

[REDACTED]

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[REDACTED]

[REDACTED]

Name: Chantal Cordey

[REDACTED]

Address:

[REDACTED]

Marrickville , NSW
2204

Content:
the Director, Major Planning Assessments, Department of Planning

I write to express my strong objection to the WestConnex New M5 motorway proposal.

Global experience of major toll road construction has demonstrated conclusively that these projects are enormously expensive and counter-productive. WestConnex will increase air pollution and encourage more car use, quickly filling the increased road capacity. It is not a long-term solution to Sydney's congestion problem.

The fact that the State Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition undermines community confidence that this is a genuine consultation process.

This EIS considers benefits for all stages of the project but doesn't address the negative impacts along the whole route.

I object to this proposal because:

- 1) The New M5 will have devastating impacts on our local communities and local amenities.
- 2) The New M5 will be a massive contributor to greenhouse gas emissions, while destroying important habitat and greenspace.
- 3) WestConnex and the New M5 is a financial black hole that won't solve Sydney's traffic congestion.
- 4) The WestConnex project including the New M5 lacks transparency and accountability.
- 5) The WestConnex project comes with no real evaluation of alternative options such as world class public transport.

I have not donated any money to any political party, elected member, group or candidate within this financial year.

I agree to the NSW Planning Department publishing my submission on their website, including any personal details it contains.

[REDACTED]

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Content:
Comments made in attached PDF.

[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]



Content:

I very strongly object to the proposed New M5.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not allowed for by the EIS:

- * Green Square: 61,000 residents
- * Ashmore: 6,000 residents
- * Waterloo Estate: 30,000 residents
- * Central 2 Eveleigh: 56,000 residents, 25,000 workers

With an extra 150,000 people in an area of a few square kilometres, this is going to be the most densely populated area in Australia.

There is no evidence that the traffic models have factored in this huge increase in density that will occur in the area.

The EIS clearly demonstrates that the traffic on roads in the Alexandria area will deteriorate as a result of WestConnex. But it also predicts that Level of Service will improve at many intersections even if nothing is done - in the case of Euston Rd/Sydney Park Rd, from D to A, in the PM peak. This is clearly wrong - so wrong that it suggests that the traffic modelling is broken (the EIS does acknowledge that "modelling is probably optimistic") and it suggests that the level of service on local roads will be several levels worse than predicted, either with or without the project.

According to the business case, Euston Road is supposed to handle 61,000 cars on 3 lanes each way. This is almost 10 times what it can handle on 2 lanes. There is no way it can handle 61,000 cars, however many lanes are added to it. Adding extra lanes to Euston will not help because the roads that Euston Road feeds are also gridlocked. Traffic does not simply dissipate once it leaves the M5. It will only increase the damage done to the area and cause rat-running.

Meanwhile, usage of the M5 is not growing, and has not grown for some years. This project only makes an existing road more expensive for commuters. It will save little time, if any, and at an exorbitant price. As the EIS acknowledges, the tolls are going to force drivers off the M5 and onto local roads, and no wonder. The Updated Strategic Business Case shows that for almost all of its users, the Value of Time saved is less than the cost of using WestConnex.

This project will carve 11,000 square metres from Sydney Park and expose the rest of the park to vehicle fumes and noise. This damage is particularly felt, because this area already has one the lowest amounts of public open space per person in Australia, even without considering the future in-fill projects that are already in progress.

Alexandria residents are already exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen.

The new M5 is an unfair waste of taxpayers' money that could be better used elsewhere, such as on projects that improve transport infrastructure out west or in the regions, or in our area to help us cope with the massive rise in density that we are facing over the next ten years.

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that will occur in Alexandria, and there is also conflicting information on possible mitigation strategies. Although the diagrams in the EIS show right-hand turn lanes in all four directions at the Sydney Park Road/Euston Road intersection, the text of "New M5 EIS Vol 2B App G Traffic and Transport" instead indicates that there will be a "banned right turn from Mitchell Road into Sydney Park Road [because of] the banned right turn southbound at the Sydney Park Road / Euston Road intersection". The text also indicates that there will be a "north-bound lane [which] will go as far as Maddox Street, where it becomes a new left-hand turn lane", but the diagrams do not show this. Not having clarity on which of these two scenarios is planned makes informed consultation impossible. If these right-hand turns into Sydney Park Road are not permitted, there will be enormous volumes of traffic on local roads as drivers try to rat run. Likewise, the extra left-hand turn lane, if it is actually planned, seems destined to drive traffic onto local roads.

Roads, especially tunnels, are expensive, and move relatively few people - perhaps 2,000 vehicles per hour per lane. This is a fraction of what can be moved by heavy rail, or light rail, or bicycles. Even pedestrians can move more commuters per lane than can be moved by car.

The EIS business case says that with toll roads, "losses to investors [are typical] due to traffic demand forecast being overly optimistic. This has led to a situation where it is likely the private sector sponsors will be unwilling [and the NSW Government is likely to have] to take on all or part of the development and start up traffic risk". Why does the NSW government think that WestConnex can be profitable when the private sector does not?

I call for the M5 EIS not to proceed. As a NSW taxpayer, I want better value for money.

I used to live on Euston road, but I have a small child and could not risk the potential for living so close to an area of such environmental detriment. Several years ago there was a study that demonstrated large and previously unappreciated public health consequences of air pollution in metropolitan areas with dense traffic corridors (Perez L, Lurmann F, Wilson J, Pastor M, Brandt SJ, Künzli N, McConnell R. Near-roadway pollution and childhood asthma: implications for developing "win-win" compact urban development and clean vehicle strategies. Environ Health Perspect. 2012 Nov;120(11):1619-26). I am moving away from the area as a consequence.

[REDACTED]

[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Avis Smith

[REDACTED]

Address:

[REDACTED]

Kingsgrove, NSW
2208

Content:

While I appreciate that the M5 needs more lanes, I regret that if the railways had not been closed, the freight carried on so many trucks could have gone by rail, thereby keeping the roads much less crowded.

As it now appears to be inevitable that the road must be widened, I would like to raise a few questions. Why do we have to lose the hill at the bottom of Rosebank Avenue? I realise it might have to be moved but where is the soil going to? What is happening to the soil from the tunnel excavation?

I do not believe that a perspex screen would be less noisy for the residents. It needs to be solid, lined with trees and much higher than anticipated. Residents do not want to see cars and heavy transport going past all day.

I am amazed that it has been anticipated that drivers can get their licences without being able to read. There are large road instructions displayed in visible positions along the road. Surely motorists need to keep focussed on the road not the environment surrounding it. (If their passengers can't read then the driver can tell them where they are!)

Isn't it more important that residents nearby have less noise 24 hours of every day than the passing motorists orientating themselves by seeing the surroundings for the comparative short time he is passing through? People use the motorway to get from one place to another not to go for a scenic drive.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Prudence Dwyer

[REDACTED]

Address:

[REDACTED]

Newtown, NSW
2042

Content:

I wish to express my strong objection to the WestConnex M4 East motorway proposal. If built it will generate additional traffic, funnelling it into heavily congested middle-ring and inner city roads, requiring the demolition of hundreds of homes and businesses to make way for road widenings on the surface road network to distribute the traffic from the motorway.

I also wish to register my objection to the government awarding tenders for the project before a full business case has been publicly released and before the EIS had been published and the public has exercised its right of participation.

The EIS process is supposed to allow for genuine public input and to result, potentially, in approval, non-approval, or approval with modifications, of the project. The present procedure makes a mockery of that right.

Government funding for this proposal - as part of the whole WestConnex proposal - will claim an extraordinary proportion of the state transport budget for years to come. This being the case, I am outraged that the EIS has failed to honestly and fully discuss its social, environmental, and economic impacts or to explain why it is preferable to other, alternative public- and active transport solutions.

In particular I draw attention to the EIS's failure to:

- * Factor into the traffic modelling the very large increase in apartment construction - and therefore of population - that has been promoted by the WestConnex Delivery Authority and other agencies as a major rationalisation for the proposal.

- * Honestly discuss public transport and freight rail alternatives.

- * Publish a robust business case to justify expenditure of billions of dollars worth of taxpayers' funds.

- * Properly describe the long term impacts of air pollution generated by the increased traffic volumes the project is designed to facilitate.

- * Consider more sustainable public and active transport options that will produce a lower level of greenhouse gas emissions.

Decades-long global experience of urban motorway construction has demonstrated conclusively that big new urban roads are counterproductive. They generate a flood of new road traffic and rapidly reach capacity. That is why, globally, they have fallen out of favour and are no longer seen as a solution to congestion.

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[REDACTED]

[REDACTED]

Name: Danielle Ferraro

[REDACTED]

Address:

[REDACTED]

Newtown, NSW
2042

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[REDACTED]

Name: Matthew Mather

[REDACTED]

Address:

[REDACTED]

Alexandria, NSW
2015

Content:
SUBMISSION TO M5 EIS

Matthew James Mather
[REDACTED] Alexandria 2015.

I strongly object to the proposed New M5.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not allowed for by the EIS:

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users, the Value of Time saved is less than the cost of using WestConnex.

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Alexandria residents are already exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen.

The new M5 is an unfair waste of taxpayers' money that could be better used elsewhere, such as on projects that improve transport infrastructure out west or in the regions, or in our area to help us cope with the massive rise in density that we are facing over the next ten years.

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that will occur in Alexandria, and there is also conflicting information on possible mitigation strategies. Although the diagrams in the EIS show right-hand turn lanes in all four directions at the Sydney Park Road/Euston Road intersection, the text of "New M5 EIS Vol 2B App G Traffic and Transport" instead indicates that there will be a "banned right turn from Mitchell Road into Sydney Park Road [because of] the banned right turn southbound at the Sydney Park Road / Euston Road intersection". The text also indicates that there will be a "north-bound lane [which] will go as far as Maddox Street, where it becomes a new left-hand turn lane", but the diagrams do not show this. Not having clarity on which of these two scenarios is planned makes informed consultation impossible. If these right-hand turns into Sydney Park Road are not permitted, there will be enormous volumes of traffic on local roads as drivers try to rat run. Likewise, the extra left-hand turn lane, if it is actually planned, seems destined to drive traffic onto local roads.

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I call for the M5 EIS not to proceed. As a NSW taxpayer, I want better value for money.

I have not made a reportable political donation

Yours faithfully,

Matthew Mather

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I call for the M5 EIS not to proceed. As a NSW taxpayer, I want better value for money.

I have not made a reportable political donation

Yours faithfully,

Matthew Mather

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Alban Guillemot

[REDACTED]

Address:

[REDACTED]

ST PETERS, NSW
2044

Content:

To who it may concern,

As a St Peters resident, I would like to formally object to the New M5 St Peters interchange as it will have a negative impact on the overall Inner West resident, while not solving any issues with congestion.

Some of the key elements include:

- St Peters is already flooded with nuisance (plane, train, traffic) not to add another additional and bigger source of noise and pollution
- The traffic modelling are not relevant and the Campbell road exit will basically send huge amount of traffic to a single lane road on Edgeware road, which is already congested.
- Sydney Park will loose a fair share of its size. Considering the park is the only really green space in the area with the number of resident increasing, this should not decrease.

I hope this makes sense

Many thanks

Alban

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: system@affinitylive.com [system@affinitylive.com] on behalf of Ben Lurie [ben@minsminu.com]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:

I strongly oppose the construction of the M5 St Peters Interchange. By the Government's own admission the volume of traffic in the surrounding areas will drastically increase which will have various detrimental effects on local neighbourhoods including decreased air quality.

It has been proven around the world that building more roads simply creates more road usage. Instead the money intended for West Connex should be spent on improving public transport infrastructure to actually take people off the roads.

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[REDACTED]

[REDACTED]

[REDACTED]

Name: Alex Walker

[REDACTED]

Address:

[REDACTED]

Redfern, NSW
2015

Content:
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I have not made a reportable political donation.

Alex Walker

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Craig Casey

[REDACTED]

Address:

[REDACTED]

SURRY HILLS, NSW
2010

Content:
To Whom It May Concern:

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Meanwhile, usage of the M5 is not growing, and has not grown for some years. This project only makes an existing road more expensive for commuters. It will save little time, if any, and at an exorbitant price. As the EIS acknowledges, the tolls are going to force drivers off the M5 and onto local roads, and no wonder. The Updated Strategic Business Case shows that for almost all of its users, the Value of Time saved is less than the cost of using WestConnex.

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even without considering the future in-fill projects that are already in progress.

Alexandria residents are already exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen.

The new M5 is an unfair waste of taxpayers' money that could be better used elsewhere, such as on projects that improve transport infrastructure out west or in the regions, or in our area to help us cope with the massive rise in density that we are facing over the next ten years.

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that will occur in Alexandria, and there is also conflicting information on possible mitigation strategies. Although the diagrams in the EIS show right-hand turn lanes in all four directions at the Sydney Park Road/Euston Road intersection, the text of "New M5 EIS Vol 2B App G Traffic and Transport" instead indicates that there will be a "banned right turn from Mitchell Road into Sydney Park Road [because of] the banned right turn southbound at the Sydney Park Road / Euston Road intersection". The text also indicates that there will be a "north-bound lane [which] will go as far as Maddox Street, where it becomes a new left-hand turn lane", but the diagrams do not show this. Not having clarity on which of these two scenarios is planned makes informed consultation impossible. If these right-hand turns into Sydney Park Road are not permitted, there will be enormous volumes of traffic on local roads as drivers try to rat run. Likewise, the extra left-hand turn lane, if it is actually planned, seems destined to drive traffic onto local roads.

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I call for the M5 EIS not to proceed. As a NSW taxpayer, I want better value for money.

I have not made a reportable political donation.

Craig Casey

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From:

Mary Garland

Name: iain wallace

Address:

SURRY HILLS, NSW
2010

Content:

To Whom It May Concern:

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- * Central 2 Eveleigh: 56,000 residents, 25,000 workers

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There is no evidence that the traffic models have factored in this huge increase in density that will occur in the area.

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Iain Wallace

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Edwina Searle

[REDACTED]

Address:

[REDACTED]

Alexandria, NSW
2015

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Sincerely,

Edwina Searle

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Jacintha Symes

[REDACTED]

Address:

[REDACTED]

Alexandria, NSW
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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Chris O'Rourke

[REDACTED]

Address:

[REDACTED]

Bathurst, NSW
2795

Content:

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]

[REDACTED]

Formal submission to Westconnex New M5

SSI 14_6788

by Mr Chris O'Rourke

I strongly object to the proposed Westconnex New M5, and to the WestConnex project in its present state.

I object to claims made in the EIS and in other documents associated with the Westconnex project that traffic congestion will be reduced.

I object to claims made in the EIS that the Westconnex New M5 / WestConnex will result in less pollution due to free-flowing traffic.

I object to the impact the Westconnex New M5 / WestConnex will have on our environment and biodiversity.

I object to the impact the Westconnex New M5 / WestConnex will have on people and communities.

I object to the large-scale destruction of key Sydney heritage sites for the Westconnex New M5 / Westconnex.

I object to the very large amount of public funds that will be wasted if this project goes ahead.

I strongly object to the processes involved in this project: the government's attempts to keep secret documents associated with the Westconnex project¹ and to the general lack of transparency associated with the Westconnex New M5 project, not the least of which is the lack of time made available for replies to the EIS!

General Observations on the EIS

The Westconnex project is based on outdated notions of solutions to transport problems. It does not take into consideration what our transport systems will look like in the future, and how can we use them to create a more desirable and sustainable urban environment.

It is backward looking not forward looking. It does not take into account the impact of disruptive technologies like Uber which have just started to transform on-demand private transport.

Transport planning cannot be based on the unsustainable and increasingly uneconomical car-based model that has been the dominant paradigm since World War Two!

¹ <http://www.smh.com.au/nsw/government-bid-to-keep-westconnex-documents-secret-20140724-zwf70.html>

One of the major faults of the proposed Westconnex is that alternatives were not considered. Improvements in road and public transport / rail freight were not canvassed.

The Updated Strategic Business Case itself does not adequately take account of alternatives. For example it sets low targets for rail freight: “However, the transport of freight via the shared rail network is limited by the needs of passenger transport, particularly during morning and afternoon passenger peaks.”² This could be solved by the fast tracking of the completion of the freight only rail corridor between Port Botany and the hubs at Chullora / Enfield and Moorebank. **The rail line to Port Botany is still single line for the last few kilometres!!!** The Southern Sydney freight line, the Enfield intermodal terminal and the Northern Sydney freight line must be supported by time of use road pricing to support a significant mode shift of long distance and container freight to rail. This was not considered in the Updated Business Case.

The M5 / Westconnex does not provide a solution for trucks to travel from Foreshore Drive to Sydney's motorways.

The BCR of the project relies on about \$13 billion of 'travel time' savings which is approximately two thirds of Total Benefits. This estimate is based on the assumption that travel time will be reduced. This is very likely not to be the case: see below under Induced Demand.

This response to the EIS cites extensive evidence that improvements in public transport, and road demand management combined with improved rail (passenger and freight) will be a much more cost effective solution to congestion than the Westconnex New M5 (and the WestConnex as a whole) in its current proposed form.

The proposed tunnel linking the M4 and M5 in Stage 3 of the project will result in very high traffic densities on local roads.

Business Case Reliant on Travel Time Savings

The level of fiscal risk is too high to justify its going ahead. Other similar urban motorways constructed in Australia in recent times have been financial failures: Cross City Tunnel, Lane Cove Tunnel and Clem 7!

In 2014 the NSW Auditor-General noted that there were ‘shortcomings in the level of independent assurance provided to the Government’. According to the Government’s framework, an additional 4 ‘Gateway’ reviews should have been conducted.³

The NSW Auditor-General noted fundamental conflicts of interests in that the WestConnex steering committees and boards also provided assurances to Government.

² <http://freight.transport.nsw.gov.au/strategy/task/volume.html>

³ New South Wales Auditor-General’s Report Performance Audit, Auditor General December 2014, p. 3

The Sydney Motorway Corporation (SMC) is a public/private company which has oversight of WestConnex. Information about SMC cannot be gain through GIPA (Freedom of Information) requests, this hiding it from public scrutiny.

Effects on suburbs like Alexandria

The proposal is not sympathetic to the existing built environment or landscape character of areas such as Camperdown and Alexandria.

The project will have a detrimental impact on feeder roads and on surrounding housing. There will be destruction of park lands and houses. Despite the widening of roads near the St Peters interchange there are likely to be delays at on-ramps and off-ramps given the projected figures in the EIS.

The constant daily movement of large transport trucks severely degrades the urban environment, including those with heritage significance. The construction of urban motorways like the Westconnex is likely to have a large impact on one of the few areas of Sydney which are accessible and liveable, that is, the Inner South.

The project is based on a “business as usual” approach to growth, jobs and transport. It assumes that transport demand will continue to grow, and that road capacity must be increased to accommodate that growth. No consideration is given to the possibility of a no growth economy.

Evidence that the Westconnex New M5 / Westconnex will facilitate sustained decongestion

There is no evidence, in the public domain, which supports the contention that the Westconnex New M5 / Westconnex, as proposed, will result in a sustained reduction in congestion. Experience both in Australia and overseas shows that there is a short term alleviation of congestion but that congestion soon increases, requiring more expensive road construction.

Evidence that the Westconnex New M5 / Westconnex will NOT facilitate sustained decongestion.

There is a considerable body of evidence to support the contention that the Westconnex New M5 / Westconnex, as proposed, will not facilitate sustained decongestion. An economic study has found that investing in rail is the most cost effective transport solution in cities. Rail solutions are up to 60% cheaper than road in reducing congestion in urban environments.⁴

The Downs-Thompson Paradox is evidence that urban roads do not reduce congestion (see further detail in appendix)⁵

⁴ “Rail up to 60% cheaper than road in reducing congestion”

<http://www.tandlnews.com.au/2014/01/30/article/rail-60-cheaper-road-reducing-congestion-ara/>

⁵ http://sydney.edu.au/business/_data/assets/pdf_file/0020/130583/laurentb-presentation.pdf

Induced Demand

There is a considerable body of evidence to support the contention that the WestConnex will lead to an increase in traffic: induced demand. The Updated Business Case does not adequately address this issue. Nor does the EIS.

The phenomenon of induced traffic has been researched for more than 60 years and is now accepted among transport researchers that induced demand has a significant effect on road capacity. Neither the Westconnex New M5 EIS nor the documents associated with Westconnex offer any detailed modelling. This is a significant omission in regard to the environmental impacts and the economic viability of this project. This lack of modelling may have exaggerated claims as to lower travel time savings, and to the extent of environmental impacts. Real traffic measures on the M4 West, for example, when it was opened corroborate this view.⁶

It is widely documented that large urban motorway projects like the Westconnex project do **not** achieve the congestion problems that they were designed to solve. They generate more traffic: “Generated traffic has three implications for transport planning. First, it **reduces the congestion reduction benefits** of road capacity expansion. Second, it **increases many external costs**. Third, it provides relatively **small user benefits** because it consists of vehicle travel that consumers are most willing to forego when their costs increase.”⁷

The detail of how a relatively higher benefit-cost ratio has not been included and induced traffic has been ignored. This has resulted in what appears to be an exaggerated level of economic benefit and has underestimated its negative effects. The omission of the impact of induced traffic has not been included and as a result there will be an over allocation of public money on road construction and correspondingly less focus on other ways of dealing with congestion and environmental problems in urban areas.

There is evidence that removing urban motorways like Westconnex can actually reverse has actually reduce demand and reduce congestion. The Embarcadero Freeway was one such example

“The San Francisco Freeways were a disaster in planning, engineering and design. The plans were disastrous because they intended to solve one problem without considering what new problems they might create. The only costs recognized in the projects were that of demolishing houses and pouring concrete.

