of 11 come from ?

There is no reference or footnote as to how this information can be verified, why is that ?

### **3.3.Car Parking**

Repeatedly KCC dismisses car parking, referring the matter to State Government level. If it is true, that Kogarah provides economic opportunities for businesses, especially, financial services and health services (hospitals, specialists, day surgery, allied services), then adding more cars into the suburb will further exacerbate the limited car parking situation.

The Draft LEP makes no mention, and fails to study the road network in the suburb, and the future needs.

On the New City Plan (NCP) website url: <http://kogarahnewcityplan.com.au/a-new-plan-for-our-city/faqs#8742> Question, “Will new development result in increases in parking and traffic congestion? Council (KCC) is also working closely with the key stakeholders in the Kogarah Town Centre (St George Public and St George Private Hospitals and TAFE) to resolve the parking issues caused by these major traffic generators.”

Not only that, the YOUR Transport Assessment provides some temporary and superficial solutions to the car parking/car traffic/car volumes. No one, in Local Government or in State Government, seems to take responsibility of the car parking/car traffic/car volume issues.

### **3.4.Building Height Amendments**

The closing date of the KCC Draft LEP – NCP was on Friday 29<sup>th</sup> May 2015. Interestingly enough, there was a height restriction of 15 metres of buildings in the surrounding area, namely Gray Streets, Short, Chapel and Gray Streets.

There were some exceptions, these were Gray Street, near Railway Streets 39 metres and 21 metres and 143-155 Princes Highway & 38-48 Chapel Street Kogarah 36 metres.

It was my understanding that the reason for the height restriction of 15 metres ( Letter O) for Short Street Kogarah, and the surrounding areas was due to the fact that the current location of the helipad, located on top of the current STPH carpark. The STPH carpark helipad is 45 metres height.

Interestingly enough, and NO DOUBT by co incidence, I receive 2 letters, see point 2 after the closing date of the Draft LEP – NCP being the 29<sup>th</sup> May 2015.

Now with the SGPH stage 2, the helipad is to be re located near the corner of Gray Street and Queens Ave at a height of 60 or so metres high. If this is correct then a **re-evaluation of the building heights at Short, Chapel and Gray Streets be increased from 15 to 39 metres.**

### **3.5.Responses from the Draft LEP - NCP**

3.5.1.MP Minns blasts Kogarah Council over new city plan url: <http://www.theleader.com.au/story/3123359/mp-minns-blasts-kogarah-council-over-new-city-plan/>

3.5.2.Kogarah city plan draws fire from wards: Urgent ward meetings to be held url: <http://www.theleader.com.au/story/2992851/kogarah-city-plan-draws-fire-from-wards-urgent-ward-meetings-to-be-held/>

3.5.3.Residents will get one more chance to comment on Kogarah New City Plan “Following the public exhibition period the council received 2234 submissions comprising: 1095 proforma objections from 400 households; 779 individual letters of objection from 552 households; and 360 individual letters of support from 259 households.”  
<http://www.theleader.com.au/story/3254129/residents-will-get-one-more-chance-to-comment-on-kogarah-new-city-plan/?cs=4175>

3.5.4.Kogarah city housing plan under the spotlight <http://www.theleader.com.au/story/3076681/kogarah-city-housing-plan-under-the-spotlight/>

3.5.5.Kogarah City plan 'may not be legal' <http://www.theleader.com.au/story/3029179/kogarah-city-plan-may-not-be-legal/>

## **4. Transport Management and Accessibility Plan (TMAP).**

I am also concerned about the legitimacy of the information supplied in your documentation on the website url: [http://www.majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=7024](http://www.majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=7024) and where that data within the documents originated. I'm also concerned with the lack of information, for example a Transport Management and Accessibility Plan (TMAP).

### **4.1.TMAP documentation**

The TMAP includes the following reports

- 4.1.1.Traffic Impact Report,
- 4.1.2.Transport Network Study,
- 4.1.3.Traffic and Parking Study,
- 4.1.4.Environmental and Social Impact Study and a
- 4.1.5.Biodiversity Study

Please note KCC also thought it was NOT necessary to carry out a TMAP, since the New City Plan was only a Draft LEP.

### Questions

Even by the information in Letter2, NGH note a great number of changes in the Southern Sydney namely Kogarah, so why isn't there a TMAP ?

When will the Transport Management and Accessibility Plan (TMAP) be carried out?

Whose responsibility is it to have the TMAP carried out?

Is there going to be a TMAP? If not by not.