The Embarcadero Freeway was supposed to move cars from the City either east across the Bay Bridge or south along 101. Instead, it simply funneled traffic into bottlenecks in a way that degraded traffic, while at the same time inducing more people to drive when other options were available. Traffic actually improved after it was demolished.”⁸

and <http://www.econ.ucsb.edu/~tedb/Courses/Ec1F07/traffic.pdf>

⁶ Before and after opening of the M4 Motorway (West), Zeibots, M. UTS 2007, p.14.

⁷ “Generated Traffic and Induced Travel Implications for Transport Planning” 2010 Todd Litman, Victoria Transport Policy Institute.

⁸ <http://www.roughlydrafted.com/RD/Urban/5A3D5EE6-1954-4106-B32F-D73B523643C7.html>

Other examples include the Cheonggyecheon River Urban Design in Seoul which replaced another congested urban motorway.

Reduction in Driving – Peak Car

It is not appropriate to be investing in large urban motorways when car use in large metropolitan areas like Sydney has shown a sustained decrease over many years:

“The phenomenon of peak car use appears to have set in to the cities of the developed world. It seems to be due to a combination of: growth in transit and ready urbanisation which combined to cause exponentially time to come I use; the reduction of car are used by older people in cities in cities and amongst younger people due to the emerging culture of urbanism; and the growth in the price of fuel which underlies all of the above factors. The implications for Traffic engineers, planners, financiers and economists is a paradigm shift in their professional understanding of what makes a good city in the twenty first century. It does however point to the demise of automobile dependence.”⁹

Thus no allowance has been made in the EIS for changes in vehicle ownership which are likely to occur. Driver licensing and people’s transport preferences have also not been considered.

Further information on “peak car” is available in a recent article by Peter Newman: <http://indaily.com.au/opinion/2016/01/18/multi-billion-dollar-road-spending-based-on-flawed-model/>

Peak Oil

The world is currently experiencing relatively low oil prices due largely to political decisions made in the Middle East. Oversupply remains the key issue in the market. This however will not continue. According to the U.S. Energy Information Administration’s (EIA) [*International Energy Outlook 2014*](#), the global supply of crude oil, other liquid hydrocarbons, and biofuels is expected to be adequate to meet the world’s demand for liquid fuels for at least the next 25 years. After that there is much uncertainty. Again this highlights the poor risk management associated with Westconnex.

The difference between coal and oil is there is simply no scalable alternative to petroleum. The cars, airplanes, ships, and heavy trucks that make up the global transportation system are almost exclusively dependent on petroleum. Further, our dependence on petroleum continues to grow.

What about biofuels? The world currently consumes about 92 million barrels of oil per day. The world produces about 1.5 million barrels of oil equivalent (BOE) of biofuels per day. Since 2005, biofuel production in the world has grown by 1

⁹ ‘Peak Car Use’: Understanding the Demise of Automobile Dependence, Newman and Kenworthy, Curtin University Sustainability Policy Institute

million barrels a day, while crude oil production has grown by nearly 7 million barrels a day. Biofuels are certainly not growing at a fast enough rate to meet world demand – much less cut into petroleum’s dominance. Further, there isn’t enough available arable land in the world for biofuels to ever make more than a tiny contribution to the world’s oil supply. Advanced biofuels which many advocates assured us could deliver us from our oil dependence have failed to deliver.¹⁰

If Westconnex goes ahead it will be used for perhaps 15-20 years and then lies uncertainty. This is a high risk strategy given the very large amounts of money being invested. The public will expect Westconnex to return at least 80 to 100 years of useful life!!

Demand Management

There is no mention whatever in the Updated Strategic Business Case of demand management. The M5 EIS dismisses demand management as a tool for reducing congestion without supporting evidence. Existing research indicates the opposite, that the pricing of travel is effective in reducing congestion:

“price-related travel demand management interventions, in particular fuel pricing and parking policy were most effective in reducing car and increasing public transport use compared to landuse change or infrastructure investment”¹¹

“Where applied, demand management measures such as 'access control', 'parking control' and 'road or congestion pricing' have generally proven to be quite effective. Well known examples include the schemes developed for London, Stockholm, Rome and Singapore”.¹²

Unless supported by demand management and new capacity in public transport, building new urban motorways induces more car and truck journeys.

A recent publication by the road user advocacy group the NRMA reminded its membership that a small reduction in road use can have a significant influence on congestion:

“School holidays are an obvious example of how traffic can suddenly start flowing in the AM and PM peaks, due to a reduction of between 5 and 10% (depending on the holiday) in the volume of traffic.”¹³

¹⁰ <http://www.forbes.com/sites/rpapier/2015/12/22/the-fallacy-of-peak-oil-demand/#2a869f92719c>

¹¹ “Public Transport or Private Vehicle: Factors That Impact on Mode Choice” Grace Corpuz, 30th Australasian Transport Research Forum.

¹² http://www.transportstrategygroup.com/page/traffic_congestion.html (accessed 15 September 2015).

¹³ “DECONGESTION 10 ways to relieve Sydney’s traffic headache” NRMA Motoring & Services, May 2011, p.25

Public Transport

The role to be played by public transport was also dismissed out of hand in the EIS.

“Investing in public transport and freight rail improvements in isolation, without any improvement to the road network”

The EIS does not consider how private road transport and public transport can work together to reduce congestion and improve productivity.

Road and rail solutions, public and private solutions should be considered in tandem. Westconnex ONLY considers road.

The role of active transport has also not been considered. Transport planners should be asking why people don't walk in Australian cities – a properly planned network of roads, buses, light / heavy rail should be planned so that people can walk (or drive if necessary) to the mode of transport that best suits their needs and the needs of the community. This will require a rethinking of how we live and a realisation that need to reinvent suburbia!

The EIS does not allow choice. It assumes that cars will be the answer. It is based on the assumption that Sydney has been designed and will continue to be designed only for the car and truck.

Car Dependency

The Westconnex is designed for those who have cars and it will encourage urban sprawl. This, combined with the extremely high cost of housing in Sydney, will force people to live in the outer suburbs. This is likely to lead to deteriorating health outcomes: increased obesity, diabetes, and heart disease due in part to a transport system slanted towards people sitting in cars for extended periods.

Greater reliance on road transport and further urban sprawl will increase the incidence of mental health problems. There will be reduced opportunities for regular exercise, an important anti-depressant, reduced quality of life for families, reduced opportunities for interpersonal contact which will exacerbate social isolation. This will result from the increasingly isolated nature of suburban homes which is accentuated when there is a dependency on car transportation. Social capital has also been adversely affected: the break down of social networks, and the loss of the sense of community.

This project is locking Sydney in to further dependency on roads. This is unenconomic as “Cities which are car dependent have seen 12 and 13 per cent of their wealth going on transport. The cities which have good public transport systems have about 8 per cent and wealthy Asian cities about 5 per cent.”¹⁴

¹⁴ Why we're reaching our limits as a one-hour city. Peter Newman, Sydney Morning Herald. April 26, 2004

Costs, Benefits and Overruns

The WestConnex project demonstrates all of the problems that have been associated with many large infrastructure projects in recent years, namely that the benefits are overstated and the costs are understated:

“Major infrastructure projects generally have the following characteristics.

- Such projects are inherently risky owing to long planning horizons and complex inter- faces. Technology and design are often non-standard. Decision-making, planning, and management are typically multi-actor processes with conflicting interests.
- Often there is ‘lock in’ or ‘capture’ of a certain project concept at an early stage, leaving analysis of alternatives weak or absent. The project scope or ambition level will typically change significantly over time. Statistical evidence shows that such unplanned events are often unaccounted for, leaving budget and time contingencies sorely inadequate.
- As a consequence, misinformation about costs, benefits, and risks is the norm through-out project development and decision-making, including in the business case. The result is cost overruns and/or benefit shortfalls during project implementation.”¹⁵

There is no evidence in the EIS that the fiscal consequences have been acknowledged. There has been no examination of what other cities are doing or have done to alleviate congestion. These cities have sought integrated transport solutions: Denver, Dublin, London (specifically the Crossrail project), Madrid, Portland (Oregon), Vancouver and Zurich.

Not one of them is cited in the EIS.

¹⁵ “Survival of the unfittest: why the worst infrastructure gets built—and what we can do about it”, Bent Flyvbjerg, Oxford Review of Economic Policy, Volume 25, Number 3, 2009, pp.344–367

Appendix A - References to Induced Demand

Generated Traffic and Induced Travel: Implications for Transport Planning Todd

Litman, 2010 Victoria Transport Policy

Institute <http://www.low.ph/transit/sdeis/Appendix%20P%20%20Generated%20Traffic.pdf>

Research indicates that generated traffic often fills a significant portion of capacity added to congested urban road. Generated traffic has three implications for transport planning. First, it reduces the congestion reduction benefits of road capacity expansion. Second, it increases many external costs. Third, it provides relatively small user benefits because it consists of vehicle travel that consumers are most willing to forego when their costs increase.

Literature review of induced travel by Graham Currie and Alexa Delbosc Institute of Transport Studies Department of Civil Engineering Monash University August

2010 http://sydney.edu.au/business/_data/assets/pdf_file/0004/75181/itls-wp-10-16.pdf

The scope of research on induced travel is no longer concerned with whether increasing capacity increases travel, but how much increasing capacity increases travel (Cervero 2003). p.4

A common argument is that increasing road capacity is justified for the sake of economic development. But research suggests that new transport projects do not have a major impact on economic growth where cities already have well-developed infrastructure (Boarnet 1996; UK Standing Advisory Committee for Trunk Road Investment 1997; Center for Neighborhood Technology 1999). p.4

Two impacts that have received some attention are the impact of road improvements on development patterns (particularly urban sprawl) and reduction in public transport use. p. 8

Some of the evidence suggests the impacts of induced travel could remove all benefits of new road capacity in the long term. While evidence of this type is not the norm it has been demonstrated in 3 of the 13 long term studies identified. p.11

Demand for Public Transport in Germany and the USA: An Analysis of Rider

Characteristics by RALPH BUEHLER and JOHN PUCHER Transport Reviews, Vol. 32, No. 5, 541–567, September 2012

The success of German public transport is due to a coordinated package of mutually supportive policies that include the following: (1) more and better service, (2) attractive fares and convenient ticketing, (3) full multimodal and regional integration, (4) high taxes and restrictions on car use, and (5) land-use policies that promote compact, mixed-use developments.

Auditor hits \$2b road project <http://www.theage.com.au/victoria/auditor-hits-2b-road-project-20110601-1fgpe.html> “A SCATHING critique of one of Victoria's most expensive road projects, the Frankston bypass, has questioned whether it should be

being built at all. The promised economic benefits of the multibillion-dollar freeway may have been overstated and its potential negative impacts ignored, according to a report by the state Auditor-General, Des Pearson”.

Literature review of induced travel by Graham Currie and Alexa Delbosc Institute of Transport Studies Department of Civil Engineering Monash University August 2010, INSTITUTE of TRANSPORT and LOGISTICS STUDIES http://sydney.edu.au/business/_data/assets/pdf_file/0004/75181/itls-wp-10-16.pdf

“Induced travel research suggests that the benefits of clearways may not be as simple or as large as they may immediately appear. Increased road capacity from clearways is likely to improve traffic and public transport travel times in the short term; however road capacity benefits may not last into the long term.”

Space, time, economics and asphalt An investigation of induced traffic growth caused by urban motorway expansion and the implications it has for the sustainability of cities PH.D Thesis by Michelle E Zeibots 2007 <http://epress.lib.uts.edu.au/dspace/handle/2100/609>

“While it is not within the scope of this thesis to make specific recommendations as to what should be done in relation to transport decision-making systems, it is appropriate to state that unless the system is able to sincerely embrace sustainability as a goal, then decisions are unlikely to realise sustainable outcomes. ...

Where outcomes like induced traffic growth are not discussed, or remain unexamined, because their implications may not be in the best interests of special interest groups within society, the long-term sustainability of urban transport systems is jeopardised.”

Appendix B - References to decreasing car use.

Data gathered by Bureau of Infrastructure, Transport and Regional Economics “Traffic Growth in Australia Report 127” - confirms the trend to decreasing car use. It shows that saturation level has been reached and that while aggregate usage will increase slightly this will be due to a natural increase in population.

“The main results of the study are models of vkt per capita as a function of this saturating effect over time, of petrol prices, and of fluctuations in the economy. Each state/territory and capital city is different, but the patterns of the models are amazingly similar. The models explain the common finding around the world of falling growth rates in aggregate traffic levels over the past four decades – a falling growth rate in population has been being reinforced by a declining rate of growth in traffic per person. Lately, there has been a significant effect from the global financial crisis in lowering traffic levels per capita.” (p.71)

See also “Why are young people driving less? Trends in licence-holding and travel behaviour” -

“ ... our transport modelling and transport planning needs to begin to adjust to this new paradigm of lower levels of licence-holding by young people. The increasing importance of public transport access to jobs, services, and local shopping opportunities are clear, and are already reflected in the NSW State Plan priority of improving public transport access to key major centres in the metropolitan region. There is also an opportunity for cycling and walking to play a much larger role in the transport task for this age group.”

See also “America's love affair with the motor car is running on empty” -

“Transportation policy has been slow to respond to this change in the way we prefer to travel and, at times, actively resists the shift in customer demand for cheaper, cleaner, on-demand travel choices. Forecasters continue to predict 1.6% annual increases in vehicular travel demand as far as the eye can see – and are designing road and highway expansions to match.”

See also “The road less travelled: Car use is peaking in the rich world. Governments should take advantage of that” -

See also “Young People Are Driving Less—And Not Just Because They're Broke” -

Zipcar consistently finds a strong Millennial desire to avoid driving. The National Association of Realtors found that six in ten of surveyed Americans preferred walkable neighborhoods to big houses, with young people leading the way. In 2011, the American Public Transportation Association found that ridership continued to climb, despite draconian budget cuts forcing riders to spend more for less.

See also “Car-share cuts need for street parking” -

Car share schemes in the City of Sydney save residents and the community more than \$20 million a year, according to a study commissioned by the council.

The study anticipates rapid growth for the schemes in Sydney. On past trends, as soon as parking bays have been assigned to car-share schemes more drivers have signed up to use them.

Appendix C – Rail and Public Transport

“Public Transport Investment , The Value of Action versus the Cost of Inaction”

Synergies Economic Consulting Pty Ltd, sponsored by ARA, January 2014

Key findings

- The most effective way to address this problem is to invest in public transport.
- investment in passenger rail – both light and heavy rail – offers the best value for money solution ... rail requires 57% and 38% less in investment than road (respectively) to achieve the same reduction in congestion.
- improving social inclusion for all people within the community,
- improving safety... Deloitte Access Economics found that the costs of road crashes is about 965% more than the crash costs from rail
- reducing emissions
- stimulating growth and development along the rail corridor and rejuvenating local communities.
- Rail offers significant advantages over roads in terms of value for money from urban investments.
- To meet the current and future challenges, investment in public transport - especially rail - is the most effective way of reducing congestion to efficient levels.
- In addition, apart from alleviating congestion rail offers a number of other important advantages over road investment, with our analysis showing that rail investment would take around 127,000 cars off the road in Brisbane and 163,000 cars in Perth in each hour of the peak. These other advantages include:
 - improving social inclusion for all people within the community, including people with disabilities, those who cannot afford a car and those who would prefer not to own a car (noting the recent trend away from car ownership amongst the younger population);
 - improving safety. For example, a study by Deloitte Access Economics found that the costs of road crashes is about 965% more than the crash costs from rail
- Alleviating congestion also gives people more time. Currently, commuters in Brisbane and Perth forgo up to 11 million and 14 million hours per year of time respectively being delayed in traffic, which could be applied to work (increasing productivity) or leisure (increasing personal well-being, reducing stress and improving family cohesion). The average commuter in both cities gains around 73 hours per year – or nearly an additional two weeks annual leave each year.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Ryan Curtis

[REDACTED]

Address:

[REDACTED]

Erskineville, NSW
2043

Content:

I wish to share my objection to the proposed design for the WestConnex New M5 St Peters Interchange.

As a local resident, I have observed the increase in vehicle traffic on narrow suburban roads around transforming precincts such as Alexandria, Erskineville, Waterloo, St Peters and Green Square. This is already set to increase with the large scale residential developments taking place right now.

The current design of the New M5 represents a \$5 billion investment in funnelling high volume traffic into what will be the most densely populated area of Sydney.

Euston Road, which will see an estimated increase from 5,000 cars to 50,000 cars a day, is already heavily congested. McEvoy Street is regularly at capacity. I have seen no plans for how this high volume traffic will be channeled through an increasingly residential area.

Each morning that I squeeze into a crammed train carriage to head to work, I think how this \$5 billion dollars could be better spent on public transport. On providing the neccassary infrastructure to support high density developments. This is how we would truly transform Sydney into a sustainable city of the future.

Thank you for considering this submission.

Ryan Curtis

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Kevin Eadie

[REDACTED]

Address:

[REDACTED]

Drummoyne, NSW
2047

Content:

The WestConnex project should be halted.

The Business Case is flawed.

Seeking approval for "bits" of the project, instead of the whole, misleads the public.

The claim that the project will "relieve" traffic congestion is misleading. The project will only relieve congestion temporarily, until induced traffic restores congestion.

Minister Gay's claim that motorists will have "more time with their families" is just public relations spin - the time-constancy of commuter travel is a well established phenomenon.

The high cost of WestConnex would be better spent on developing a grid-based public transport network which would allow people to travel in any and all directions, not just the bi-directional possibilities offered by WestConnex.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Philip Bull

[REDACTED]

Address:

[REDACTED]

Marrickville, NSW
2204

Content:
Philip Bull

[REDACTED]

Marrickville 2204

[REDACTED]

[REDACTED]

20 October 2015

Westconnex EIS

To Whom It May Concern

Re Westconnex EIS

I live in the inner west, own investment property in the inner west and work in the inner west.
I strongly object to the Westconnex project. This project has been developed with little regard to transport alternatives and its business case.
Sydney has experience of many failed urban road projects, such as the Cross City and the Lane Cove tunnels. These projects failed because roads are rarely the right transport solution for an urban area. Roads can be the solution in outer suburban and regional areas, where population densities do not allow for public transport solutions. However in urban areas roads are rarely the best transport solution. My view is that the Westconnex project fundamentally misinterprets Sydney's transport problem and needs. Westconnex is about moving cars and trucks around the City, when the real need in Sydney is about moving people and freight around. I strongly believe freight movement from the port and airport should be focussed on use and augmentation of existing rail and with a gradual movement of freight traffic to the Badger's Creek Airport and more reliance on regional ports. People movement should be focussed on improved public transport, better costing road use and more of a focus on building new public transport infrastructure.
For example, one of the great justifications for the Westconnex project is that it will help the people of western Sydney access better jobs in the inner city; I find that laughable. The idea of a large workforce driving into central Sydney from the western suburbs is surely an idea that belongs in the 1950/60s. These ideas did not work then, have been discredited, and will not work now.
Following on from my general concern that Westconnex is just the wrong solution to Sydney's transport problems, I also strongly

object to this proposal on the grounds of its expense. To add insult to injury, it's the wrong solution and also a very expensive one that will impact on infrastructure budgets for decades. Money and demand for transit needs to be available for public transport.

Westconnex takes both away from metropolitan Sydney.

I am sure many others will raise the impacts of how the Westconnex project requires the resumption of their house or cuts in half their local park, I support those concerns. However, my biggest concern with this project is on the macro city-building level, its just the wrong type of infrastructure for our metropolitan economy. Smart cities build public transport and restrict roads and car use; dumb cities build projects like Westconnex.

The immediate localities around these new roads will be blighted land. Unlike projects like the Inner West Light Rail that promote a great feeling and looking communities, roads shatter communities. Large road projects are anti-urban and destructive to our inner city spaces.

I request that the Westconnex project be discontinued and the money set-aside for investment in public transport projects.

On a procedural level the whole project's planning has been a sham. Builders appointed before approvals issued, no real discussion of alternatives and the business case and no real consultation. I will be voting at local, State and Federal elections accordingly to any parties that oppose this road.

Please consider this submission to the Westconnex EIS.

Yours sincerely

Philip Bull

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Philip Bull

Marrickville 2204

20 October 2015

Westconnex EIS

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communities; roads shatter communities. Large road projects are anti-urban and destructive to our inner city spaces.

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On a procedural level the whole project's planning has been a sham. Builders appointed before approvals issued, no real discussion of alternatives and the business case and no real consultation. I will be voting at local, State and Federal elections accordingly to any parties that oppose this road.

Please consider this submission to the Westconnex EIS.

Yours sincerely

A handwritten signature in black ink that reads "Philip Bull". The signature is written in a cursive, flowing style with a large, prominent 'P' and 'B'.

Philip Bull

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Peter Monahan

[REDACTED]

Address:

[REDACTED]

Alexandria, NSW
2015

Content:

I strongly oppose the plans for the West Connex as the damage it will do to the already congested traffic and living conditions around the Alexandria area will be greatly increased. Current streets that are quite now and free of through traffic will become rat runs as Euston Road will not possibly be able to handle the traffic flow. Sydney Park is a very nice area for the high rise developments in the area and this will be over 11,000 sqm less area if West Connex goes ahead. EIS levels now are high and this project will only make it worse. I call for the M5 EIS not to proceed. As a NSW taxpayer I want better value for money.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Robynne Hayward

[REDACTED]

Address:

[REDACTED]

Sydenham, NSW
2044

Content:

I am appalled and dismayed at the lack of long term vision shown in this proposal. The character of the inner west will be irrevocably changed with this mess of highways.

This environmental vandalism is in a similar category to the recent changing of the light rail path, for material profit, which has resulted in the unnecessary removal of heritage trees.

This government will be reviled for decades for its waste of public money, its lack of transparency, its dismissal of aesthetic values and its total disregard for the community of the inner west.

[REDACTED]

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[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Gabrielle Bates

[REDACTED]

Address:

[REDACTED]

Stanmore, NSW
2048

Content:

I wish to lodge my opposition to the WestConnex New M5 St Peters Interchange.

The proposed project stands to dump thousands of vehicles onto already congested local roads, it will interrupt open recreational space in Sydney Park, increased traffic in surrounding suburbs, and affect air quality.

I also strongly object to the impact it will have on King Street, a unique locale whose character and viability will not be retained once the Interchange is installed.

I drive these Inner West streets on a daily basis for my job. I will be forced to abide enormous change, diversions and congestion.

Funding would be better spent on a more efficient public transport system (buses especially) that would benefit the entire community, not just drivers.

Gabrielle Bates

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

■

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Ben George
Organisation: White Pixels (White Pixels)
[REDACTED]

Address:
[REDACTED]

Alexandria, NSW
2015

Content:
Please see attached file

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

■

SUBMISSION TO M5 EIS

Ben George

Alexandria

I strongly object to the proposed New M5.

westCONnex will divert billions of dollars of NSW and Federal taxpayer money into a tollway that only 1% of people in NSW, most of whom are based in Sydney, will use. The currently estimated cost of \$16.8 billion invested across the state would go a very long way towards improving existing regional and city roads, public transport, schools and hospitals. Spending it on a tollway that so few people will use is both wasteful and deeply unfair.

Experience and research from independent experts here in Australia and overseas has shown that these kinds of toll road mega-projects are hugely expensive and do not ease congestion over the long term. If anything, such projects make congestion worse by increasing overall traffic volumes as the new road capacity quickly fills up – a process known and recognised internationally as “induced demand”.

The EISs produced also fail to adequately consider the Alexandria/St Peters local area and future known changes to this area.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not allowed for by the EIS:

- * Green Square: 61,000 residents
- * Ashmore: 6,000 residents
- * Waterloo Estate: 30,000 residents
- * Central 2 Eveleigh: 56,000 residents, 25,000 workers

With an extra 150,000 people in an area of a few square kilometres, this is going to be the most densely populated area in Australia.

There is no evidence that the traffic models have factored in this huge increase in density that will occur in the area.

The EIS clearly demonstrates that the traffic on roads in the Alexandria area will deteriorate as a result of WestConnex. But it also predicts that Level of Service will improve at many intersections even if nothing is done – in the case of Euston Rd/Sydney Park Rd, from D to A, in the PM peak. This is clearly wrong - so wrong that it suggests that the traffic modelling is broken (the EIS does acknowledge that "modelling is probably optimistic") and it suggests that the level of service on local roads will be several levels worse than predicted, either with or without the project.

According to the business case, Euston Road is supposed to handle 61,000 cars on 3 lanes each way. This is almost 10 times what it can handle on 2 lanes. There is no way it can handle 61,000 cars, however many lanes are added to it. Adding extra lanes to Euston will not help because the roads that Euston Road feeds are also gridlocked. Traffic does not simply dissipate once it leaves the M5. It will only increase the damage done to the area and cause rat-running.

Meanwhile, usage of the M5 is not growing, and has not grown for some years. This project only makes an existing road more expensive for commuters. It will save little time, if any, and at an exorbitant price. As the EIS acknowledges, the tolls are going to force drivers off the M5 and onto local roads, and no wonder. The Updated Strategic Business Case shows that for almost all of its users, the Value of Time saved is less

than the cost of using WestConnex.

This project will carve 11,000 square metres from Sydney Park and expose the rest of the park to vehicle fumes and noise. This damage is particularly felt, because this area already has one of the lowest amounts of public open space per person in Australia, even without considering the future in-fill projects that are already in progress.

Alexandria residents are already exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen.

The new M5 is an unfair waste of taxpayers' money that could be better used elsewhere, such as on projects that improve transport infrastructure out west or in the regions, or in our area to help us cope with the massive rise in density that we are facing over the next ten years.

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that will occur in Alexandria, there has been no noise assessment for any buildings above two stories, despite the fact thousands of residents are already living in apartment blocks in Alexandria and St Peters and there is also conflicting information on possible mitigation strategies.

Roads, especially tunnels, are expensive, and move relatively few people - perhaps 2,000 vehicles per hour per lane. This is a fraction of what can be moved by heavy rail, or light rail, or bicycles. Even pedestrians can move more commuters per lane than can be moved by car.

The EIS business case says that with toll roads, "losses to investors [are typical] due to traffic demand forecast being overly optimistic. This has led to a situation where it is likely the private sector sponsors will be unwilling [and the NSW Government is likely to have] to take on all or part of the development and start up traffic risk".

Furthermore the business case that was finally released by the government has so many redactions that it can not be interpreted by independent analysts. It should go without saying that a project costing almost \$17 billion, much of it funded by taxpayers, should be transparent.

Why does the NSW government think that WestConnex can be profitable when the private sector does not?

I call for the M5 EIS not to proceed. As a NSW taxpayer, I want better value for money.

I have not made a reportable political donation.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Sara Lubowitz

[REDACTED]

Address:

[REDACTED]

Redfern, NSW
2016

Content:

I have attached a letter for my submission.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

■

SUBMISSION TO M5 EIS

Name Sara Lubowitz

Full address [REDACTED] Redfern 2016

I strongly object to the proposed New M5.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not allowed for by the EIS:

- * Green Square: 61,000 residents
- * Ashmore: 6,000 residents
- * Waterloo Estate: 30,000 residents
- * Central 2 Eveleigh: 56,000 residents, 25,000 workers

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Meanwhile, usage of the M5 is not growing, and has not grown for some years. This project only makes an existing road more expensive for commuters. It will save little time, if any, and at an exorbitant price. As the EIS acknowledges, the tolls are going to force drivers off the M5 and onto local roads, and no wonder. The Updated Strategic Business Case shows that for almost all of its users, the Value of Time saved is less than the cost of using WestConnex.

This project will carve 11,000 square metres from Sydney Park and expose the rest of the park to vehicle fumes and noise. This damage is particularly felt, because this area already has one of the lowest amounts of public open space per person in Australia, even without considering the future in-fill projects that are already in progress.

Alexandria residents are already exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen.

The new M5 is an unfair waste of taxpayers' money that could be better used elsewhere, such as on projects that improve transport infrastructure out west or in the regions, or in our area to help us cope with the massive rise in density that we are facing over the next ten years.

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I call for the M5 EIS not to proceed. As a NSW taxpayer, I want better value for money.

I have not made a reportable political donation. (Circle the option that applies to you. If yes, you need to attach a Political Disclosures Donation Statement, available from the Department of Planning website).

Yours faithfully

Sara Lubowitz

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:

The St Peters Interchange is a massive threat to the infrastructure of inner city creating massive traffic congestion with an additional 50,000 vehicles on top of what is already experienced. At a current estimate of \$5billion this money would be better spent on public transport and creating an infrastructure for Sydney that meets the needs of climate change goals. Massive interchange does not address the needs of the people moving into the area to fill the massive residential building projects that are underway. King St - beloved by Sydney siders and international tourists alike - will be destroyed by the increased traffic, which will inevitably demand that parking on King be removed and thus destroy the thriving commercial strip comprised of cafes, bars, restaurants, galleries and distinctive retail shops. The wonderful Sydney Park - a place of play for inner Sydney children and adults alike - will be hammered by such high volume noise and pollution from a six lane highway on the Campbell Street side, that the people will be further deprived of open, public spaces. Please, listen to the community.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Michael Everest

[REDACTED]

Address:

[REDACTED]

Alexandria, NSW
2015

Content:
Uploaded

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

▪

SUBMISSION TO M5 EIS

NameMichael J Everest.....
[REDACTED]

W, 2015.....

I strongly object to the proposed New M5.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not allowed for by the EIS:

- * Green Square: 61,000 residents
- * Ashmore: 6,000 residents
- * Waterloo Estate: 30,000 residents
- * Central 2 Eveleigh: 56,000 residents, 25,000 workers

With an extra 150,000 people in an area of a few square kilometres, this is going to be the most densely populated area in Australia.

There is no evidence that the traffic models have factored in this huge increase in density that will occur in the area.

The EIS clearly demonstrates that the traffic on roads in the Alexandria area will deteriorate as a result of WestConnex. But it also predicts that Level of Service will improve at many intersections even if nothing is done – in the case of Euston Rd/Sydney Park Rd, from D to A, in the PM peak. This is clearly wrong - so wrong that it suggests that the traffic modelling is broken (the EIS does acknowledge that "modelling is probably optimistic") and it suggests that the level of service on local roads will be several levels worse than predicted, either with or without the project.

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I call for the M5 EIS not to proceed. As a NSW taxpayer, I want better value for money.

ADD YOUR OWN COMMENTS HERE:

I am particularly concerned at the huge increase in traffic in Euston Road. In the current situation it can take a No. 370 bus, at peak times, more than 15 Minutes to travel from Sydney Park Road via Euston Road and McEvoy Street to Botany Road, a distance of approximately 1.3 Km, a speed only just better than walking pace. Imagine the delay if there were a major increase in the number of vehicles in this already established bottle neck.

The assertion that the increased traffic will disperse into surrounding streets is specious. This will only move the problem from point to another.

~~I have~~ / have not made a reportable political donation. (Circle the option that applies to you. If yes, you need to attach a Political Disclosures Donation Statement, available from the Department of Planning website).

How to lodge your submission:

ONLINE: http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6788

MAIL: SSI 6788, NSW Department of Planning and Environment, GPO Box 39, Sydney NSW 2001

IN PERSON: deliver it to the main desk of the Department of Planning, Information Office, 23-33 Bridge Street, Sydney NSW 2000

For more details, see <http://www.arag.org.au>

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Maria Galvez

[REDACTED]

Address:

[REDACTED]

Ersineville, NSW
2042

Content:

I oppose Westconnex.

Building a mayor highway that will bring more cars into the already congested city is not a good idea. Instead it would be more practical to spend taxpayers fund on public transport. I would use public transport more often if the services were run more often. Or if there were better conexions between suburbs.

Also I oppose to using Sydney Park as a building site. We need as much green space as possible in the inner city, and giving up part of Sydney park until after 2020 will adversely affect the community.

I am also concerned about the amount of cars that will be pouring into King St if this project goes ahead. King St is an established shopping strip that is very successful and an avalanche of cars may destroy its character.

It is also of concern the amount of car that will pour all over the inner west (not only King St), an area that is already congested as it is.

Please drop this project.

Yours sincerely,

Maria Galvez

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:
See attached submission in conjunction with the ARAC's objection

[REDACTED]

[REDACTED]

■

SUBMISSION TO M5 EIS

Name ... [REDACTED]

Full address [REDACTED]

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I call for the M5 EIS not to proceed. As a NSW taxpayer, I want better value for money.

I have not made a reportable political donation.

Signed,

[REDACTED]

[REDACTED]

28th January, 2016

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Katie McMaster

[REDACTED]

Address:

[REDACTED]

Alexandria, NSW
2015

Content:

This plan is a disaster for Alexandria. Traffic is already terribly congested on Euston Rd and it does not have capacity for an increase even with an additional lane which will only lead cars to a standstill on other congested roads. Funnelling cars off onto Maddox St will totally destroy the residential feel of this area and create traffic chaos. The traffic report seems to have only taken into account (and very generously) commuters who will save time by using it. What about the commuters in Alexandria, St Peters, Erskineville etc who will not have longer commute times due to the congestion??!!

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

■

SUBMISSION TO M5 EIS

NameKatie McMaster.....

Full address ..[REDACTED] Alexandria.....

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I call for the M5 EIS not to proceed. As a NSW taxpayer, I want better value for money.

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I have not made a reportable political donation. (Circle the option that applies to you. If yes, you need to attach a Political Disclosures Donation Statement, available from the Department of Planning website).

K. J. M

27/1/16

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Robin Nahum

[REDACTED]

Address:

[REDACTED]

Beaconsfield, NSW
2015

Content:

I am a resident of Beaconsfield and am writing to express my opposition to the proposed WestConnex interchange and associated modifications to the roads into which it will feed. I know from firsthand experience that the road infrastructure in this area is already grossly inadequate and adding more traffic, as is proposed, will largely bring it to gridlock.

I understand that a substantial amount of the traffic will exit onto Euston Road, King St and Campbell Road.

I am unable to see how delivering more traffic to these roads will ameliorate traffic problems. It might shift it from one point to another, but I can't see that it will solve it.

Euston Road

This is already heavily congested from 7am to 7pm on weekdays, and for shorter periods on Saturday and Sunday.

A major cause of the congestion is its direct or indirect intersections with three major roads. The first is Botany Road. There is then the tedious dog leg where, as McEvoy St, it meets Bourke St and traffic then passes along Lachlan St to meet South Dowling. Unless these intersections are replaced with substantially more efficient arrangements, I cannot see that delivering more traffic onto Euston will ameliorate traffic problems. On the contrary, it must exacerbate them.

The roundabout at Sydney Park Road is also unlikely to be able to work efficiently with increased traffic from the south that WestConnex will generate. I have often found it difficult to enter the roundabout from the south end of Euston during the day due to the large volume of traffic entering from Huntley St.

A further issue is the width of Euston Road, McEvoy St and Lachlan St - effectively one lane in each direction. I understand that the southern end of Euston Road is to be widened but the only benefit of this that I can see is that it will act as a buffer for traffic waiting to cross the Sydney Park Road interchange. Effectively, the widening will be a mitigation for an ill-conceived design.

King St

This is already congested, not only on weekdays but for substantial periods on the weekend.

Adding more traffic will bring it to gridlock.

Campbell Road

I understand that the traffic heading west along Campbell Road will need to cross two major intersections - the Princes Highway and Unwins Bridge Road.

After Unwins Bridge Road, Campbell becomes Bedwin Street and then Edgeware Road. The intersection of Edgeware and Enmore Roads is already problematic for much of the day.

Adding more traffic from WestConnex will cause Edgeware Road to become gridlocked.

Comment on Planning Process

My final observation is to note my concern with the quality of the planning process associated with WestConnex.

I should start by saying that I have a chronic distrust of the way that NSW Government goes about its work - regardless of which party is in power.

This project seems to be another one where the planners have decided on a cost-ineffective solution without effective consultation and then spent substantial effort working out how to sell it to the public.

I am wondering what could be done to bring some legitimacy to what is proposed.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

▣

Category	Percentage
Very important	10%
Important	25%
Not important	65%

Content:

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██████████

[REDACTED]

■

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:

POLLUTION SHOULD NOT BE IN OUR FUTURE

Thousands of residents and workers will be exposed to health impacts in all areas where demolition, earthworks, construction and removal activities would be taking place. This includes communities in Arncliffe, Kingsgrove, Beverly Hills, St Peters and Alexandria. These health risks are rated as HIGH for all areas. Mitigation is recommended, but no firm information is available about who might receive this and what it might be. Instead, decisions are put off until after approval - and in some cases the beginning of construction. This is completely indefensible and communities cannot be forced to accept this. Just another reason I object to the WestConnex

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

■

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:
Unacceptable EIS response to VIBRATIONS -

The suggestion that tunneling activities would need to be conducted 24 hours per day, seven days a week - including associated activities such as spoil handling and haulage - is not justified. These activities would also cause vibration and damage to homes. In some cases, tunnels and tunneling would take place around 20m below people's homes. This is not acceptable, particularly given the collapse of buildings that took place during the Lane Cove Tunnel's construction, and the legal action residents above Brisbane's Airport Link are now being forced to take after experiencing property damage.

Structures more than 500 metres from tunnelling will likely experience some damage from vibrations. It is irresponsible to keep it to 50m from the outer edges of a tunnel and not even all suburbs which the tunnel goes under are even going to be in calculations (according to EIS). Those homes the government examines (within 50m) should receive a thorough examination (including under home, fences, brickwork ceilings, roof) photographs and documents should accompany a report to the owner. (the owner has a right to comment on these reports)

Just another reason to object to the westconnex

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

■

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]

[REDACTED]

Content:
WESTCONNEX NOT THE ANSWER TO WESTERN SYDNEY - MANIPULATION OF POPULATIONS TO CAR DEPENDENCY

If this project and other parts of WestConnex go ahead, the residents of western and south-west Sydney will be forced into even greater car dependency and paying large tolls to use this road. It is unacceptable that no attempt is made in this EIS to assess the impact alternatives such as increasing public transport capacity and connections within these areas would have on reducing traffic congestion and improving access to jobs for people in these suburbs.

Just another reason to object to the Westconnex

[REDACTED]

[REDACTED]

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[REDACTED]

[REDACTED]

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[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

Content:

WESTCONNEX A SERIOUS WASTE OF MONEY

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution and traffic for thousands of residents and workers, and expose NSW taxpayers to unacceptably high levels of financial risk. Even the EISs produced for the various stages of WestConnex show it is not a solution (short or long term) to Sydney's congestion problem.

Just another reason to object to the westconnex

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

■

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:
UNACCEPTABLE - LIES AND CONFLICT OF INTEREST

I strongly object to the fact that AECOM, which has a record of failed traffic modeling, has been paid \$13 million of taxpayer money to complete this EIS even though it has been awarded other WestConnex contracts that depend on the project going ahead. This is an utterly unacceptable conflict of interest. The public cannot trust that this EIS properly and fully investigates the true economic, environmental and social impacts of this project, and indeed the poor quality of this document reflects this. The EIS is riddled with errors, basic omissions, superficial analyses, and opaque modeling, and should be rejected on this basis alone.

These are many more reasons why I object to the WestConnex

[REDACTED]

[REDACTED]

▪

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:
CLEAR OBSTRUCTION OF PUBLIC ACCOUNTABILITY

Billions of dollars of construction contracts have been let for this project before this EIS was lodged. This casts huge doubts on the legitimacy of the community consultation process, and places unreasonable pressure on the Dept of Planning and Environment to approve this project regardless of its flaws.

It is quite clear that this project will provide no solution to traffic congestion, as the EIS shows that several intersections across the project route will remain at Level of Service F (i.e. the worst possible level, and the one that is indicative of system failure) after the project.

Nothing about the westconnex is above board. There is no interest in citizens just fleecing them of public monies, then fleecing them again and again. This is not the way Australia should be heading.

Just many more reasons to object to the westconnex

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[REDACTED]

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[REDACTED]

Content:
NSW BULLYING BEHAVIOUR TOWARDS ITS CITIZENS

I strongly object to compulsory acquisition of so many homes and businesses and the arrogant way the impact of this on communities is dismissed in the EIS. I also object to the process by which these acquisitions are taking place, which the NSW Government was told three years ago was deeply unfair to people whose properties were being forcibly acquired. It is clear from the number of home and business owners who have had their properties seriously undervalued by the RMS that such changes were not implemented, and in fact the government appears to have become systematically aggressive and unfair in its approach to forcibly taking properties for this project and other parts of the WestConnex. Valuable heritage buildings in St Peters will also be destroyed and/or left marooned and surrounded by tollway.

Just some of hundreds of reasons to object to the westconnex

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:

SPOILS DUMPED IN WESTERN SYDNEY

There are no clear plans of where millions of cubic metres of spoil will be deposited in communities in western Sydney. None of these communities have been given information or consulted about these impacts. This is unacceptable.

Another reason to object to the westconnex

[REDACTED]

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Content:

REDUCED AIR QUALITY - INCREASED HEALTH PROBLEMS

The air quality study shows that some communities will be exposed to increased doses of dangerous pollution, especially those living close to surface roads and unfiltered ventilation stacks. I am particularly concerned about residents on hills and in high buildings in Kingsgrove, St Peters, Arncliffe and Alexandria, who are likely to be subjected to very high levels of these pollutants.

Scientific experts agree there is no safe level of fine particle pollution. Rather than aiming to shift dangerous pollution from area to another, the government should be finding cleaner transport solutions that do not leave residents living beside polluted roads or unfiltered pollution stacks - no matter where they live.

Just some of thousands of reasons to object tot the westconnex

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Content:

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Scientific experts agree there is no safe level of fine particle pollution. Rather than aiming to shift dangerous pollution from area to another, the government should be finding cleaner transport solutions that do not leave residents living beside polluted roads or unfiltered pollution stacks - no matter where they live.

Just some of thousands of reasons to object tot the westconnex

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Content:

Continuous NOISE LEVELS UNACCEPTABLE

The noise assessment shows that hundreds of homes will experience noise above acceptable levels. In fact the real impact is likely to be far worse than the results provided in this EIS, because noise monitoring was only done for one location at Beverly Hills and one in St Peters, where only 30% of results could be included. Such limited evidence provides the community with no confidence in the conclusions reached in this EIS. Independent experts have also reported that some of the tables are inaccurate in the noise report and are therefore not reliable.

Just many more reasons to object to the westconnex

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Content:
IMMENSE SOCIAL HARM
The project will cause immense social harm. It will destroy long-established communities. It will cause an increase in air pollution-related deaths and illnesses. The increase in air pollution will inhibit lung and nervous system development in children. There are numerous ways of spending \$17 billion that would deliver a much greater social and economic benefit, and would not cause so much destruction. Such alternatives are barely mentioned in this EIS and have certainly not been analysed as required by the project SEARs
Just many more reasons to object to the westconnex

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Content:

GOVERNMENT DELIBERATELY MISLEADS THE PUBLIC

The project's proponents have misled the public about its plan to take 14,000 hectares of Sydney Park. For months it said it would only take 8,000 hectares, leaving it until the EIS was lodged to inform the Council that it planned to forcibly acquire the rest. This will diminish the enjoyment of the park in many ways. Peaceful paths, exercise equipment, children's play areas and sporting grounds, and more will all be adjacent to a major highway. This is completely unacceptable.

Just many more reasons I object to the westconnex

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Mark Hayes

[REDACTED]

Address:

[REDACTED]

Kingsgrove, NSW
2208

Content:

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[REDACTED]


[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

▪

Name: Mark Hayes
Address: 
Kingsgove
NSW 2208
24 January 2016

Westconnex New M5 (SSI 6788)
Planning Services
Department of Planning and Environment
GPO Box 39, Sydney, NSW 2001

Attention Director – Transport Assessments

Please accept this submission in response to the Environmental Impact Statement (EIS) for the Westconnex new M5 application No SSI 6788.