## 5. SGPH Stage 2

### 5.1.SGPH Stage 2 - construction hours of operation

In the Preliminary Construction Management Plan, page 4, has the following hours of operation are proposed for the works:

Monday – Friday 7.00 a.m. to 5.30 p.m.

Saturdays 7.30 a.m. to 3.30 p.m.

Sundays & Public Holidays: No Work

#### 5.1.1.Changing Hours

A new development is being carried out at DA276/2013: 143-155 Princes Highway & 38-48 Chapel Street Kogarah, which is the St Patricks Green Seniors Living.

When this DA was approved KCC advocated the following specific guidelines to the construction times. The guidelines were as follows:

JRPP\_St\_Pats\_Green\_DA276-13\_Conditions\_1\_-\_revised

(47) Construction & Excavation Hours

a) Irrespective of the general construction hours permitted under condition 46, the hours where **rock breaking, cutting, hammering and drilling occur shall be limited to 9:00am – 4:00pm on weekdays only.**

b) A noise management plan for the above works, prepared by a suitably qualified acoustical practitioner in accordance with the Interim Noise Construction Guidelines prepared by the Department of Environment & Climate Change NSW, must be submitted to Council prior to commencement of any excavation works subject to this condition.

#### 5.1.2.Delivery of heavy machinery

Also, Delivery of heavy machinery or excavating equipment may be required outside the proposed hours of operation to conform to the requirements of the Roads & Traffic Authority (RTA).

### Questions

1.Could the NGPE, **give notice to residence** of all the heavy machinery or excavating equipment, that is to be transported along Gray Street ?

2.Also, it would be possible that heavy machinery or excavating equipment, **NOT** be delivered between the hours of 10pm to 5am ?

3.Could the HGPE also agree to modifying the times of 9am to 4pm weekdays for where **rock breaking, cutting, hammering and drilling is only to occur ?**

As you can appreciate Gray Street Kogarah is the quickest access to Kogarah Town Centre.

The residence in the area, have families and yes we do have children and babies too.

Notification and noise reduction would be appreciated.

No doubt NGPE has visibility of a project plan of when heavy machinery or excavating equipment is to be used for the construction of SGPH Stage 2.

#### 5.1.3. Other construction work that has and is being carried out

There has been a large amount of construction work that has been carried, in this area, over the last 10 to 20 years. Noise, traffic, car parking have all had their impact on the residents of Kogarah.

Some examples of Contraction work being carried out.

- 1.143-155 Princes Highway & 38-48 Chapel Street Kogarah ALA St Patricks Green Seniors Living (12 Storeys)
- 2.52-56 Gray Street Kogarah (5 storeys 27 apartments)
- 3.58-60 Gray Street Kogarah (6 Storeys)
- 4.33-37 Gray Street Kogarah (4 storeys)
- 5.49-53 Gray Street Kogarah (4 storeys)
- 6.43-47 Gray Street Kogarah (4 storeys)
- 7.71 Gray Street and 183-187 Princes Highway (5 storeys 27 apartments)

#### 5.1.4. Noise complaint about 33-37 Gray Street Kogarah construction.

A Dr Brett Wells complained to Kogarah City Council about noise coming from 33-37 Gray Street Kogarah. “Councillor Katris wants limitations on the use of offensive noise or dust-producing excavation before 7.30am and after 4.30pm on weekdays, and before 7.30am and after 1pm on Saturdays at all development sites”. Mr Wells said his wife, newborn and toddler “escaped” to their library every day for 10 hours “which is pretty rough”. See the attached url:

<http://www.theleader.com.au/story/1931155/noise-from-kogarah-building-site-rattles-the-nerves/>

## 5.2. SGPH Stage 2 Helicopter Health and Safety of Helicopter Flights

In your document Preliminary Construction Management Plan, page 8 Helicopter Management, it states,

“A “Helicopter Management Plan” will be established between SGH and the Principal Contractor to outline the site construction works planning (cranes, hoardings, scaffolding and materials handling parameters) to clearly manage the interface between construction site works and HLS operations. Being a Level 1 Trauma metro Hospital, **it is desirable to maintain existing HLS operations throughout the works** until such time the new HLS on the new Acute Services Building is commissioned, it is acknowledged that HLS operation may be affected during adverse weather, or site specific construction activities which the “Helicopter Management Plan” will outline including the alternate measures to be adopted between all parties during such times.

I recommend that **all flights be cancelled**, at the SGPH carpark, while the construction of the SGPH Stage 2 is being carried out. The SGPH has a care of duty to its employees, patients, visitors and residence in the surrounding area.