POINT 1 – Retention of earth mound noise barrier which separates the M5 from Beverly Grove Park North.

The current Earth Mound Noise Barrier (EMNB) that separates the M5 from the Beverly Grove Park North has the following benefits compared to the transparent noise barrier proposed in the M5 EIS:

1. The current EMNB is substantially higher (at approximately 10-12 metres) than the proposed transparent noise barrier at 4 metres high (see M5 EIS pp14-61) to a minimum of 5 metres (see M5 EIS pp5-141); in addition, the height of the EMNB is increased by the trees planted along the barrier. Being made from earth and being thicker and higher than the proposed noise barrier, the EMNB provides a greater level of noise reduction. This is important for the residential housing in Rosebank Ave, Armitree St and Glamis St, as these all increase in elevation as you travel up the streets away from EMNB. A lower and substantially thinner/transparent noise barrier, would subject houses in these streets to greater levels of noise than they experience today.
2. The EMNB provides a definitive barrier that fully conceals the M5 from the local residents and users of the park / shared pathway. The EMNB is covered in grasses and trees that provide a home to a number of bird species and other wild life. From a visual perspective the EMNB provides an aesthetically pleasing natural view. It is a far more memorable and enjoyable experience compared to the proposed transparent noise barrier, which will only provide views of the motorway and traffic.
3. When driving down Rosebank Ave, Armitree St and Glamis St from Moorefields Rd the EMNB provides visual cues that you are approaching a green space, with no hint that a motorway exists at the end of the street. Replacing the EMNB with a transparent noise barrier will provide the users of these streets with the bleak view, and a daily reminder, of the motorway and traffic at the end of the street.
4. The landscaping on the EMNB consists of a “green canopy” (refer to appendix for Photo 1 & 2) that creates a soft natural view for the local residents and park users. Whilst Westconnex proposes to degrade this view by replacing the EMNB with a transparent noise barrier (refer to appendix for Picture 1 – proposed noise barrier), they want to add landscaping to the same section of motorway to divide the lanes to “ameliorate the expanse of road space to

create a green canopy” to soften the view for the motorist. The motorists will only spend a few seconds of their journey passing this landscaping, whereas the local residents and users of the park will be left with the bleak / drab views of the motorway and traffic on a day in day out basis for substantially longer (and ongoing) periods compared to the motorist’s view of the landscaping.

NOTE: No landscaping was added to divide the lanes during the widening of the M5 motorway between Kingsgrove and the M7 interchange, this is a 20 kilometre stretch. If wasn’t necessary to soften the view over the 20 kilometres, then it isn’t necessary for the last one kilometre. Not including the landscaping would help narrow the width of the corridor and help with maintaining the current EMNB.

To permanently degrade the environment of the local residents and users of Beverly Grove Park whilst proposing to provide a “green canopy” to enhance the experience of the motorists is not acceptable. The local residents and users of the park DO NOT want a view of the motorway and traffic. The question is, why does Westconnex think the local residents and park users would want to have, or be happy with, views of the motorway. As a minimum Westconnex needs to find a way to maintain the current EMNB. If this is not possible, it needs to be replaced with an earth mound of the same height with no further loss of park area.

NOTE 1:

The EIS claims the proposed transparent noise barrier will provide “orientation benefits to motorists” (M5 EIS pp14-46, Table 14-1, Objective: Connectivity & Legibility). The recent widening of the M5 corridor, over a 25 kilometre section between King Georges Rd and Campbelltown (completed in 2015), incorporated significant changes and realignment to the noise barriers along the length of the corridor; no transparent noise barriers were added that would help to orientate motorist.

If a transparent noise barrier wasn’t deemed necessary for the 25 kilometre section from Campbelltown to Kingsgrove and it wasn’t an issue from an orientation perspective, then motorists should be able to cope with the last one kilometre to the tunnel. If motorists traveling east get past the King Georges Rd Interchange and still need orientation as to where they are, then maybe the proposed changes to the motorway need revising to improve the signage. The King Georges Rd Interchange, being such a large intersection, along with the signage provided for the tunnels, should be sufficient to meet the requirement for orientation purposes.

NOTE 2:

The EIS talks about the new M5 meeting urban renewal and liveability standards, leading edge environmental responsiveness, along with achieving a memorable identity and a safe and enjoyable experience. The replacement of the current EMNB with a lower, thinner transparent noise barrier significantly erodes the current status of all these criteria as it relates to the local residents and park users who live in the area of Beverly Grove Park.

Under the heading “Memorable identity and a safe and enjoyable experience” on pp14-48, it states “landscaping would significantly green the corridor in this location”. The reality is that taking away the EMNB and replacing it with a transparent noise barrier will significantly decrease the greening of the corridor.

NOTE 3:

The two paragraphs below were extracted from the EIS; both talk about the same section of noise barrier which will separate Beverly Grove Park North from the M5. One states it will be a minimum

of 5 metres high, the other states it will be 4 metres high. This raises the question about what is really planned for Beverly Grove North Park.

M5 EIS pp5-141 Section 5-8-4, Noise Attenuation – last bullet point / paragraph on page.

A noise barrier (NW01), about 1.2 kilometres along the northern side of the project, from around the King Georges Road interchange to near the M5 East Motorway eastbound entry tunnel portal.

Between the King Georges Road interchange to the eastern side of the Kindilan underpass, the noise barrier would be about 6.5 metres high. The remaining length of the noise wall (ie from the eastern side of Kindilan underpass to the M5 East Motorway tunnel portals) **would be a minimum five metres in height**

M5 EIS pp14-61 Western Surface works, 2nd bullet point- Beverly Grove North

- A transparent noise barrier around **four metres high** and adjacent to the M5 East Motorway between Garema Circuit and the eastern corner of Canterbury Golf Course
- Reinstated shared path for pedestrians and cyclists, which would generally run along the northern boundary of Beverly Grove Park North

POINT 2 – Proposed use of part of Beverly Grove Park North as a car park during the construction phase. Refer to appendix for Picture 2.

The EIS proposes using the western half of Beverly Grove Park North as a carpark for the Westconnex workers and contractors. Due to the project operating 24 / 7 with cars entering and leaving the car park at various times over a 24 hour cycle this will have a significant noise impact on the residents at the bottom of Glamis St, Armitree St and Rosebank Ave for the construction period.

Garema Circuit has a large car park that is extremely under-utilised on a daily basis. Westconnex should seek approval to use this car park with the aim of either negating the need to put a car park in Beverly Grove Park North altogether, or, as a minimum, use the Garema Circuit car park as the primary car park for the majority of the cars. This would allow Westconnex to substantially reduce the amount of park area required for parking. By doing this Westconnex would create the following benefits:

1. Allow a larger space to be created between the residential housing and the car park perimeter fencing, which should help reduce the noise impact and improve the views directly outside the houses.
2. Potentially create a green space between the residential housing and the car park perimeter fencing (if done properly).
3. Provide a green space area (despite it being somewhat reduced from today's park) for the current users of the park to at least alleviate some of the impact of the construction site.

The distance from the Garema Circuit car park to the site office is a short walk of approximately 250 to 300 metres; this is a small inconvenience when compared to the benefits that would be achieved for the local residents and park users over the construction period. (Refer to appendix for Picture 3)

POINT 3 – Movement of construction traffic around Kingsgrove North Construction Compound (C1).

The M5 EIS Chapter 9 states the traffic flow into the Construction Compound C1 will be via the eastern corridor of Garema Circuit with the exit via the western corridor of Garema Circuit. To help mitigate the noise impact of the vehicles (in particular heavy vehicles) leaving the site and having to accelerate up the hill, Westconnex should investigate only using the eastern section of Garema Circuit.

My family and I live in Armitree St and we can hear a lot of the traffic traveling along the western corridor but we don't hear the eastern corridor traffic. Heavy vehicles hauling a load up this western corridor would increase the level of noise. Using the eastern corridor would reduce the noise impact for Glamis St and Armitree St.

Yours sincerely

Mark Hayes

A handwritten signature in black ink, appearing to read "Mark Hayes", written in a cursive style.

Note: I have not made any reportable political donations in the previous two years.

Appendix

Photo 1:

View South from Armitree St across Beverly Park to M5 with current earth mound noise barrier (EMNB). This shows the “green canopy” that creates a softer natural environment for the local residents and the park users.



Photo 2:

View south east from Roseback Avenue entry to Beverly Grove Park North showing the “Green canopy” on the EMNB.



Picture 1:

View South across Beverly Park to the new M5 with proposed transparent noise barrier – from EIS, Fig 14-6. Proposed degraded view with the motorway exposed and the new MOC1 building disfiguring the landscape.



Figure 14-6 Beverly Grove Park - artists impression

Picture 2

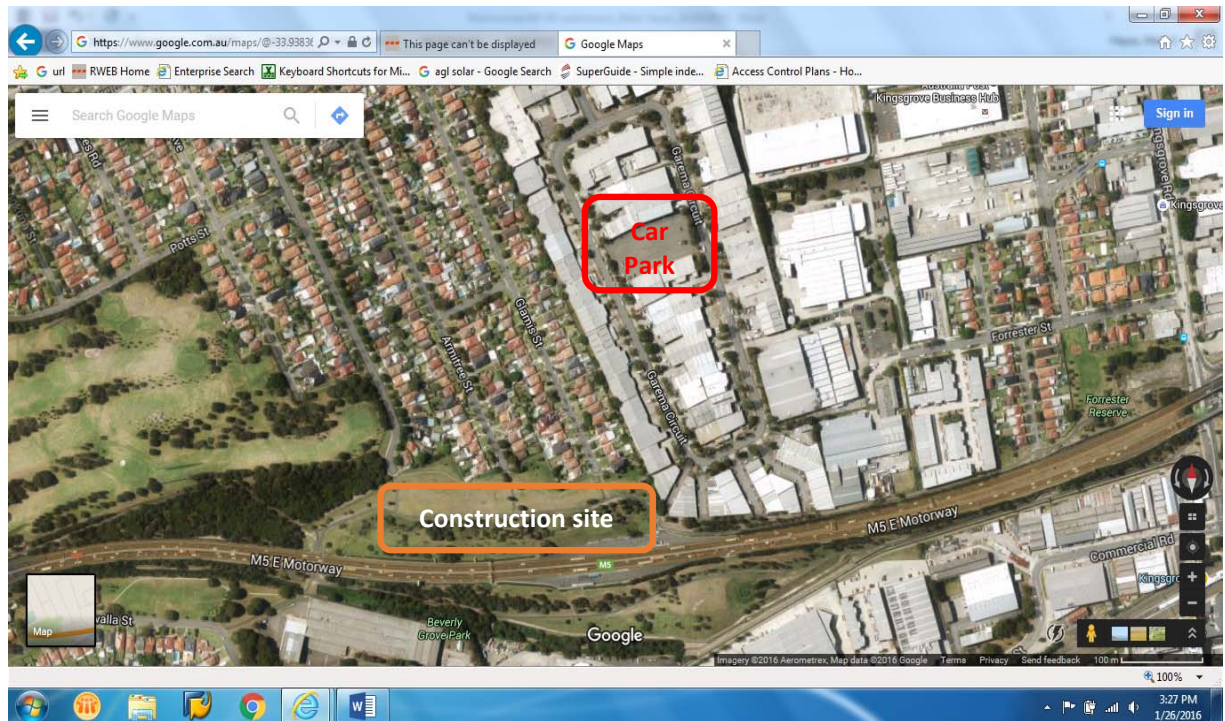
Aerial view showing proposed car park in Beverly Grove Park North.



Figure 6 Kingsgrove North (C1) and Kingsgrove South (C2) construction compound layouts

Picture 3 – Image identifying car park in Garema Circuit. (Image courtesy of Google Maps)

Location of Garema Circuit car park in relation to the construction site – approximately 300 metres



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Content:
THE GOVERNMENT HAS A TOTAL DISREGARD FOR THE COMMUNITY'S GENUINE COMMENTS AND WILL CONTINUE TO DO SO. WITH SUCH DISREGARD IS DANGEROUS - below are just a few serious concerns about the government tactics to hurriedly push through a road without due diligence

Community parks, an endangered Green and Golden Bell Frog colony, critically endangered Cooks River Castlereagh Ironbark Forest and trees along the M5 East would be destroyed for these projects. Some of these, such as the endangered flora and fauna, were species that the RMS was legally obliged to maintain and protect as part of construction for the M5 East. Others, such as the M5 Linear Park and trees lining the noise walls, are spaces the local community has built up over many years after their community was carved up the M5 East. For all of this to be swept aside for this toll road is not only unacceptable - it is undemocratic and a grave violation of the government's environmental and legal responsibilities.

Just many more reasons to object to the westconnex

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Content:

I have reviewed the New M5 St Peters interchange schematic on the Westconnex website and have the following very strong objections and suggest some resolutions:

- 1) The removal of resident parking on Unwins Bridge Rd between Campbell road and Conway PI and further South with no alternate parking nearby is totally unacceptable. The lack of parking in this area currently already is an issue and leads to occasional violent behaviour (the resident of 62 Unwins Bridge Rd appears to routinely maliciously damage any vehicles parked in front of his house). Having no parking on Unwins Bridge Rd will result in spill over into Brwons St and Silver St where there is already insufficient parking space for current residents. Potential solution: provide permanent parking on the Southern side of Unwins Bridge Rd.
- 2) Similar issue for resident parking on May street. suggest adding permanent parking on the Southern side of May St
- 3) There appears to be very restricted access into/from Brown St and Florence St onto the modified Campbell St. Potential solution: add a resident side street parallel to Campbell street on the Southern side that can be accessed from Brown St and Florence St and provides access to the proposed traffic lights on St Peters St. A better alternative may be to locate the traffic lights at Florence St and provide a side road that allows access to St Peters St and Brown St.
- 4) Resident access during construction phase is likely to be unacceptable as Conway PI is too narrow to accommodate Brown St traffic if there is no egress onto Campbell St. Potential solution: build a tunnel under the entire St Peters interchange is preferred solution. Otherwise provide a requirement in the plan for the Campbell St works to maintain a continuous access from Brown St onto Campbell St with temporary traffic lights / traffic controllers / etc
- 5) Th proposed resident parking on Campbell St appears superfluous and does not appear likely to meet the parking needs of anyone. Propose removing these parking spaces from the scope and making use of the space to provide local access side road proposed above.

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Content:

PLANING PROCESS IS FLAWED AND IRRESPONSIBLE

The planning processes surrounding this project and WestConnex as a whole have been utterly corrupted. For example, key parts of the business case remain hidden from public scrutiny, even though it is being funded by taxpayer money. Homes and businesses are being forcibly acquired, multi-million and/or billion-dollar contracts have been let, and construction works have occurred place before any planning approvals are granted for this project. The entire WestConnex, including this project, has been characterised by poor governance, and a complete lack of transparency and accountability. Community consultation has also taken place only after detailed plans have been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people's lives for many years to come.

Just many more reasons to object to the westconnex

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Mandy Dwyer

[REDACTED]

Address:

[REDACTED]

Alexandria, NSW
2015

Content:

Stop Westconnex before you cripple an entire suburb and its tax paying residents!!

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Content:

THE GOVERNMENT CANNOT CONTINUE TO SHOVE PEOPLE IN THE WAY OF HARM

This project will see roads expanded to within five metres of residents' homes, which is outrageous. I am aware that in cases in St Peters and Alexandria, it is within two metres of family homes. This is absolutely unacceptable.

This is beyond comprehension, one in which the public should never even be faced with and another reason to object to this cruel and destructive and flawed road project.

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Content:

I am completely opposed to the westconnex project, specifically because of the impacts on the neighbourhoods surrounding the st. peters interchange (unsightly interchange, road expansion, traffic, rat runs, loss of parkland, congested king st. etc) and more generally because the whole project will only generate more (not less) traffic across sydney. the preferred approach would be one of improved public transport.

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[REDACTED]

■

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Katherine Delaney

[REDACTED]

Address:

[REDACTED]

Annandale, NSW
2038

Content:

I write to express my strong objection to the WestConnex New M5 motorway proposal.

All over the world we see from experience that similar major toll road construction is enormously expensive and counter-productive. Just after the world has united to limit the impact of climate change, NSW through the WestConnex project is increasing air pollution and encouraging more car use and thus more carbon dioxide.

The Baird government has been promoting itself as an alternative to the cronyism of the Labour years yet has already signed multi-billion dollar contracts for WestConnex before the public even got to see the EIS.

This EIS considers benefits but does not address the multiple negative impacts which lead to my objections of the Westconnex and M5 proposal:

- 1 Its devastating impacts on our local communities and local amenities.
- 2) Its massive contribution to greenhouse gas emissions, while destroying important habitat and greenspace.
- 3) Its massive financial costs that won't solve Sydney's traffic congestion.
- 4) Its lack of serious evaluation of alternative options such as world class public transport.

I implore the Baird government to put Sydney on the world map in terms of public infrastructure rather than returning us to what are now being recognised as projects from the past

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[REDACTED]

Content:

Re: Comments on the proposal to construct an M5 interchange at St Peters
and associated stages of WestConnex project

Reference number: SSI 6788 WestConnex proposal

Attachments: Alternative WestConnex Overview map 1

Alternative WestConnex map 2

Firstly I would like to state that I **OBJECT STRONGLY** to the WESTCONNEX proposal and support The City of Sydney's stance of **OPPOSITION** to the project.

I find the justification for the proposed M4 / M5 route link flimsy and insubstantial.

The project does not show a practical vision for the future of inner Sydney or support for the expansion into the West.

I observe that none of the maps include the proposed Badgery's Creek Airport.

If the expansion of the Western suburbs and enhancement of its infrastructure is of such importance, why has this major addition to infrastructure not been included?

I find this to be a gross oversight and surely telling of a far different agenda.

There is a complete **LACK OF ALTERNATIVE** routes considered in the planning and EIS.

I have provided MAPS of some alternative routes - looking at the complete picture not the piecemeal approach presented to the public in these 'sector by sector' offerings.

Since WestConnex is Australia's largest ever tollroad project, it is inconceivable to imagine that it could be planned and presented in separate stages without anywhere being considered in its entirety. This lack of overview prevents a realistic assessment of the full impacts of the project as well as obscuring potential alternatives (see maps provided)

Impacts on the City of Sydney

The City of Sydney and inner west suburbs are the most densely populated areas in the whole of Australia. The Victorian era streets are not equipped to carry the volume of traffic that currently exists, let alone the additional influx from the discharge of traffic from the M4 & M5.

Other major international cities build ring roads to keep traffic out of the dense and historic inner areas. Why is Sydney even considering retro solutions which do not serve the future needs of the population or the environment.

There is absolutely no need to funnel the traffic from 2 motorways into the already congested central area. The alleged aim certainly does not justify the expense or impact.

At Sydney Park we have a world class state-of-the-art recreation facility which exhibits superior environmental and aesthetic planning. The proposed St Peter's Interchange project would significantly impact the amenity of this beautiful jewel in Sydney's crown. The encroachment of roadways onto the parkland reducing its area; the noise and air pollution impacting patrons throughout the park - children, mothers, families, old and young people who come for exercise and fresh air, not the roar of traffic noise and carbon monoxide fumes. The park provides a viable antidote to the stressful lives many people are living in this area, a

green solution to rising healthcare costs. This inner city sanctuary should be preserved not eroded.

Justification for the project

If the aim of the WestConnex project is to serve the needs of the major population growth in the Western Suburbs, focusing on the eastern inner city area does not address that. Why bring traffic into the city area if the development focus is in the West?

The glaring exclusion of the proposed Badgery's Creek Airport development is very telling. A badly needed second airport at Badgery's Creek would put a vastly different slant on the whole planning perspective. Why push through with this expensive proposal before the second airport is on the drawing board?

The vast majority of commuters from the west to the east use public transport not vehicles. The enhancement of public transport is far preferable in line with other major international cities around the world. Sydney is fast becoming a laughing stock with its archaic attitude to car use.

To imagine that cars coming off the motorways would not infiltrate the dense network of surrounding streets to the St Peter's Interchange is shortsighted and unrealistic.

The public transport amenity in the inner west needs to be increased not compromised.

I have lived in the area for 30 years and there are still the same number of trains per hour stopping at Newtown and Erskineville stations despite the population increasing tenfold.

The bus stops have already been moved along King Street, supposedly to facilitate through traffic. This is a 2 lane street with heavy pedestrian usage. It is one of the most popular and populated streets in the whole of Australia. To induce any more traffic onto this street and reduce the public transport facility is nothing short of insanity.

Conclusion

DO NOT LOCK SYDNEY into a multi-billion dollar road building future.

Think laterally towards an environmentally and economically sound and sustainable future!

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

■

26 January 2016

To: Director Infrastructure Projects
Planning Services
Department of Planning & Environment

Re: Comments on the proposal to construct an M5 interchange at St Peters
and associated stages of WestConnex project

Reference number: SSI 6788 WestConnex proposal

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I observe that none of the maps include the proposed **Badgery's Creek Airport**. If the expansion of the Western suburbs and enhancement of its infrastructure is of such importance, why has this major addition to infrastructure not been included? I find this to be a gross oversight and surely telling of a far different agenda.

There is a complete **LACK OF ALTERNATIVE** routes considered in the planning and EIS. I have provided MAPS of some alternative routes - looking at the **complete** picture not the piecemeal approach presented to the public in these 'sector by sector' offerings.

Since WestConnex is Australia's largest ever tollroad project, it is inconceivable to imagine that it could be planned and presented in separate stages without anywhere being considered in its entirety. This lack of overview **prevents** a realistic assessment of the full impacts of the project as well as obscuring potential alternatives (see maps provided)

Impacts on the City of Sydney

The City of Sydney and inner west suburbs are the most densely populated areas in the whole of Australia. The Victorian era streets are not equipped to carry the volume of traffic that currently exists, let alone the additional influx from the discharge of traffic from the M4 & M5.