On the 25<sup>th</sup> April 2013, an Air Ambulance NSW helicopter flew low over 10 – 12 Short Street Kogarah. The power of the downdraft wind caused a large gum tree branch to break and fall on a park car. The car was destroyed. Luckily, no one was in the car at the time. Had a state politician, local councillor or senior hospital manager been killed in the incident, there would inquiry as to how this occurred. The SGPH has a duty of care, it would have been liable for the deaths of those people, had someone been killed.

Just recently, at Barangaroo, there was an incident where a work member suffered multiple injuries from a forklift. Worker seriously injured after being hit by forklift and pallet at Barangaroo worksite in inner Sydney. URL

<http://www.abc.net.au/news/2015-08-08/man-seriously-injured-in-barangaroo-construction-accident/6682746>

Then in Melbourne, a crane slipped from a high rise building. This could have caused serious damaged had anyone been below. Crane collapses at Melbourne construction site, one person treated for leg injuries. URL

<http://www.abc.net.au/news/2015-08-07/crane-collapses-at-inner-melbourne-construction-site/6681516>

A construction site is a dangerous environment. If anyone at anytime fails in their duties, while working on a construction site an accident will happen.

### 5.3. SGPH Car Parking

Currently, all SGPH car parking facilities charge for their car parking. KCC also charge for their car parking. Kogarah Town Centre also charge for car parking too. Oh there is one car park, at the Kogarah train station. Guess what its FREE!

#### 5.3.1.Transport Assessment

Your document Transport Assessment, page 10, states “Casual parking is also available in both the Belgrave Street and Gray Street car parks, **at \$8/hour for the first 2.5 hours**”. This is **WRONG**. If you care to go to the St George Hospital Carparks website <http://www.metroparking.com.au/cms-new-south-wales/st-george-hospital.php> you’ll see the follow CASUAL PARKING RATES, have increased. **It’s NOW \$8.80/hour, rounding up \$9/hour for the first 2.5 hours** or if you want to wear rose colour glasses \$8.50/hour.

#### SGPH CASUAL PARKING RATES

Up to 0.5 hours \$4.40  
0.5 – 1 hour \$8.80  
1 – 1.5 hours \$13.20  
1.5 – 2 hours \$17.60  
2 – 2.5 hours \$22.00  
2.5 – 6 hours \$26.00  
6+ hours \$32.00

Car parking costs have just gone up and are going to increase It’s not cheap to park your car at the SGPH carparks. Incidentally, there is a new SGPH Carpark in Kensington Street. It’s great, its always empty.....I wonder why!!!!

Another bone of contention, as I live at Unit 5/10 – 12 Short Street Kogarah, I have had many visitors and family friends that have ill patients at the SGPH. These people park illegally at the back of 10-12 Short Street Kogarah. I’ve had to call the Police, SGPH to see if the owners will move their car. On many occasions I’ve been unable to get my car out from the garage due to an illegally parked car. Legally, there is nothing I can do. No thanks to the SGPH with just high car parking prices people will find anyway to save a dollar at the expense of the local residence.

Car parking costs are going to end up like that of the International Airport website <http://www.sydneyairport.com.au/go/car-parking/international/selfpark.aspx>

#### P9 Car Park Rates:

Stay	Fee
0 to 15 min	\$ -
15 to 30 min	\$8.00
30 to 60 min	\$16.00
1 to 2 hrs	\$24.50
2 to 3 hrs	\$33.00
3 to 24 hrs	\$58.50

Gee, even the International airport offers 15 minutes for free!

I think it’s criminal that YOU can even think that its ok to charge friends and family members who have patients, in hospital, that could be in a critical/dying/or suffering a long illness condition.

AND if you think it’s even remotely ok.....you really are a sick piece of work.....I think you need a career change!

There is a great demand for affordable car parking in the Kogarah Town Centre area. Too little has been offered either by the Kogarah City Council or NSW State Government.

### 5.3.2.SGPH Nurses

With all the development work being carried out in Kogarah, it a major concern for me to see nurses having to park their cars as far away as Jubilee Oval, Moorefield Girls High School. Again, I believe that all car parking needs to be **free (no charge)** for all those nurses that work tirelessly 24/7.

I mention this point, as my mother was a nurse working for the Royal Flying Doctor service in Port Hedland. My mother passed away on the 9<sup>th</sup> May 2015 of Acute Myloid Leukemia. My mother had the highest regard for the nurses.

Unfortunately, she had little sympathy for SGPH management, and NSW State Politicians.

St George Public Hospital Master Plan

There a major concern with respect to the

### 5.3.3. Free Car parking

Since there is a large amount of construction work to be carried out in the area I think it only prudent that all the SGPH carpark offer free car parking to all nurses, doctors and visitors.