Other major international cities build ring roads to keep traffic out of the dense and historic inner areas. Why is Sydney even considering retro solutions which do not serve the future needs of the population or the environment.

There is absolutely no need to funnel the traffic from 2 motorways into the already congested central area. The alleged aim certainly does not justify the expense or impact.

At Sydney Park we have a world class state-of-the-art recreation facility which exhibits superior environmental and aesthetic planning. The proposed St Peter's Interchange project would significantly impact the amenity of this beautiful jewel in Sydney's crown. The encroachment of roadways onto the parkland reducing its area; the noise and air pollution impacting patrons throughout the park - children, mothers, families, old and young people who come for exercise and fresh air, not the roar of traffic noise and carbon monoxide fumes. The park provides a viable antidote to the stressful lives many people are living in this area, a green solution to rising healthcare costs. This inner city sanctuary should be preserved not eroded.

Justification for the project

If the aim of the WestConnex project is to serve the needs of the major population growth in the Western Suburbs, focusing on the eastern inner city area does not address that. ***Why bring traffic into the city area if the development focus is in the West?***

The glaring exclusion of the proposed Badgery's Creek Airport development is very telling. A badly needed second airport at Badgery's Creek would put a vastly different slant on the whole planning perspective. ***Why push through with this expensive proposal before the second airport is on the drawing board?***

The vast majority of commuters from the west to the east use public transport not vehicles. The enhancement of public transport is far preferable in line with other major international cities around the world. Sydney is fast becoming a laughing stock with its archaic attitude to car use.

To imagine that cars coming off the motorways would not infiltrate the dense network of surrounding streets to the St Peter's Interchange is shortsighted and unrealistic.

The public transport amenity in the inner west needs to be **increased** not **compromised**.

I have lived in the area for 30 years and there are still the same number of trains per hour stopping at Newtown and Erskineville stations despite the population increasing **tenfold**.

The bus stops have already been moved along King Street, supposedly to facilitate through traffic. This is a 2 lane street with heavy pedestrian usage. It is one of the most popular and populated streets in the whole of Australia. To induce any more traffic onto this street and reduce the public transport facility is nothing short of insanity.

Conclusion

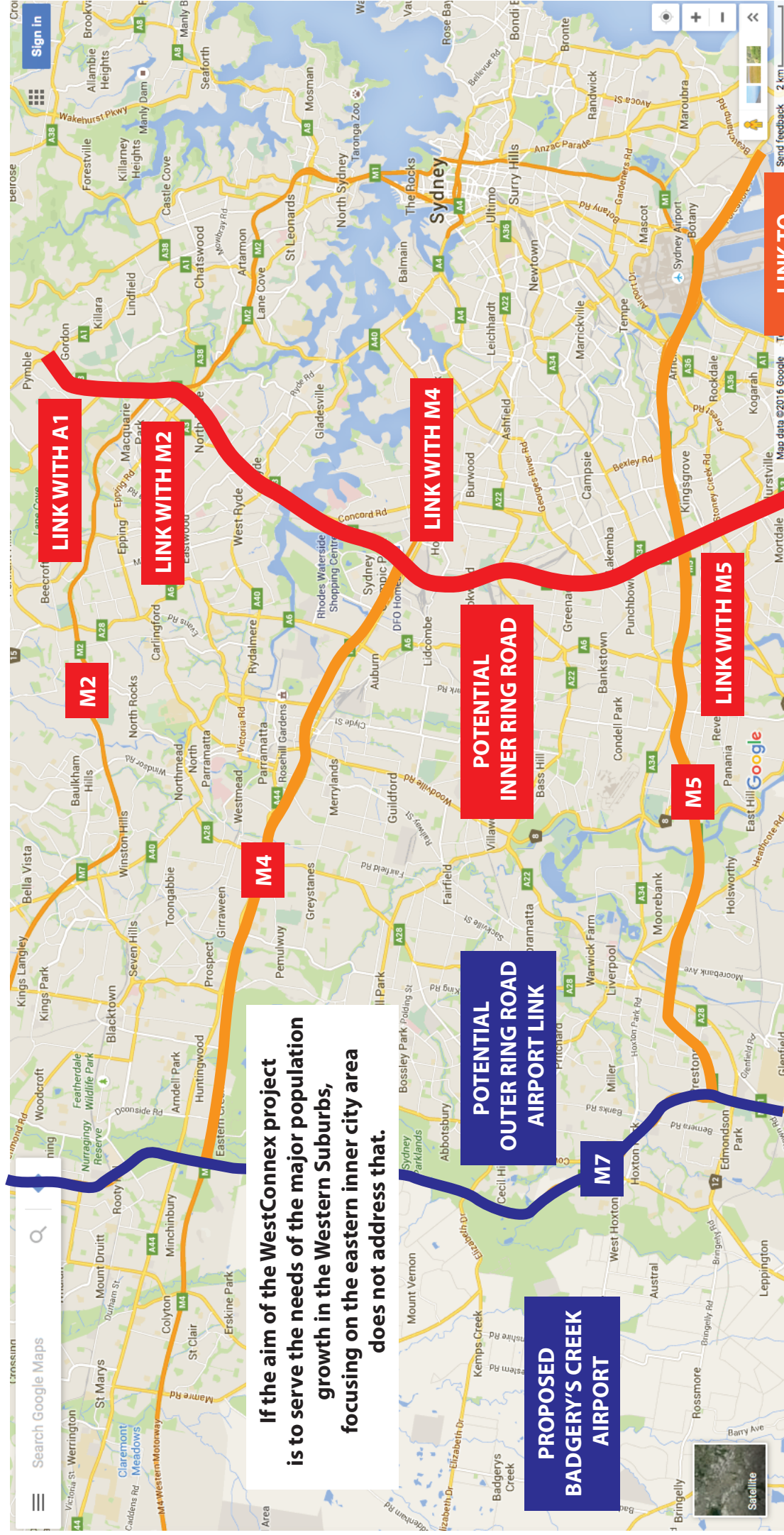
DO NOT LOCK SYDNEY into a multi-billion dollar road building future.

Think laterally towards an environmentally and economically sound and sustainable future!

Resident of Newtown
for 30 years



If the aim of the WestConnex project is to serve the needs of the major population growth in the Western Suburbs, focusing on the eastern inner city area does not address that.



This map shows a planned overview with strategic connections to all major arterial roads, avoiding the dense inner city areas which are better served by public transport and better preserved for use by people not traffic. Cost effective upgrading of existing roads and provision of local interchanges.

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[REDACTED]

[REDACTED]

Name: Elizabeth Naera

[REDACTED]

Address:

[REDACTED]

Alexandria , NSW
2015

Content:

I strongly object to the proposed New M5. The roads around St Peters interchange are already at an unacceptable level of service and are getting worse because of developments not allowed for in the EIS namely: Green Square = 61,000 residents. Ashmore 6000 residents. Waterloo Estate 30,000 residents. Central 2 Eveleigh 56,000 residents plus 25,000 workers.

With this extra 150,000 people in an area of a few square kilometres this is going to be the most densely populated area in Australia.

There is NO evidence that the traffic models have factored in this huge increase in density that will occur in the area.

It is an unfair waste of taxpayers money.

The updates Strategic Business case shows that for almost all of its users, the Value of Time saved is less than the cost of using Westconnex.

Please look at the history of costly tunnels - they are not successful! There is too little information on the traffic volumes that will occur in Alexandria. Roads and tunnels which are expensive move relatively few people - perhaps 2000 vehicle per hour per lane. This is a fraction of what can be moved by heavy or light rail. Even pedestrians can move more commuters per lane than can be moved by car.

Our service lanes are rat runs already! Please research this correctly and give an appropriate amount of time for residents to explore and examine this.

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:

The NSW Government is bullying people to sell at lower prices if you don't accept they threaten you'll get less when they forcibly kick you out.

I strongly object to compulsory acquisition of so many homes and businesses and the arrogant way the impact of this on communities is dismissed in the EIS. I also object to the process by which these acquisitions are taking place, which the NSW Government was told three years ago was deeply unfair to people whose properties were being forcibly acquired. It is clear from the number of home and business owners who have had their properties seriously undervalued by the RMS that such changes were not implemented, and in fact the government appears to have become systematically aggressive and unfair in its approach to forcibly taking properties for this project and other parts of the WestConnex. Valuable heritage buildings in St Peters will also be destroyed and/or left marooned and surrounded by tollway.

COMENSATION SHOULD be at least 50% more than the highest equivalent sale in the area. Not far less than what its worth now.

This is abysmal deplorable behaviour from a government that is supposed to look after its citizens. All the government is doing is saving money whilst it sticks the boot in.

Just many more reasons to object to the westconenx

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: MICHAEL WILLIAMS

[REDACTED]

Address:

[REDACTED]

MARRICKVILLE, NSW
2204

Content:

I strongly object to the proposed New M5.

As a commuter I travel through the Sydney Park/Alexandria/Green Square area every working day. I would love to use public transport, but Sydney's current CBD-hub and spoke model means I would slowly travel more than twice the actual distance in order to reach the University of New South Wales from Marrickville.

The one public transport option - the 370 bus through this zone is notoriously prone to being trapped in gridlock. This is not helped by the NSW government not policing existing transit zones on Euston Rd/McEvoy St so series of individually parked cars turn that entire stretch into a series of one car bottlenecks. This is further exacerbated by long construction vehicles not being able to turn in these streets without taking two lanes.

As WestConnex feeds more vehicles into this zone AND the population of Green Square goes up by an order of magnitude, the traffic snarl in this region will make it near impassable.

As a regular Sydney Park user I am also concerned about noise, particle and visual pollution of WestConnex taking away not only land but healthy use of that vital facility.

As a NSW taxpayer, I want better value for money and responsible, ethical management of public infrastructure development. NSW should be decentralising its population and providing infrastructure to promote this rather than turning pockets of the city into grid-locked canyons of high-rise.

I am also outraged at the strategy of releasing the M5 EIS late in the year and limiting the review period to the nation's main holiday period.

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Content:

I am the owner and a resident of a terrace house on Mitchell Road in Alexandria and write in regards to the above State Significant Infrastructure proposal currently before the Department of Planning and Environment for planning assessment. This letter provides my submission to the proposal.

At a recent WestConnex Information Session held on 18 January 2016, I was informed by WestConnex's traffic consultant that:

* Impact of traffic flow on the Alexandria residential area including Mitchell Road: on completion of the New M5 St Peters Interchange, the north bound traffic on Princes Highway would be encouraged to turn right at the intersection of Princes Highway and Campbell Street and to use Campbell and Euston Road rather than continue north bound on Princes Highway to King St and Sydney Park Road. The WestConnex Delivery Authority was also intending on further reducing the traffic on Princes Highway by constructing a further proposed southern extension to join up to a section of the Princes Highway further south. The intent of the proposal which I was informed is to reduce the impact of traffic on local roads in Newtown and Alexandria such as King Street, Sydney Park Road and Mitchell Road.

However, the WestConnex traffic consultant was not able to provide me with details on how the traffic on King Street, Sydney Park Road and Mitchell Road would be calmed following completion of the New M5 St Peters Interchange. The EIS currently on exhibition also does not provide detailed analysis on the impacts the New M5 St Peters Interchange will have on the surrounding local roads in Alexandria.

It was acknowledged that there were no current plans to install road calming devices on the section of Princes Highway north of the corner of Princes Highway and Campbell Street despite intentions for this area to be calmed and that these were to be dealt with separately by the Council once the New M5 St Peters Interchange is completed. The timing of the construction of the proposed southern extension is also currently undetermined.

Given the intention is for traffic to use Campbell Street rather than the northern sections of Princes Highway to King Street or Sydney Park Road, I request the consent authority to consider imposing conditions for the section of Princes Highway north of the corner of Campbell Street and Princes Highway to be narrowed and for road calming devices to be installed. This would ensure that the surrounding residential areas of Alexandria are not unduly affected by the St Peters Interchange. I also request for the timing of the proposed southern extension to be brought forward so that the southern extension can be constructed concurrently and for further analysis to be conducted to supplement the EIS on how the construction of the New M5 St Peters Interchange will impact local roads in Alexandria.

* Separation of Stage 2 and 3 of WestConnex impacting on traffic flow on Euston Road: the completion of Stage 3 of WestConnex would connect the M5 to M4 and have the result of pushing traffic underground and reduce traffic within the Alexandria region. However, I note that Stage 3 of WestConnex will not be constructed for some time in the future. In the meantime, the WestConnex

traffic consultant was unable to provide adequate answers on where the traffic ending on Euston Road would flow. It is also unclear from the EIS currently on exhibition whether once the Stage 2 and Stage 3 of WestConnex are completed that traffic will be pushed underground rather than clog up traffic within the Alexandria area. For instance, the EIS does not provide details as to the likely amount of toll that will be levied on road users on WestConnex as this would ultimately affect whether drivers would in practice actually use WestConnex or alternatively not use the newly constructed tunnel and prefer to avoid the tolls by using the local roads in Alexandria.

Euston Road is an already busy road and at peak times is a standing car park. The separation of construction of the tunnels into different stages has the effective of increasing traffic flow unnecessarily onto Euston Road and the adjoining residential areas. It is also not clear from the EIS the extent of the impact of Euston Road once Stages 2 and 3 are completed.

I request for the consent authority to consider building Stages 2 and 3 concurrently to avoid excessive traffic being spilled onto Euston Road and adjoining streets in Alexandria and also for further analysis to be conducted to understand the full extent of the impact WestConnex will have on the local roads in Alexandria.

Thank you for the opportunity for me to provide a submission to the proposal for the State Significant Infrastructure. Before the application is determined, I ask that further detailed analysis be conducted into the extent of the impact on traffic flow affecting residential areas within Alexandria in particular Mitchell Road so that these issues may be adequately weighed and considered in the determination.

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Government	Percentage
Current Government	75%
Previous Government	25%

[illegible]

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Westconnex New M5 (SSI 6788)
Planning Services
Department of Planning and Environment
GPO Box 39, SYDNEY NSW 2001

January 25, 2015

Attention: Director - Transport Assessments,

Please accept this submission in response to the Environmental Impact Statement for the Westconnex New M5 Application No: SSI 6788

I object to the construction of the Westconnex New M5 on the following grounds:

- **Cost/benefits are not sufficient to warrant the uncertainty of revenue returns and travel time improvements.**

The business case assumes the completion of the entire 33km project. Given the private funding business model is heavily reliant on toll revenues to fund the final stage of the project, what happens in a worst case scenario if projected toll receipts fail to materialise? While the state government is looking to minimise risk in its funding model, taxpayers are still funding a significant portion and stand to lose in more ways than financial if they have lost their homes and neighbourhoods.

There is no modelling for delivery of stages 1 and 2 only. Given that the Brisbane Airport Link, Brisbane River City (CLEM 7 tunnel), Melbourne EastLink toll road, Sydney Lane Cove tunnel and Cross-City tunnel all failed to deliver traffic and toll revenues, it is not unreasonable to expect independent modelling of the traffic forecasting and revenue in the EIS to corroborate the likely accuracy of the predictions. Furthermore, in September 2015, AECOM settled a major lawsuit brought by Australia's corporate regulator to pay \$280M to settle the Brisbane City (CLEM 7) project lawsuit related to deceptive and misleading conduct. AECOM were accused of massively overstating traffic estimates and should not be involved in any traffic modelling in the EIS.

- **Project Costs and their Containment are absent from the 2015 Business Case**

Firstly the cost of the project has increased steadily since its' inception. The first business case released in July 2013 estimated a cost of \$11.5 billion. When the second business case was released in November, 2015 the cost had increased to \$16.8 billion, an increase of \$5.3 billion in just over two years. Except for the final figure, all estimates have been redacted, so there is no way the public can know the costs and understand how the costs were derived. As we look to actual construction, how are we to feel confident that costs will not blow out rendering the project too expensive to complete?

There is no modelling for cost containment, which would be a significant impact to the taxpayers of NSW and investors via investments made in the project through their superannuation funds. Why should there be cause for concern?

The contractor awarded the Stage 2 M5 is Leightons Contractors who took more than \$1 billion of write-downs on Brisbane Airport Link for underestimating the complexity of building the project resulting in cost blowouts and delays. Of particular interest is the similarity of the two projects. Leightons should be required to detail how they would perform differently to warrant the public trust.

- **There was no independent review of the gateway process at key stages of the development**

This raises serious doubts as to the integrity of the independent review process for the entire project. The State Auditor General's 2014 report was not satisfied that conflicts of interest were being addressed from concept to date of audit.

The following objections and concerns relate to specific sections of the EIS.

Traffic and Transport (Appendix G) Ref Vol1B Chapter 9 Traffic and Transport Part 1

General

- Travel time and accessibility impacts for non-motorised modes (walk and bicycle) have not been modelled or objectively assessed.
- Furthermore, the most efficient way to accommodate the transport and accessibility needs of a growing population is through *mass transit* and better land use-transport integration. Urban

motorways are a very inefficient way of moving people around. A single traffic lane can transport a maximum of only 2000 people per hour (in ideal conditions); a single railway line can transport 20,000 people per hour. The more roads model is unsustainable long term.

- The statement "It is acknowledged that any investment in motorway infrastructure has to be aligned with supporting public and active transport initiatives to achieve an increase in capacity, while aiming to reduce the reliance and demand of private vehicles on the future road network" is contradictory: increasing motorway capacity will only serve to *increase* private vehicle demand.
- An assessment of the impacts on walking and bicycle demand and travel times has not been provided.

Future year traffic volumes and patterns Section 9

- Tables 79, 80, 81 do not include the base year (2012) values, so the future 'with project' scenarios cannot be compared with current conditions.
- Figures 67, 68, 69, 70, 71, 72 do not include the base year (2012) values, so the future 'with project' scenarios cannot be compared with current conditions.

Local to Kingsgrove/Beverly Hills

No improvement in local access to M5 and local road traffic with the project

- Delays at on-ramps and off-ramps have been omitted from the travel time forecasts, so actual travel times will be significantly higher than those forecast. Perhaps the reason these were omitted is the EIS statement in 9.2.2.

Impacts to the performance of the King Georges Road Interchange

"The King Georges Road Interchange Upgrade project includes the provision of on ramps to, and off ramps from the New M5. **The King Georges Road Interchange is expected to operate at a level of service F, irrespective of whether the New M5 is constructed or not.**"

Further the EIS states that while traffic delays will be reduced, the interchange will continue to operate at level of service F.

"The results of the traffic and transport assessment undertaken for the King Georges Road Interchange Upgrade project (Jacobs, 2014) indicated in 2027 (10 years after opening), the interchange would operate at a level of service F in the AM and PM peak without the upgrade and with all components of the WestConnex program of works completed, as well and the future Southern extension. **With the completion of the WestConnex program of works and the future Southern**

extension, average traffic delays at the interchange would be reduced, despite its continuing to operate at a level of service F."

- The reported travel times savings have been selectively chosen to show only those routes where travel times are forecast to decline (i.e., the M5 itself). The impacts on travel times for adjacent routes have not reported, in particular Stoney Creek Road, Canterbury Road Forest Road and Queens Road where traffic is expected to increase by at least 35% after the imposition of tolls. Additionally, there would be no positive impact on local businesses by the additional traffic.

The EIS states in Chapter 6 Amenity, states:

"Forecast traffic volumes indicate that King Georges Road, Stony Creek Road and the Princes Highway south of the M5 East Motorway interchange would experience increases in traffic after the opening of the project due to some drivers diverting or "rat-running" through these roads to avoid the introduction of the motorway tolls on the New M5 and the M5 East Motorway. This effect is larger during off-peak hours, as Stoney Creek Road is already heavily congested during peak hours.

Due to the behavioural nature of these diverting motorists, in that they are utilising non-arterial roads during off peak it is unlikely that these motorists would have a positive impact on passing trade on businesses located on these roads."

- The negative impact on cyclists in and around the King Georges Rd interchange will be significant.

"The configuration of carriageways within the M5 Motorway corridor would be modified to accommodate the western surface works and would involve reducing the width of the shoulders. As a result, **cyclists would be unable to use the M5 Motorway corridor east of King Georges Road** due to safety considerations."

- Furthermore, the realigned path within Beverly Grove Park will not enable access to rejoin M5 Linear Walk due to the additional noise mitigation construction and tunnel spoil movements from the base of Garema Circuit. It is unclear how cyclists and pedestrians will access Kingsgrove Road, Kingsgrove station or shopping centre from Beverly Grove Park north of the M5 as the diagrams are incomplete. If the realignment does not facilitate transport to or from, then the "shared path" use will be self-limiting and permanently impact residents.

"Cyclists would be diverted onto parallel off-road shared path facilities within Beverly Grove Park. **The shared path within Beverly Grove Park would be permanently realigned** to the north and south to accommodate the western surface works and the Kingsgrove motorway operations complex (MOC1). The realignment of this shared path would not restrict its use."

Given that no detailed modelling has been done on pedestrian and cyclist use, there can be no assertion that its' use would not be restrictive.

- Figure 9-15 shows a realigned path, that stops at the base of Garema Circuit factories. It does not show how pedestrians will get to Kingsgrove train station or Karingal St from the base of Garema Circuit. As Garema Circuit will be the base of the removal of tunnel spoil, how will pedestrians navigate the tunnel spoil removal and the surrounding noise mitigation sheds as noted in Appendix J?

"The noise associated with the operation of compound sites would primarily result from the operation of fixed and mobile plant and truck movements. Consideration would be given to the layout of the site in order to maximize distance and shielding to nearby receivers. Sheds would be erected at the construction compounds that are proposed to support 24 hour tunnelling activities. Acoustic sheds would be utilised at Kingsgrove North (C1)..."