As you can appreciate there will be an influx of construction worker, maintenance people, architects, engineers, trades people throughout all stages of construction.

Almost all these people would drive cars to their place of work. It would be highly unlikely that any of these people would catch a train/bus to work. **If they drive a car these people will need to park their car on the streets.**

That means nurses, doctors, visitors and friends that need to go to SGPH, will also need to find a car park. Simply, as a temporary solution, offer all people free car parking at all the SGPH car parks.

#### 5.3.3.1.Construction work currently happening.

1. 143-155 Princes Highway & 38-48 Chapel Street Kogarah ALA St Patricks Green Seniors Living
2. 71 Gray Street and 183-187 Princes Highway (5 storeys 27 apartments)
- 3.SGPH Pitney Building is being refurbished.

#### 5.3.3.2.Proposed Construction

- 1.SGPH Stage 2

### 5.4.Financial Compensation

It would be greatly appreciated that the NSW Government could offer some financial compensation for the inconvenience that I and the local residence will have to endure during the Stage 2 proposed Stage 3, 4 and 5.

Additionally, with all the rezoning to occur if/when the Draft LEP – NCP gets approved; again the residence will have to endure the endless years of construction. A total loss of quality of life.

## 6.South Eastern Sydney Local Health District Asset Strategic Plan 2012–2017

Asset Management Plans are outlined in Section 4. The Capital Investment Plan in Schedule 3, details the asset strategies identified in the previous sections. It identifies the District's capital priorities which include:

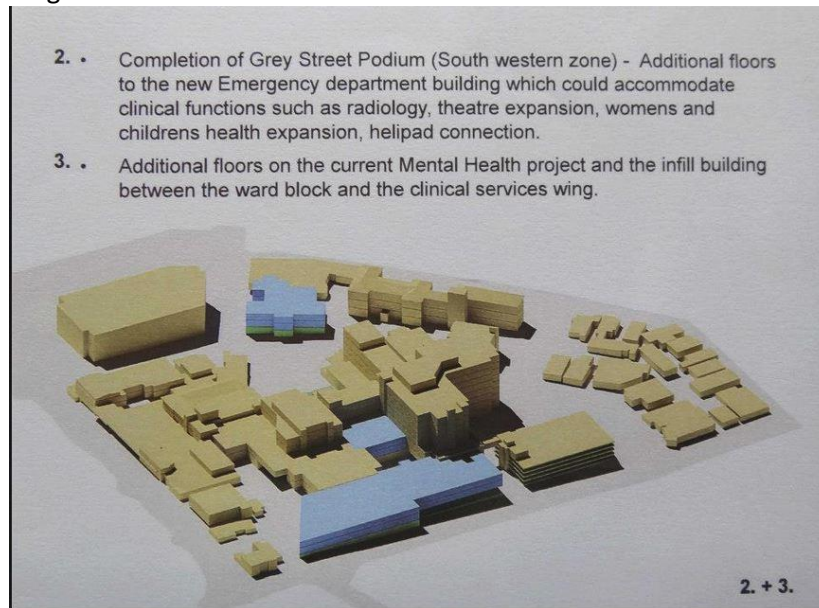
- 1.St George Hospital and Health Service Campus: Rebuild intensive care, high dependency, cardiac intensive care to a built for purpose critical care floor and theatre expansion (estimate \$282 million).
- 2.St George Hospital and Health Campus: Reconfigure Ambulatory Care, Outpatient department and associated services including development of an Integrated Primary Care Centre (estimate \$330 million).

Major strategic capital developments of the St George Hospital and Health Services campus involve a staged redevelopment of the campus as described in the St George Hospital Master Development Plan, including:

1. Complete construction of the Emergency Department
  2. Rebuild of intensive care, high dependency, cardiac intensive care and theatre expansion as a purpose built critical care floor (Stage 2)
  3. Reconfiguration of clinical inpatient capacity and related clinical services (Stage 3)
  4. Reconfiguration of ambulatory care/outpatients departments including an Integrated Primary Care Centre (Stage 4).
- Other Stages

## 7. St George Hospital and Health Services Master Plan

### Stage 2 and 3

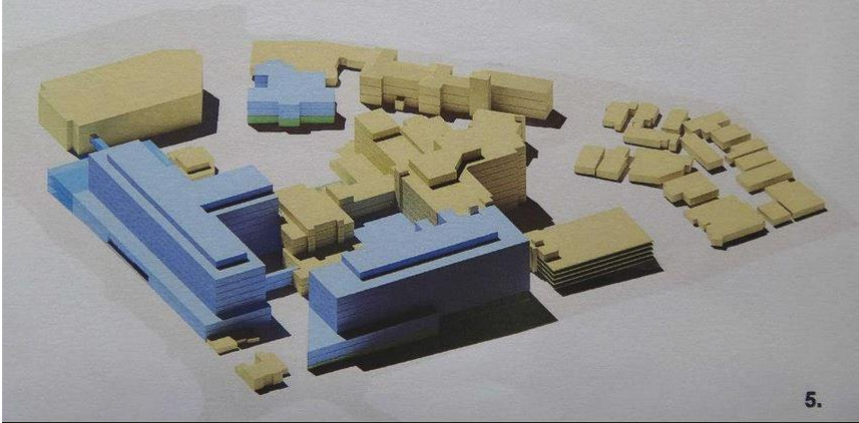


### Stage 4



## Stage 5

- 5. • Development of tower blocks above the Grey Street and Kensington Street Podiums – potential ward expansions/ main entry facilities



## Stage 6

- 6. • Development of the Eastern Zone – potential cancer care development, mental health expansion, administration and support, teaching training and research.
- 7. • Long term the area bounded by Chapel street, Short Street and Gray street, of which the hospital currently owns several properties, could provide a development zone. The hospital would need to acquire all the properties within the described area to maximise the potential of the site.



## 8. Conclusion

It troubles me to think that so much power has been given to one State Government Department, the NGPE in relation to the Draft LEP – NCP's for all Municipal Councils. To have complete control how we are to live in the future, is a concern!

I'm amazed that NGPE want to cramp so many people in Sydney. New South Wales is a big place. In fact its 800 628 sq kilometres. That's over 2.5 time larger.

My wife comes from the Philippines. Did you know the Philippines has only 300,000 sq kilometres, with a population of well over 100 million people?

If you want to see high rise go to Manila.

I know the only interest the NGPE is to fulfil the insatiable appetite of the money hungry developers. Please see the article Four ways we can clean up corruption in land rezoning URL: [http://architectureau.com/articles/four-ways-we-can-clean-up-corruption-in-land-rezoning/?utm\\_source=ArchitectureAU&utm\\_campaign=706e288d27-AAU\\_2015\\_06\\_12&utm\\_medium=email&utm\\_term=0\\_e3604e2a4a-706e288d27-39606214&mc\\_cid=706e288d27&mc\\_eid=34f47d1136](http://architectureau.com/articles/four-ways-we-can-clean-up-corruption-in-land-rezoning/?utm_source=ArchitectureAU&utm_campaign=706e288d27-AAU_2015_06_12&utm_medium=email&utm_term=0_e3604e2a4a-706e288d27-39606214&mc_cid=706e288d27&mc_eid=34f47d1136)

Lets face, it the developers hire the engineers and guess what the buildings are being built of poor quality. See article: Is the NSW Building Professionals Act Failing? <https://sourceable.net/nsw-building-professionals-act-failing/>

If there is high rise development in the suburbs of Sydney, the major concern is quality of life. Many people have been living in their suburbs contently. Now they have to deal with the possibility of having to leave their home to allow for high rise to be built or to live next door neighbours of a 39 metre high of apartments.

NGPE will also create winner and losers. The winners will the people who get a fat pay cheque if they sell property to a developer. The losers are those people who cannot afford to leave and have to live next door to a 7 to 12 storey high rise apartments. Not to mentions the additional noise of extra residence, cars /parking/volumes.

There was a programme on TV ABC Catalyst 4<sup>th</sup> December 2014, called Future Cities. In a nutshell, it was about decenralising the cities Brisbane, Sydney, Canberra and Melbourne and have satellite cites being connected by a very fast train. I just thought that this could be a very could Plan B for the association, if anyone asked.

Dr Julian Bolleter, "So, what we think is really important, as the capital cities grow beyond mid-century, is that we begin to think not so much in terms of mega cities, but mega regions. Essentially, it means chains of smaller cities connected with very good public transport infrastructure. **So we could conceive of a mega region running from Brisbane to Sydney through Canberra to Melbourne** which is **bound together by a high-speed rail link**, and those cities will have access to affordable land, and they'll also be able to be designed from the ground up around the principles of 21st-century sustainability. **High-speed rail can travel at about 350km/h**, so there's no city along this mega region that is further than **two hours commute** on a high-speed train from a capital city."

I mean there are smart people who have thought about this problem. There are other countries using this rail technology now. This is a vast country with so much potential. It worries me that a State Minister/s think its ok to over crowd the suburbs.