Construction Traffic from C1 Garema Circuit

- There is a significant underestimation of levels of service and truck impacts from C1 Construction Compound onto Moorefields Road.

Heavy vehicles with spoil from the site construction and tunnel excavation are estimated to turn left into Moorefields Road at an average of 1 every two minutes during peak and 4 per minute outside of peak to avoid moving outside of normal construction hours when the route will be along the M5. Aside from the increased volume of traffic on busy Moorefields Road, the actual road width may create challenges for vehicles turning in this direction. Moorefields Road is a relatively narrow, single lane road, with traffic easing. Except for additional turning lanes into King Georges Road, traffic can only proceed in single file. Vehicles proceeding east along Moorefields Road will be required to stop short of the intersection, further impacting level of service.

M5 East impact: NOISE Ref: Vol 2D- Appendix J- Noise and Vibration Part 1 Westconnex Construction Impact on Noise Catchment Area 19 in M5 East EIS

NCA 19: Moorefields Rd, Wirega Ave, Garema Ct, Glamis St, Armitree St, Rosebank Ave, Bykool Ave, Lees Rd, Potts St, Doonkuna St

- There is no noise mitigation plan in advance of the project, nor any scientifically validated samples of effective noise barriers.

- The impact of combined night noise levels from night construction works, excavation, spoil removal and existing traffic that will be exposed by the removal of the existing earth noise barriers have not been modelled sufficiently. Nor is there any definition of what constitutes feasible and reasonable management strategies and who is responsible for their determination. Given the heavy burden on residents adjacent the western surface works (C1), local representation must be included before the project approval.

"Spoil handling on the site would occur 24 hours a day, seven days a week. Where practical, spoil would be moved during the day, outside of peak periods. Heavy vehicle movements outside of standard construction hours associated with the removal of spoil from tunnelling would only occur via access and egress directly to and from the existing M5 East Motorway. Feasible and reasonable management strategies would be investigated to minimise the volume of heavy vehicle movements at night. Any spoil removal outside standard construction hours would meet the relevant noise criteria. **"Ref Chapter 6 Construction Work**

- Given there will be noise exceedance during all hours of the day, residents close to the construction site in NCA 19 need to know well in advance precisely how they will be impacted in order to plan for relocation and/or adequate abatement and compensation. This should be done before project approval as mitigation options for residents will be reduced after construction has commenced.

"NCA 19 would be affected by works during both standard hours and out of hours. The works stage which would have the greatest impact during the daytime would be demolition of existing structures including rock hammering.

During the night-time period the works stage which would have the greatest impact would be general utility installation and relocation. The sleep disturbance criteria may be exceeded at residences when works are located immediately adjacent to the receivers. Temporary noise barriers would be used around particularly noisy pieces of equipment such as concrete saws.

Construction traffic would utilise roads within NCA 19 including the M5 East Motorway, Moorefields Road and Wirega Avenue. Construction traffic using Wirega Avenue may cause exceedances of the noise goals during all periods of the day."

VIBRATION

- No timing or assessment details are provided for property structural evaluation prior to project construction. This needs to be corrected before planning approval so that residents /businesses will have a clear knowledge of their options. This is especially important for all properties along

and adjacent to the proposed tunnel routes given the fact that the New M5 contractor Leightons incurred more than \$1 Billion write-down on the Brisbane Airport Link due to underestimating the complexity of the project. Residents in Brisbane have experienced massive structural damage including sinkholes and subsidence and are in litigation. This is especially relevant as residents were told before the project that there would be no negative impacts from vibration.

"A 2008 noise and vibration review of Airport Link's revised design prepared by engineering consultants Heggies, which were acquired by SLR Consulting in 2010, for the Queensland Coordinator General said that "no noise or vibration operational impacts are predicted for the tunnel sections of the changed project."

- Given there are "no Australian Standards to assess building damage caused by vibration,"(4.2.1) and that property inspection reports are suggested in 5.1.1.5, implies that there should be some assessment of probable impact before the project commencement, but does not specify a time-frame. If the exact impacts cannot be known in advance, then a cautious and pro-active approach should be taken to minimise possible damage. Rather than 50 metres, properties within 100 metres of the proposed tunnelling should be contacted and inspected with thorough documentation as to their structural integrity at least three months prior to project commencement to enable adequate measures to be costed, implemented with the potential for damage minimised.

"5.1.1.5 General amenity and health impacts

An assessment of vibration potentially caused by tunnelling during construction works determined that some exceedances above the preferred criteria would be experienced at night. Vibration associated with tunneling works is a key concern of the local community, particularly in terms of damage to property and perceived impacts on property value. However, no sensitive receivers would experience vibration levels above the maximum criteria. Vibration levels anticipated during construction of the project, including tunnelling and blasting works, are not expected to reach levels that would cause property damage. However, a property condition report would be completed for properties located within 50 metres of construction activity at the surface or above the tunnels."

"12.3.2 Construction Vibration Assessment Criteria

Vibration generated by construction activity may result in:

- **Potential structural damage of buildings** and/or cosmetic damage (e.g. superficial cracking in cement render or plaster)
- Human comfort effects

"Vibration intensive works during demolition of existing structures may exceed the nominated residential safe working distances for cosmetic damage and would require vibration monitoring at the outset of these works to ensure vibration levels are within acceptable limits."

4.2.1 Structural damage Ref: Vol 2D- Appendix J- Noise and Vibration Part 1

At present, no Australian Standards exist for the assessment of building damage caused by vibration."

- There needs to be modelling on the potential impact of vibration from the East Hills and Airport railway lines and the tunnels combined operation. This is especially important as the North Coast Rail Line is implicated in the land subsidence affecting 30 nearby homes in the failed Leighton's Brisbane Link project.
- **Property Value**
Given the absence of any analysis of the impact of the project on property values in the EIS, there should be a Property Value Guarantee to ensure property owners are not adversely affected by the motorway and tunnel construction. This should commence immediately the project is approved (if approved) and continue through to one year after the project's completion and for properties within 100 metres of the tunnel portals or located over the tunnel as per the original M5 documentation:

"Guaranteeing the value of your property

The State Government has established a Property Value Guarantee.

The Roads and Traffic Authority will purchase any eligible home at the current market price as if the M5 East Freeway did not exist, and provide relocation expenses. To be eligible your home must be within 100 metres of the tunnel portals or located over the tunnel.

This guarantee will continue until 12 months after the M5 East is open to traffic." Ref m5east_n.pdf

Construction Lights/VISUAL AMENITY Ref: 5.1.1.1 Western and Kingsgrove Road surface works

- Residents close to the construction compounds, especially C1 at Beverly Grove Park should be compensated for disturbances to sleep due to night construction lights persisting for 3-4 years. A plan should be in place for affected properties to be fitted with light blocking devices.

"Residents of Glamis Street are expected to be highly affected by night lighting occurring on the site and on the pedestrian pathway located between their properties and the noise barrier."

- Residents close to the construction compounds, who are affected by intrusions from the noise barrier during the construction period of 3-4 years, should be compensated directly for their loss or some provisions need to be made to offset the loss.

"Residents located at the southern end of Glamis Street and on Armittee Street are expected to be impacted by visual amenity due to the Kingsgrove North construction compound (C1). A temporary noise barrier is proposed along the north and west boundaries of the compound which could be visually intrusive to around 12 residences whose properties back on to the Kingsgrove North construction compound, and who currently enjoy views to the open parkland. Other elements of the construction activity, such as acoustic sheds, may also be visually prominent to residences in the areas north of the Kingsgrove North construction compound. Overshadowing from the larger or closer element to property boundaries may impact residents along Glamis Street. Overall, depending on the location of the residences relative to the construction activity, the visual amenity of residents located in this area is likely to be moderately to highly impacted from the temporary changes to the parkland views."

Landscape Character and Visual Impact APPENDIX K

2.0 Urban and Landscape Design

- The project does not satisfy Integration with local setting – The design maintains and enhances existing landscape character and vegetation patterns.

This is not achieved at Beverly Grove Park, M5 Linear Walk on the north or south side areas to be destroyed to make way for the Construction Sites 1, 2 and 3 in Kingsgrove and Kindilan underpass; the proposed destruction of 78% of the Cooks River/Castlereagh Ironbark Forest (a critically endangered forest); the removal of over 300 established trees north on the earth mound and the earth mound itself. The project will completely alter the landscape character and vegetation patterns as set out in 4.2.4.3 below.

4.2.4.3 Landscape Character Zone 3: Recreational

These parks provide a buffer between the M5 East Motorway and neighbouring developments, as well as providing recreational green space for users. They share similar character (with the exception of the Beverly Grove bushland) in that they are open, turfed spaces, generally with fringing vegetation and scattered shade trees. **All are vegetated with mature tree and shrub vegetation (particularly on the noise mounds** between the M5 East Motorway and the parks, and on the edges of the Wolli Creek channel), and address the streets to varying degrees. The edges of the two largest of these parks (at the eastern end of the site) predominantly address the unscreened back fences of neighbouring residential or industrial properties (refer **Figure 4-22**).

Considering the observed relatively high utilisation of the M5 Linear Park pedestrian and cycle path, it is assumed that all parks within the M5 Linear Park have a relatively high usage rate by residents of surrounding areas for active and passive recreation activities.

Where this LCZ meets the boundary with the M5 East Motorway (LCZ 4), **it is visually delineated by the top of the noise mound between the Motorway and the northern edge of the recreational space. The LCZ is therefore partly characterised by the noise mound batter facing that land, which assists in spatially defining the area.**

The above referenced noise mound has served to beautify the area, as home to many varieties of birds including the rare black cockatoo and minimises any negative impact of the existing M5. Its' loss will devastate local residents.

- The project is not ecologically sound where the stated goal is for – The design uses local species from existing and adjoining plant communities and assists in protecting and recovering local biodiversity.

The *Cooks River/Castlereagh Ironbark Forest of the Sydney Basin Bioregion (CRCIF)* is classified as an Endangered Ecological Community (EEC) under the *Threatened Species Conservation Act 1995* (TSC Act) and is the only remaining remnant of this endangered community within the Wolli Creek catchment.

The CRCIF patch of bush land was intentionally avoided by the original M5 project and is now managed for conservation by Roads and Maritime *in accordance with the M5 approval conditions which stated:*

Condition 86. The proposed Motorway route shall not pass through any areas of Cooks River Clay Plain Scrub Forest, at the site adjacent to Rosebank Avenue between Beverly Grove Park and Canterbury Golf Course, without the approval of the Director-General. Prior to seeking approval, the Proponent must prepare an assessment of the ecological values of the community and identify proposed mitigation measures. Consideration must also be given to other impacts in this area including impacts on open space and nearby dwellings. The assessment must be prepared in consultation with NPWS (National Parks and Wildlife Service).

In response to these conditions, Roads and Maritime constructed a large retaining wall between the M5 East Motorway and the CRCIF remnant to minimise direct impacts to the CRCIF community such as pollutants, noise and debris from motorway traffic.

The severe reduction of CRCIF from 1.8 hectares of highly viable (regenerating) and stunning Cooks River Clay Plain Scrub Forest will leave the remaining one acre without the numbers of 'like trees' for natural regeneration and that will ensure it is eradicated.

- There is no plan for replacing a critically endangered forest that is so at-risk that it has to be fenced for protection.
- Pollution mitigation by the existing trees along the project corridor, plus Kogarah Golf Course and CRCIF has not been evaluated.
- The project fails to add character and value where destruction is the design response – "The design responds to and draws upon the existing landscape patterns of the area"

The failures on the north side of the M5 at Beverly Grove Park area alone include:

- Permanent eradication of the CRCIF habitat and resulting in loss of the visual amenity, biodiversity and recreational enjoyment
- Loss of the earth noise mound and its visual amenity and successful traffic noise mitigation
- Loss of over 300 mature established trees and associated bird and wildlife habitat on the earth mound and adjoining park areas.
- The physical loss of park and green space and associated quality of life to go from a 4 lane motorway to 10 lanes.
- A transparent noise wall (to replace the earth mound) on the north side of the M5, the purpose in the EIS being to "enhance the motorist experience with views across the golf course and Beverly Grove Park". **Ref 6.5.1."Noise barriers need to enhance the driver's experience"**

Given that local residents adjacent the construction are bearing the brunt of the negative impacts of the Westconnex M5, surely they should be prioritised as it relates to views. The motorist's eyes should be on the road and not on homes and their front and backyards. Yet the priority in the EIS appears to be the motorist. This contradicts Sensitivity 3.3.1.1 that states the most sensitive receptors may include:

"- Users participating in outdoor recreational pursuits

- Communities where the development results in changes in the landscape setting or valued views enjoyed by the community
- Occupiers of residences with views affected by the project"

- The EIS does not include a report on the sensitivity impacts to local residents and communities per 3.3.1.1 Sensitivity. There is no documentation to show individuals consulted and the dates and locations of the surveys to balance any guidelines used for the motorists view.
- The EIS does not include the combined impacts for the residents of Kingsgrove/Beverly Hills adjoining Beverly Grove Park who are bearing an unacceptable cost compared to any local project benefit as it relates to visual amenity, health and social, traffic, loss of amenity, noise and air quality. While topics have been divided to allow some study and evaluation, the combined and cumulative impacts have not been modelled or effectively communicated.
- The revegetation proposed is inadequate in replacing the loss of vegetation and habitats on the north side of the M5 at Beverly Grove Park. There can be no rapid replacement of trees over 15 years old. Plans for establishing tree and shrub habitat that would encourage small birds into the area has not been included.

"Revegetation across the project would be achieved through direct planting of containerised plant stock into prepared planting areas. This would facilitate rapid establishment of new landscape installations."

The EIS supports this view elsewhere in the proposal:

"Visual amenity is important within this zone, with views to and from recreational areas highly valued. It contains an Endangered Ecological Community (EEC): the Cooks River / Castlereagh Ironbark Forest, within Beverly Grove Bushland which has a distinctive visual character and rare within the study area. This area does not have the capacity to absorb change, nor can it be easily reinstated." (Vol 2E App K, Table 6-31, p 240)

Appendix M: Social and Economic: Canterbury/ LGA: Kingsgrove

Inadequate consultation and omissions

- There has been no qualitative or quantitative analysis of project or consultation with businesses, individuals or industry within suburbs along the motorway corridor.

Ref 2.0 Methodology **Appendix M: Social and Economic**

"The preparation of the EIS has not included direct consultation with businesses, individuals or industry groups by the EIS team. The use of information obtained from primary research was limited to that undertaken by the **project community consultation team.**"

The project community consultation team was not sufficiently versed in the project details to answer any detailed questions. My phone calls often were most often referred to another team member who either could not answer the question or would suggest waiting for the EIS. How can two community consultations in Kingsgrove in July, with 160 residents attending (as noted on Westconnex November 2015 update) be considered as rigorous assessments of project impact? The number of residents who were able to engage in a detailed one-on-one discussion with team members was limited at best, given the ad-hoc nature of the public meetings. There were no specifics of the construction sites or potential impacts available to attendees who were told the questions could not be adequately answered until after the EIS was released.

- The omission of Garema Circuit Business Park from listed business areas impacted by construction is unacceptable.

Ref: 3.2.2 Business and industry Does not mention Garema Circuit . The closest reference noted is

"Kingsgrove Road (north of the M5 East Motorway) – a cluster of commercial and wholesaling retailers"

Garema Circuit business park while not listed as a business location in the EIS, will bear negative impacts from both pre and post construction due to:

- its' use as the route for removal of tunnel spoil
- noise, vibration and dust from tunneling activities located within 50 metres of the construction site for the southern end
- commuting and delivery delays due to increased traffic volumes along Moorefields Road
- delays in implementation of economic improvement plans to improve access to the area from Kingsgrove Road and to increase utilization of floor space for the LGA where "the greatest amounts of floor space are concentrated in Garema Circuit, Kingsgrove and Riverwood which account for 328,319 sqm and 318,494 sqm respectively." **Ref: SGS Land Use Audit (2008) P.40**

- The EIS does not outline any improvements for the suburb of Kingsgrove. The following statement is all the detail we have for the business impacts.

" areas along the M5 Motorway corridor (the M5 South West Motorway and M5 East Motorway) such as Kingsgrove, Padstow, Milperra and Moorebank, take advantage of the link the M5 Motorway corridor provides to Sydney Airport and Port Botany."

The positive impacts of the new M5 for Kingsgrove are overstated. According to Canterbury Council's Strategic Planning Report, Section 2.2 Canterbury's Challenges p.24 **Towards 2032 - City of Canterbury Economic Development & Employment Strategy** [ecodev-strategyCCC.pdf](#)

"Trends in Sydney's employment land market have some key implications for Canterbury LGA. In general terms, with solid shares of employment in wholesale trade, in construction activities and in manufacturing (which has declined) it can be seen that the industrial areas typically host **locally oriented industry** activities. The shares of 'higher order' jobs in property and business services, and finance and insurance services, are modest, and significantly lower than in the South sub region or wider metropolitan Sydney. "

Furthermore,

"**M5 Motorway access** is reasonable for the southern industrial areas. However, ramps on and off the motorway only permit access to one direction (east or west for different interchanges) reducing the usefulness of the closeness of the motorway."

- There is no evidence of the four meetings with council claimed by the Consultation chapter of the EIS, nor evidence of an August follow-up meeting with Canterbury Council available for public review. The only meeting that documents council's concerns on behalf of residents is the July meeting referenced here. It was attended by one Canterbury Council representative. This is insufficient, especially as the project specific details of the western surface area falling within Canterbury Council LGA were not available for detailed discussion **Ref. "Council Reference Notes 20150703 "** [westconnex.com.au](#)

While the one meeting with council in July 2015 focused on introducing the project to impacted councils, none of the discussion included impact to local business. There is a clear failure to incorporate Canterbury Council's Strategic Plan for Kingsgrove, particularly the importance of Garema Circuit in re-invigorating local business opportunities.

Chapter 10 Air Quality

Table 10-19 shows 7 air quality monitoring stations related to the new M5.

- The two listed with the closest proximity to the western tunnel portals are Beverly Hills Park, Beverly Hills and Bexley Road, Kingsgrove. There has been no location specific air quality monitoring at the site of the western tunnel portals and C1 construction site and ventilation stack in Kingsgrove where emissions are likely more concentrated.
- The air quality monitoring has been conducted using a complex set of calculations that fail to account for variable micro-climate conditions and wind within 1,000 metres of the motorway where higher concentrations of pollutants occur.
- With an increase in roads, road transport non-exhaust emissions will increase significantly.
10.5.4 Emissions Calculations have established that exhaust emissions of some pollutants from road transport have decreased over time as vehicle emissions legislation has tightened, and are predicted to continue to decrease in the future (Bureau of Infrastructure, Transport and Regional Economics (BITRE), 2010). However, over the longer term, it is anticipated that emission levels will start to rise again as increases in annual vehicle activity (associated with the projected population growth in Sydney) begin to offset the reductions achieved by the current emission standards and vehicle technologies (Department of Infrastructure and Transport (DIT), 2012).

Furthermore, much of the focus on the benefit of reduced emissions is on improvements in fuel efficiency, but this is misleading as the largest contributors to PM 10 and PM 2.5 are from non-exhaust processes.

The EIS states "Non-exhaust processes were the largest source of road transport PM10 (around 60 per cent) and PM2.5 (around 46 per cent)."

Non-exhaust emissions are a major contributor to ambient particulate matter and known to cause severe adverse health effects. While exhaust emissions will fall due to more stringent regulations, non-exhaust emissions are increasing and are unregulated. According to **Figure 10-15 Future Projections of Road Transport Emissions Sydney 2011-2036**, non-exhaust emissions of PM 2.5 and PM 10 will increase 25% and 20% respectively.

Ref Appendix H Operational Impacts

- In **9.2 Emission calculations**, the following statement in the EIS is false as there has never been any monitoring of 2.5 PM for the M5 East.

"9.2.3 Existing M5 East tunnel ventilation outlet Emissions of NOX, CO, PM10 and PM2.5 from the existing M5 East tunnel were calculated using hourly in-stack concentration and air flow measurements for 2014 supplied by Roads and Maritime."

See attached sample provided by Roads and Maritime **14.12 Validated portal tables December pdf**.

- The GRAL model was used to predict PM2.5 concentrations associated with surface roads and tunnel ventilation outlets. It does not include emissions from off-road/non-traffic sources connected to the project such as construction equipment. Therefore the modelling is incomplete.

According to the NSW EPA:

"Non-road diesel engines, such as rollers, graders, forklifts and tractors, are significant sources of fine-particle and oxides of nitrogen (NOx) pollution in metropolitan areas and regional cities. Around 100,000 (or 15 per cent) of the nation's non-road engines are located in the NSW Greater Metropolitan Region (GMR) and around 9,000 engines are purchased in the GMR every year. These engines account for about 5 to 10 per cent of fine particle pollution in the GMR and in some local government areas can contribute up to 45 per cent of fine-particle pollution.

Non-road diesel engines have long working lives and can increase fine-particle concentrations to levels significantly higher than background levels. This leads to higher exposure to pollution and greater health consequences for workers and residents."

Furthermore, the EPA states there is no known safe threshold of exposure to PM2.5:

"1.1 Health effects of diesel particulate pollution

Fine-particle emissions from diesel exhaust, most being particles under 2.5 micrometers in diameter (PM_{2.5}), are of particular concern because they can be inhaled deep into the lungs. Exposure to them is linked to premature death from heart and lung diseases, increased hospital admissions, asthma attacks, other respiratory symptoms and lost work days. *There is no known safe threshold of exposure to PM_{2.5}.*

Diesel exhaust emissions also contain other harmful pollutants, such as oxides of nitrogen (i.e. nitrogen dioxide and nitric oxide), which contribute to formation of ground-level ozone."

- The use of dispersion modelling does not provide any accurate location-specific measurements or predictions. Section 9.4.1 acknowledges that it is problematic to predict pollutant dispersion under low wind speed conditions, or for low level non buoyant sources. Moreover it

acknowledges that the outputs provided cannot be representative of exact pollutant concentrations at any given location.

"While the models, when used appropriately and with high quality input data, can provide very good indications of the scale of pollutant concentrations and the likely locations of the maximum concentrations occurring, their outputs should not be considered to be representative of exact pollutant concentrations at any given location or point in time (AECOM, 2014b)"

Therefore the emissions modelling cannot be relied upon as being accurate.

- Given the risks to human health of ultra fine (non-measurable) and PM 2.5, the exceedances referenced in results for community receptors are unacceptable.

The annual mean PM2.5 concentrations at the 35 community receptors with the project in 2021 and 2031 are presented in Figure 9-73. The results are based on an assumed background concentration of 8 µg/m3 (the AAQ NEPM advisory reporting standard), and therefore the Figure shows exceedances at all receptors. Clearly there would also be exceedances of the proposed NSW target of 7 µg/m3.

The ranked annual mean PM2.5 concentrations at the 46,219 RWR receptors in the 2021-DS scenario are shown in Figure 9-76, including the contributions of surface roads and ventilation outlets. As the background concentration was taken to be the same as the NSW criterion of 8 µg/m3, the concentration at all receptors was above this value. The highest concentration at any receptor in this scenario was 12.7 µg/m3, but as with other pollutants and metrics the highest values were only predicted for a small proportion of receptors. "

Health Impacts for Air Quality for Kingsgrove/Beverly Hills Ref: Chapter 11 Human Health

- The EIS notes unacceptable health impacts from PM 2.5 at areas of elevation of 30 metres above ground level. The only reference for elevations is interpreted as buildings in close proximity and discounted as having any present relevance. However, the EIS does not correlate specific receiver elevations of 30 metres or the actual elevation of receivers. It is possible that this particulate matter could extend to receivers at an elevation of 30 metres. Identified Receivers close to this elevation include MacCallum's Hill Public School: 30 metres; Beverly Hills Girls High School: 28 metres; Regina Coeli Catholic School: 25 metres; and Kingsgrove North High School: 23 metres. **Ref:**

Table 11-13 presents the calculated risks associated with the maximum predicted change in PM2.5 concentrations at a height of 10 metres and 30 metres above ground level.

The unacceptable risks noted in Table 11-13 for Adults are: Mortality all causes ages 30+; Mortality, cardiovascular (short term effects) ages 65+; Respiratory hospitalisations (short term effects) ages 65+; and for Children: Mortality, cardiovascular (short term effects) and Asthma emergency department hospitalisations (1-14 years).

Furthermore these same receivers will be subjected to additional PM2.5 note below:

- Increases in PM2.5 are acknowledged in the EIS as having the most relevance. The EIS states that traffic could increase by 35% on Stoney Creek Road as a result of toll avoidance. Moorefields Road is also a significant "rat-running" option for toll evaders and so the PM2.5 is of relevance to the receivers notably where there are concentrations of children and adults such as MacCallum's Hill Primary School. Given that King Georges Road interchange will have narrower on-ramps and the Level of Service will be F there is the likelihood there will be increases in PM2.5 that will impact Beverly Hills Girls High School and Regina Coeli Catholic School. This is in addition to the impacts from elevation.
- The EIS has underestimated impacts of induced traffic demand, therefore traffic pollution forecasts for induced demand are inadequate. If the traffic on the new M5 is higher than projected, then the impact of emissions will be significantly higher.
- There are additional impacts on air quality for areas close to construction sites such as dust inhalation and elevated PM10 concentrations due to dust-generating activities and exhaust emissions from diesel-powered construction equipment. The use of the term "short term" is misleading as the construction period will be for 3-4 years. Dust mitigation cannot be reliably addressed for dry and windy conditions throughout the construction period. Additionally, revegetation would need time to establish. During the construction of the first M5, dust and weed seeds were dispersed for about five years post construction while the earth mound vegetation was becoming established. The residual impact from dust continued for about 8 years. This is not short

term. Additionally, I observed children living close to the construction site in Glamis Street being negatively impacted by dust resulting in asthma and other bronchial conditions.

I urge you to consider the objections raised and focus on improved public transport options for Sydney. We cannot continue to dissect communities converting Sydney into a mass of roads. We know that more roads breed more cars. And what happens when we need to build the next M5? Do we demolish our houses to create a 24 lane motorway?

Yours sincerely,

[REDACTED]

Attachments:

m5east_n.pdf

ecodev-strategyCCC.pdf

14.12 Validated portal tables December. pdf

WSJ Sept 20, 2015: AECOM Unit Pays

SMH June 24, 2015: Compensation Demanded for Brisbane Airport Link Tunnel Defects

I have/have not made any reportable political donations in the previous two years.

-

Compensation demanded for Brisbane Airport Link tunnel defects

Jenny Wiggins

Published: June 24, 2015 - 12:15AM

Faulty construction of Brisbane's Airport Link tunnels is damaging suburban homes and gardens three years after the motorway opened, requiring repairs that could potentially cost hundreds of millions of dollars, local residents have claimed.

Several residents who own homes directly above one section of the [Airport Link](#)'s twin tunnels, which opened to motorists in July 2012, are pursuing claims with the Queensland government for millions of dollars in compensation for alleged damage to their properties caused by land subsidence and vibrations.

Gerry Winter, who owns a home on Lodge Road in Woolloowin, directly above the two Airport Link tunnels, submitted a claim to the Queensland Department of Transport and Main Roads in February 2013 for \$2.49 million to cover repairs to his property.

Since filing the claim, Dr Winter has held several meetings with the Queensland government, including government entity [City North Infrastructure](#) – which oversaw construction of Airport Link – and the Department of Transport and Main Roads.

But Dr Winter, who has a PhD in civil engineering from the University of Queensland, said he was not aware of any testing by the government for the 5.7 kilometre tunnels' alleged defects and vibrations until June 2015.

Total cost

The total cost of stabilising the tunnel and hundreds of metres of land, repairing houses and removing the causes of the vibrations could run into hundreds of millions of dollars, according to Dr Winter.

"We've had contractors give quotes on attempting to stabilise the land and rectify the problems and the numbers are horrifying," he said.

Dr Winter first became concerned about the construction techniques of the tunnels when a sinkhole measuring about 1.35 metres wide appeared in his back garden in March 2012.

He believes that the open hole is more than 8 metres deep and originates directly above the Airport Link tunnels, which are 24 metres below the surface of the ground. Each tunnel is about 12 metres wide.

Dr Winter alleges the sinkhole emerged because the soils the tunnels were built in were too weak for the construction techniques used, and that the ground became unstable during construction.

"It's my opinion the tunnel has been built in incompetent ground rather than competent ground," Dr Winter said.

Borehole logs for Dr Winter's street in Woolloowin produced by Douglas Partners for Airport Link contractors Thiess and John Holland in April 2009 indicated that the top half the tunnel was constructed in weak sand and clay-like material.

Dr Winter alleges that vibrations are being transmitted along the tunnel's path by the nearby North Coast Rail Line and that more than 30 nearby homes are potentially affected by land subsidence.

Noise and vibration review

A 2008 noise and vibration review of Airport Link's revised design prepared by engineering consultants Heggies, which were acquired by SLR Consulting in 2010, for the Queensland Coordinator General said that "no noise or vibration operational impacts are predicted for the tunnel sections of the changed project."

Queensland's Department of Transport and Main Roads confirmed it had received a claim for compensation from Mr Winter.

"We take all claims of damage seriously and we are currently investigating this claim," a spokesperson said.

"If there is evidence that damage has been caused by the project, the tunnel operators are responsible for rectifying damage."

Airport Link's project deed requires its owner and operator [BrisConnections](#) and Thiess and John Holland to repair any damage caused by project works, [according to City North Infrastructure](#).

A spokesperson for BrisConnections said there had been correspondence with some property owners in Woolloowin over alleged property damage as a result of construction and operation of the Airport Link tunnels.

"We are also aware of claims made to the Queensland Government on property matters and that an investigation is underway regarding some elements of these claims," the spokesperson said. "We are awaiting the outcome of these processes."

Receivership

BrisConnections went into receivership in February 2013 because the company did not generate enough income from toll fares to pay back its debt. Airport Link's receivers, PPB Advisory, are trying to sell BrisConnections.

The Queensland government also has 'step-in' powers to repair damage and claim compensation from the project.

An investigation of Dr Winter's sinkhole in March 2012 by Thiess John Holland recommended that a ground investigation be carried out to determine the cause of the hole. Thiess John Holland returned about six times to fill the hole in, according to Dr Winter.

The Airport Link project was a financial disaster for Thiess and John Holland's parent Leighton Holdings (now known as CIMIC) due to [cost blowouts and delays](#).

Leighton took more than \$1 billion of writedowns on Airport Link after underestimating the complexity of building the project.

CIMIC, which is owned by Spanish construction company Grupo ACS, sold John Holland to the China Communications Construction Company in December.

The compensation claims come as other large tunnel projects get underway in other states, including Sydney's \$15 billion WestConnex motorway.

This story was found at: <http://www.smh.com.au/business/aviation/compensation-demanded-for-brisbane-airport-link-tunnel-defects-20150623-ghulfb.html>

Green light for new M5 East



Work set to start in 1999

In August 1998 the State Government awarded the tender to build the M5 East Freeway to the Boulderstone Hornibrook Bilfinger+Berger Joint Venture.

Following earlier extensive community consultations a number of important improvements were made to the original proposal. You will find details on the map in this brochure.

The M5 East will be a four lane divided carriageway linking the M5 at Beverly Hills to General Homes Drive at Sydney Airport. There will be two tunnels. A 4 kilometre tunnel between Bexley Road and Marsh Street and a 500 metre tunnel under the Cooks River.

In addition the M5 will be widened from two to four lanes between Fairford Road and King Georges Road. That makes a total of 13.5 kilometres of new, four lane, divided carriageway.

Extra ramps will be added at Fairford Road and River Road to improve access.

Toll free through traffic

The Government re-affirmed that there would be no toll on the M5 East. This will encourage through traffic to use the M5 East.

The M5 East will be a boost for the economy and jobs. During the construction phase alone, the M5 East will create 2000 jobs. By improving freight links and reducing transport costs it will help create many more jobs throughout Sydney.

The new M5 East Freeway will be open in mid 2002.

Enquiries during construction

A 24 hour M5 East hotline has been set up.

To seek information or express a concern please phone 1800 815 948.

Big benefits for local residents and motorists

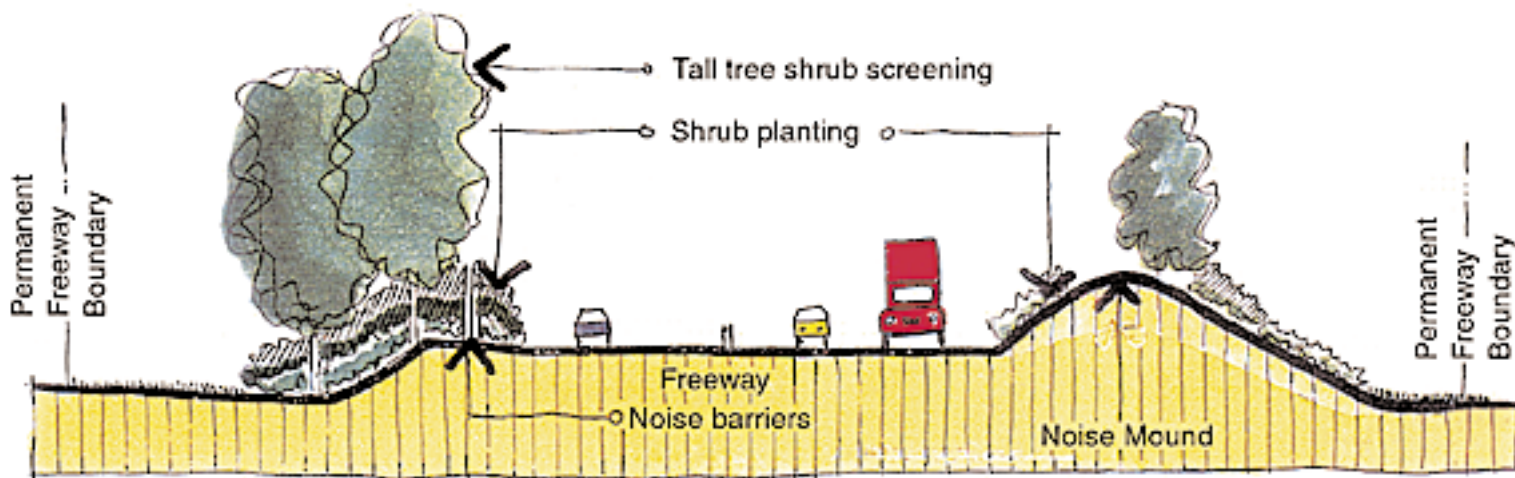
For local residents the M5 East will mean:

- Up to 40% less traffic on local residential streets.
- Dramatic reductions in heavy truck traffic on Bay Street, Harrow Road and Stoney Creek Road plus around Bexley, Rockdale and Brighton-le-Sands shopping centres.

- Less traffic noise and better air quality in local streets.
- Safer streets.

For local motorists the M5 East will mean:

- Significantly less traffic congestion.
- Quicker trips on Canterbury Road, Stoney Creek Road and Forest Road.
- Traffic reductions in Moorefields Road and Bexley Road.



A typical M5 East cross section showing trees and noise mounds and barriers

Protecting the local environment

The M5 East received planning approval subject to the most stringent controls ever placed on a road project in NSW. These controls will ensure the local environment is protected.

Monitoring air quality

There will be comprehensive monitoring of local air quality to standards stricter than those currently set by the Environment Protection Authority.

In addition there will be:

- Dedicated air quality monitoring stations in Turrella and Undercliffe.
- \$500,000 spent improving air quality in the region each year for five years after operation commences.
- Consideration given to adding the latest exhaust treatment measures to the tunnel ventilation if this new technology becomes viable.

Putting environment plans in place

Environmental Management Plans will be progressively prepared. These will set out safeguards and mitigation measures for:

- Stormwater, groundwater and water quality including flooding issues affecting Wolli Creek Valley and Cooks River.
- Architectural surveys of all buildings and structures within 50 metres of the freeway.
- Background noise and vibration surveys before work begins.

Your questions answered

Q: Will the tunnel affect people's homes?

A: No. The tunnel will be deep underground. During the operation of the tunnel there will be no noise and no vibrations. You will be able to build or renovate just as before.

Q: Will the ventilation outlet be landscaped?

A: Yes. The single outlet is in an industrial area and it will be screened by trees and landscaping.

Q: Will emissions from the outlet be monitored?

A: Yes. Emissions will have to meet the tough World Health Organisation's standards.

Q: Will it be easy to cross the M5 East?

A: Yes. There will be five, 10 metre wide, pedestrian and bicycle underpasses at Beverly Grove Park, Glamis Street, Karingal Street, Arinya Street and Lundy Street plus crossings at King Georges, Cooloongatta, Kingsgrove and Bexley Roads.



Secure future for Wolli Creek

The decision to build the M5 East has guaranteed that Wolli Creek will be bush and parkland for generations to come. With the road reservation removed, Wolli Creek will be preserved as a parkland for the local community to use and enjoy.

Expanding wetlands

Wetlands, remnant native vegetation and wildlife such as the Green and Golden Bell Frog will be protected through the:

- Establishment of additional frog habitat at Marsh Street.
- Creation of a compensatory wetland management plan for Eve Street wetlands.



The Marsh and Eve Streets Wetlands

Guaranteeing the value of your property

The State Government has established a Property Value Guarantee.

The Roads and Traffic Authority will purchase any eligible home at the current market price as if the M5 East Freeway did not exist, and provide relocation expenses. To be eligible your home must be within 100 metres of the tunnel portals or located over the tunnel.

This guarantee will continue until 12 months after the M5 East is open to traffic.

For more information about the Property Value Guarantee phone 9831 0976.

Improved facilities for pedestrians and cyclists

There will be a new, shared pedestrian and cycle path along both sides of the M5 East between King Georges Road and Bexley Road.



For more information



If you would like more information call in at the RTA M5 East Freeway Information Centre, 270 Bexley Road, Earlwood.

The Centre is open Monday to Friday 10am-4pm.

You can phone the Visitors Information Centre on 1800 815 948.

What happens next

November 1998

- Detailed design begins
- Environmental management plans developed
- Community meetings
- Phone hotline set up
- Preliminary site works commence

December 1998

- Approvals to commence construction

February 1999

Construction begins:

- At tunnel portals
- Between King Georges and Bexley Roads

July 1999

Construction begins:

- Marsh Street to General Holmes Drive

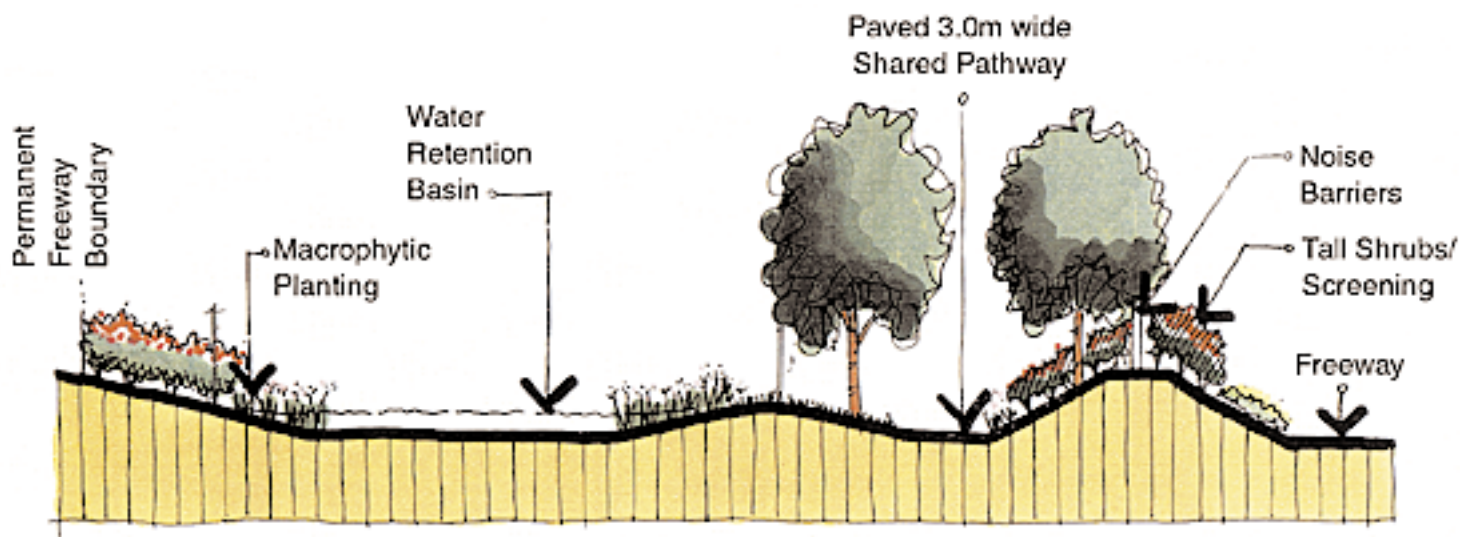
Mid 2002

- Construction work complete

Liaising with the local community

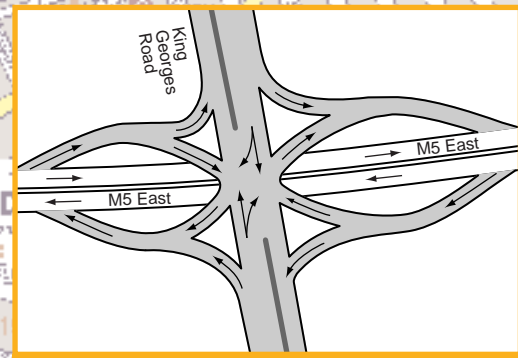
One of the conditions for approval was the setting up of local Community Liaison Groups to discuss design issues and ways to minimise any impact on the local community.

To ensure the success of these groups the RTA appointed Valerie Eaton as Community Liaison Manager. You can contact Valerie on 1800 815 948.



Water retention basins will help protect local creeks

New, improved M5 East



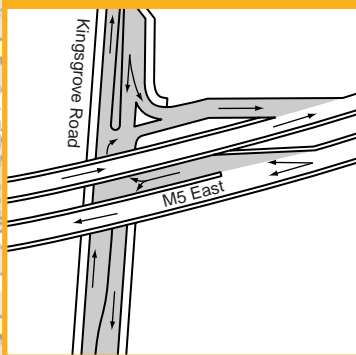
M5 East under and full interchange at King Georges Road.

Existing M5 widened from 2 to 4 lanes.

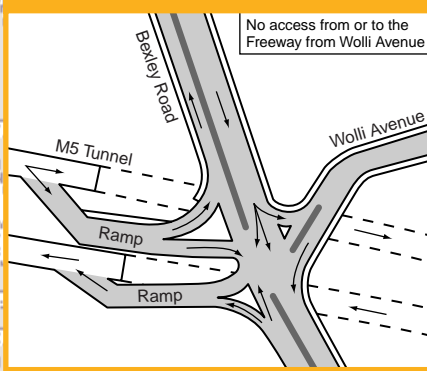
M5 East under Cooalongatta Road.

Five wide pedestrian and bicycle underpasses.

East facing ramps at Kingsgrove Road.



Interchange at Bexley Road.



Wollie Creek to be permanent parkland. The Government has lifted the road reservation through Wollie Creek. Wollie Creek will become permanent bush and parkland.

Possible air intake.

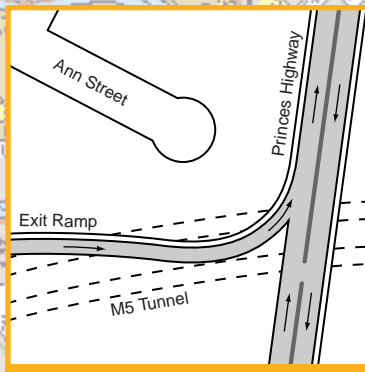
Possible air intake.

Possible air intake.

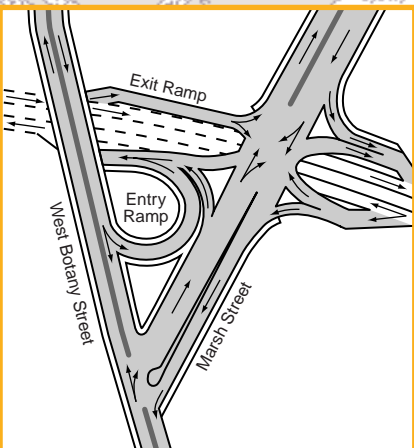
Possible air intake.

Additional frog habitat at Marsh Street Wetlands.

One ventilation outlet not three. No ventilation outlets in residential areas. A single ventilation outlet in the Turrella industrial area.



Only one exit ramp to Princes Highway saving local businesses and jobs.

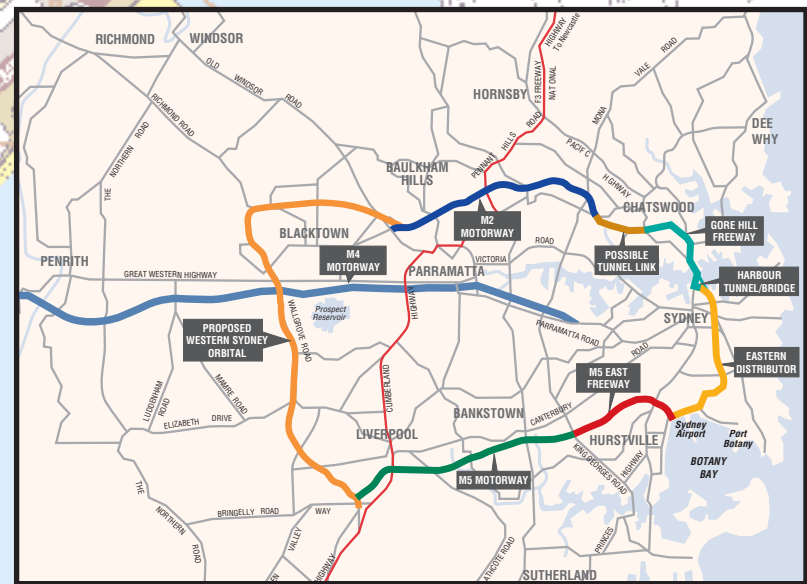


Interchange at Marsh Street.

A tunnel under the Cooks River to avoid any interference with Sydney Airport flights.

LEGEND

- M5 East on surface
- M5 East in tunnel
- Air intake/Vent outlet
- Ventilation tunnel
- Pedestrian/Cycleway



The M5 East is the latest link in the growing Sydney Orbital road network.

Towards 2032 - City of Canterbury Economic Development & Employment Strategy

FINAL REPORT

City of Canterbury Council

September 2009



This Report has been prepared for:



City of Canterbury
City of Cultural Diversity



This report has been prepared by:
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Executive Summary

Introduction

Context

Canterbury Local Government Area (LGA) is located within the inner south-west of Sydney, approximately 17 kilometres from Sydney's CBD. It covers an area of 33.4sq km, and encompasses 16 suburbs. It is bounded by Marrickville LGA to the east, Bankstown LGA to the west, Hurstville and Rockdale to the south and Ashfield, Burwood and Strathfield LGAs to the North.

The Cooks River passes through the Canterbury LGA to the north, with Wolli Creek and Salt Pan Creek forming natural boundaries to the south and west. Canterbury is a predominantly residential area with a number of industrial areas on its perimeter and twelve town centres of Belfield, Belmore, Campsie, Canterbury, Clemton Park, Croydon Park, Earwood, Hurlstone Park, Lakemba, Narwee, Punchbowl and Wiley Park.

Canterbury LGA is home to approximately 130,000 residents according to the 2006 Census data. In 2006, approximately 24,000 jobs were located within Canterbury LGA (JTW, 2006). A large proportion of these jobs are within Manufacturing and Retail Trade (15% and 18% respectively). In recent years, the Canterbury area has in some ways undergone, and continues to undergo, a transition, with loss of traditional manufacturing occurring.

Strengths of the Canterbury LGA include good rail access to the City Centre; services from Campsie rail station on the Bankstown line take 24 minutes to get to Central Station. Canterbury LGA has a rich array of 'soft' and 'hard' infrastructure. The M5 is a key asset, providing access to the orbital system and the gateway infrastructure of the airport and port. The local health facility (Canterbury Memorial Hospital) is critical and it should be supported to evolve in line with new opportunities from changes in health policy, which is moving towards increased services provided on an out-patient basis. Access to the Cooks River adds to the area's residential amenity. The local community is culturally diverse.

Introduction to the Strategy

This Economic Development and Employment Strategy examines employment, and employment lands within Canterbury LGA and recommends future economic development and employment generation strategies for the next thirty years. The purposes of this strategy are to:

- Evaluate current employment lands within the City and recommend strategies to preserve them, paying particular attention to key sites;
- Recommend planning controls to quarantine existing land for employment as required;
- Investigate opportunities and recommend strategies to increase or enhance employment lands;

- Take into account future demand within the City based on population growth and trends;
- Provide a comprehensive plan to attract new businesses to the area and to encourage expansion in existing businesses; and
- Consider specific industries most suitable to Canterbury and recommend a range of strategies to attract these industries to Canterbury.

This study considers shifts in the nature of land use in employment lands and identifies actions which include '**planning actions**', focusing on land use management and controls, as well as '**economic development actions**' which are more about 'softer' initiatives to support and attract industry.

Planning for Canterbury's Future

Vision

Canterbury Council adopted a Strategic Plan in June 2006 which outlines strategic objectives for the LGA and the initiatives and services Council has planned to support the achievement of these objectives. The Strategic Plan specifically addresses the objectives of an attractive city, stronger community, healthy environment, improving organisation and strategic leadership.

Council is seeking to achieve its vision for Canterbury as "A Great Place to Live and Work!" by improving the quality of the local economy and access to local jobs for residents and encouraging sustainable development which takes advantage of Canterbury's strategic location within Sydney. This is in line with the State Plan Priority E5 Jobs Closer to Home.

Canterbury's Challenges

A number of factors will shape Canterbury's ability to grow employment and best utilise its employment lands now and into the future. These factors include:

- the existing demographic and employment profiles of the area,
- the nature and distribution of existing employment lands,
- Council's efficient promotion of a positive business environment, and
- the broader economic and policy context.

While Canterbury is not expected to accommodate significant additional employment into the future, however future employment change must be considered within the context of historical employment change. Between 1996 and 2006, the LGA experienced a 7.9% decline in jobs. This was primarily due to job losses in the manufacturing industry. If Canterbury is to achieve employment growth of 500 jobs between 2001 and 2031, as per the Draft South Subregional Strategy, it must first halt the decline of employment, retain existing employment and build on its current strengths to regain jobs which have been lost since 2001.

Canterbury LGA has a number of **industrial precincts**, most of which are largely **contained by residential areas**. None are free of adjacent residential areas. A few are buffered on two sides by the motorway, parks, or railways.

None of the industrial areas are extensive by 'modern' standards. Thus noise, odour or traffic impacts are never fully isolated from surrounding residential areas. Garema Circuit in Kingsgrove does offer some separation from nearby uses; however, access is through a residential area. This precinct also has some larger lots offering prospects for future change. The Council owned site in this area provides some opportunity for attracting a 'catalyst' development.

Ownership is generally **fragmented**. **Motorway access** is reasonable for the southern industrial areas. **Canterbury Road** is affected by high traffic volumes, and limited parking, it gives the appearance of being run-down and in need of renewal. While it is recognised that function, rather than aesthetics is important, currently parts of Canterbury Road paint a poor picture to those who travel through the LGA. Greater clarity on the range of permissible uses may promote new employment generating development in this location.

Canterbury's Population and Employment Profile

Population growth has been modest in the LGA, with little change over the last 10 years. Typically this would imply that growth in demand for land for population related local light industry (e.g. auto repairs, domestic storage, building supplies etc) and urban services (e.g. concrete batching, Council depots) would also be modest. In Canterbury's case though, the Draft South Subregional Strategy suggests that over the next 25 years the LGA should accommodate an **additional 7,100 dwellings** which will imply some growth in demand for these types of activities.

The resident workforce in the LGA tends to have **lower qualifications and incomes** on average than the rest of the metropolitan area. However, the eastern part of the LGA has a higher income profile and is 'gentrifying'. **Labour force participation rates** in this part of the LGA are also higher than elsewhere in the LGA, which is generally lower than the Sydney average. **Retail and manufacturing** are still the dominant type of jobs in the LGA, but both suffered significant declines in the intercensal period 2001 to 2006 (-14.9% and -35% respectively). **Wholesale trade** is a strong employer. These activities are concentrated in the industrial precincts.

In general terms, with solid shares of employment in wholesale trade, in construction activities and in manufacturing (which has declined) it can be seen that the industrial areas typically host **locally oriented industry** activities, services such as construction trade and smash repairers.

Role of Local Government

City of Canterbury, in conjunction with its local and regional partners, plays an important role in identifying and addressing the challenges, as well as promoting and facilitating opportunities for the economic development of the local area. Council is currently working with Hurstville and Sutherland Councils in the preparation of a strategy addressing employment in these areas, titled 'Building Employment Opportunities in Sydney's South'. Discussions with local businesses suggested that there was a lack of awareness of Council's role beyond 'roads, rates and rubbish'. Developing awareness is an important step in the successful implementation of an Economic Development and Employment Strategy.

Local government should take a pro-active role to stimulate and encourage local / regional economic development and there are a range of economic development activities that Councils can engage in to encourage and support economic development in their communities of interest.

While private enterprise is the primary driver of economic growth, local government can make an important contribution as a promoter, facilitator and coordinator of local and regional economic development activities. Effective local government participation is vital to the success of economic development initiatives.¹ This section highlights the opportunities for Canterbury Council to play a role in economic development in:

- (i) supporting an attractive business and people environment;
- (ii) facilitating local investment, business and employment; and
- (iii) attracting and facilitating new investment.

Council's actions can work towards shaping Canterbury to be a preferred location in which to work and live. Competitive places have need a combination of supporting infrastructure, available skills, lifestyle and cultural assets, connectivity, an environment that fosters innovation and good governance². There are diverse means through which these economic development aims can be achieved. Mechanisms are recommended in Section 4 of the strategy.

Infrastructure, Employment Lands and Centres

Infrastructure Assets Audit

Canterbury LGA has a rich array of 'soft' and 'hard' infrastructure. Soft infrastructure includes intangible things such as business networks, while hard infrastructure aligns with the traditional view of infrastructure, that is roads, rail lines etc. The absence of a local tertiary or vocational education facility, however, makes it difficult to develop industry connections to employment and training opportunities for the local labour force. Extending links to and some local presence for Bankstown TAFE and other educational institutions need to be investigated. The future role of Council's libraries as learning facilities should also be part of a local continuous learning and education culture.

The local health facility (Canterbury Memorial Hospital) is critical and it should be supported to evolve in line with new opportunities from changes in health policy, which is moving towards increased services provided on an out-patient basis.

The M5 is a key asset, providing access to the orbital system and the gateway infrastructure of the airport and port. But the direction of the on and off ramps limits the utility of this strategic infrastructure for the industries in Canterbury. Rail access to the City Centre is good from Campsie rail station on the Bankstown line, with a frequent service, which takes 24mins to Central.

¹ Australian Local Government Association (2002), "National Agenda for Australian Local Government 2002, Australian Local Government Association.

² Sasha Lennon (Director, SGS Economics and Planning) (2008) 'How councils can make a difference in economic development by nurturing the preconditions for a prosperous community' Australian Planner, Volume 45, Number 1, March 2008.

Council's land assets are modest but those in the Kingsgrove industrial area may be better utilised as a catalyst for renewal and modernisation of this area. Canterbury Racecourse is a large site and represents a key asset in that it is a large parcel in single ownership with potential for alternative uses in the future. While this site is not owned by Council, and is currently zoned for open space, the long-term possibility of the site to meet the future needs of businesses should still be considered. There are no current plans for change at this location.

Land Use Audit

An employment lands audit was completed to provide an up to date record of land use within Canterbury LGA. Audit data is important to show not only how much land is being used and by which industry sectors, but also the way in which land is being used. Key audit outputs include:

- Land use by industry and zone
- Site coverage ratios
- Actual FSRs
- Existing capacity under existing planning controls
- Vacant land/ floorspace

Within the limits of the current planning controls there is a total of 1,742,603 sqm in of industrial zoned land in Canterbury, on which there is 1,236,032 sqm of floorspace. Of this total 1,236,032 sqm, 1,002,446 sqm is currently used for employment floorspace and 205,040 sqm is currently vacant.

For Canterbury, 'Other' floorspace (not definable by industry) accounts for 233,586 sqm, 'Wholesale Trade' occupies 366,585, followed by 'Manufacturing' with 273,285 sqm. The greatest amounts of floorspace are concentrated in Garema Circuit, Kingsgrove and Riverwood which account for 328,319 sqm and 318,494 sqm respectively. All employment land precincts contained land used for the following purposes 'Manufacturing', 'Wholesale Trade', 'Construction', 'Retail Trade' and 'Other'. A large concentration of 'Wholesale' is evident at Riverwood, accounting for 146,970 sqm.

In terms of land use by Broad Land Use Category within Canterbury, freight and logistics (FL) occupies the largest amount of land area (545,947 sqm), followed by light manufacturing (ML) (368,112 sqm). While Business Parks and Office account for 104,530 sqm and 26,162 sqm respectively, retail uses, including bulky goods retailing (18,512 sqm), only occupy a very small amount of land area within industrial zoned land. Sites accommodating vacant buildings add up to 183,062sqm, with vacant sites without buildings equating to 52,739 sqm.

Freight and Logistics land uses are spread across all employment land precincts, but particularly concentrated in Riverwood and Garema Circuit, Kingsgrove. Similarly business park type land uses are also concentrated these areas. Canterbury Road accommodates a range of land use types including freight and logistics, local light industry and some retailing. Vacant sites are distributed across the employment land precincts, but the key vacant site is the Sunbeam site which makes up the majority of vacant land.

Precinct by Precinct Analysis

Canterbury LGA has a number of industrial precincts, most of which are largely contained by residential areas. None are free of adjacent residential areas. A few are buffered on two sides by the motorway, parks, or railways. Garema Circuit in Kingsgrove offers some separation from nearby uses, however, access is through a residential area. This precinct also has some larger lots offering prospects for future change. The Council owned site in this area provides some opportunity for attracting a 'catalyst' development, however any development would need to ensure no net loss of parking, and manage interim parking needs during construction.

Harp St, Campsie/Belmore represents opportunities for the renewal of employment lands. There are some constraints for future uses, for example intensification for employment or high density residential purposes is complicated by lack of public transport, however this issue may be managed. Uses for this site are specifically addressed in the Employment Precinct maps included in the Appendix.

Motorway access is reasonable for the southern industrial areas. However, ramps on and off the motorway only permit access to one direction (east or west for different interchanges) reducing the usefulness of the closeness of the motorway. Some new development of factory units is occurring, particularly in proximity to the motorway.

Many other industrial areas are essentially strips along one side of one street, often for one block or less, such as Lakemba Street. Some fragment parcels are located at Belmore, Croydon Park, Ashbury, Belmore Burwood Rd and Wiley Park. Given fragmented nature of these employment lands and employment decline being experienced across the LGA, there are opportunities for alternate land uses, potentially including residential or 'live-work' spaces.

Canterbury Road is affected by high traffic volumes, and limited parking, it gives the appearance of being run-down and in need of renewal. While it is recognised that function, rather than aesthetics is important, the current Canterbury Road at present paints a poor picture to those who travel through the LGA. Greater clarity on the range of permissible uses may promote new employment generating development in this location.

Centre Analysis

Campsie is a vibrant centre, offering diverse retailing and service. Like Belmore and Lakemba it has a strong cultural identity and has the potential to act as an attractor for economic activity to Canterbury LGA. Council is undertaking a study of all Town Centres leading to the preparation of a new DCP and Urban Design Guidelines for the Town Centres. These guidelines should build upon the identified strengths of the existing centres.

Located in the eastern most part of Canterbury LGA, Hurlstone Park has experienced some gentrification. Further opportunities exist within the centre for promotion of small business.

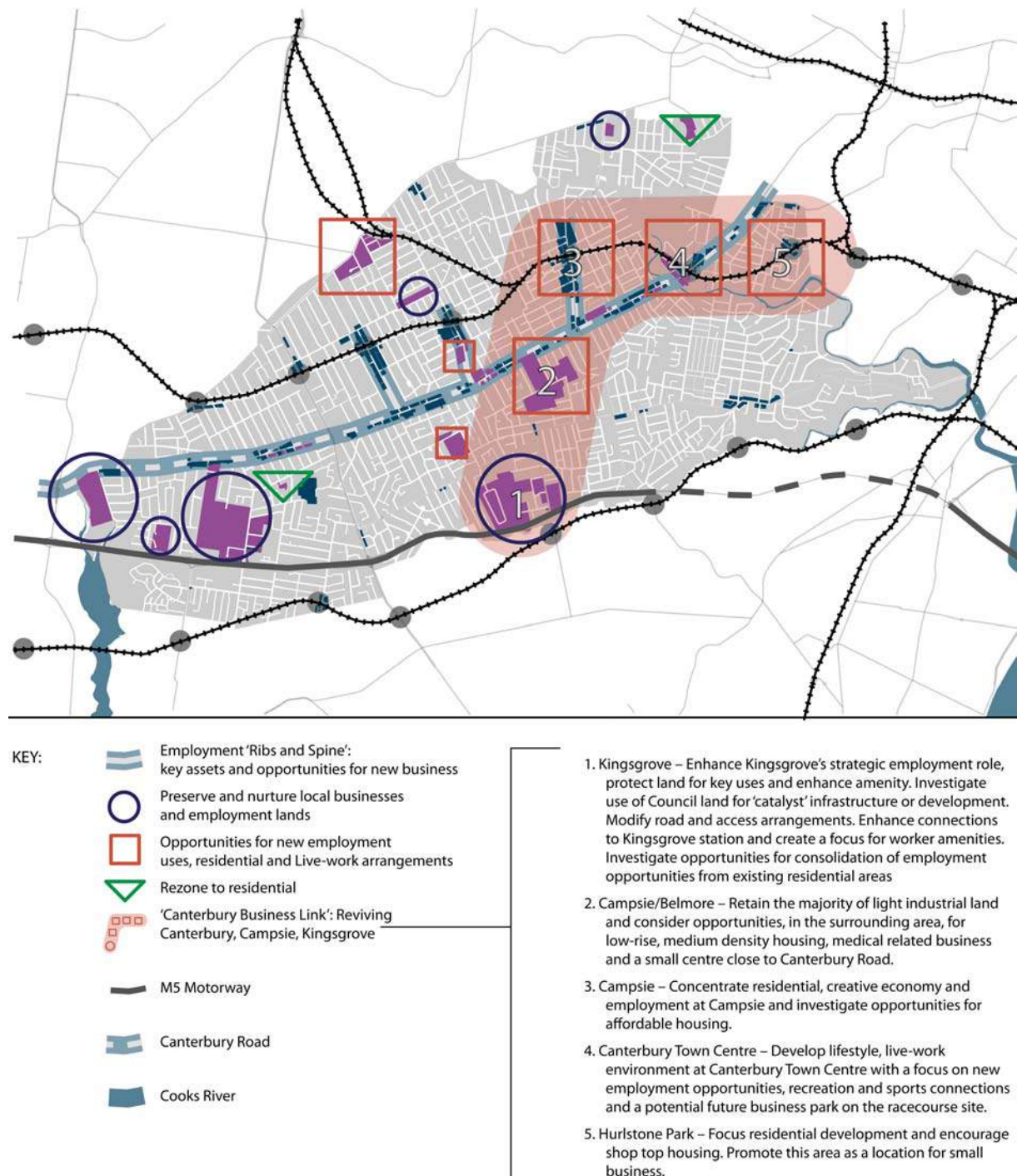
Plans are in place for the renewal of Canterbury town centre. Given the good transport access, proximity to the Cooks River and amenity offered by local open space, the centre provides a good location for future residential development. Opportunities to provide some small scale office space,

as well as allowing for businesses along Canterbury Road, should be considered in planning for the future development of the centre.

Strategic Directions

Planning Actions

Planning is an important means of guiding and facilitating investment within an LGA. It is one way Council can indicate how they envisage Canterbury's future. The actions detailed below seek to reinforce the existing employment related land use structure within the LGA, protect well functioning employment lands and strengthen the existing and future centres including Campsie, Canterbury and Hurlstone Park. Draft strategic directions for the Planning Actions are illustrated in Figure 1. A summary of all actions is provided on the following page, with further detail included in Section 4.

Figure 1. Draft Strategic Directions Map

Source: SGS Economics and Planning

For specific details on Canterbury Business Link sites see Appendix A.

A summary of actions is provided below. Full detail is included in Section 4.

Reinforcing the Employment 'Ribs and Spine'

Ensuring future planning controls reflects the strong existing structure of Canterbury.

Action P1: Council to implement controls which maintain, and build upon the characters of existing well performing centres, including Campsie, Belmore, Earlwood, Punchbowl and Lakemba

Action P2: Continue to improve linkages and amenity along the Cooks River Foreshore

Integrating planning for the Centres.

Action P3: Council to ensure that this Employment Lands and Economic Development Strategy is implemented in conjunction with the Canterbury Town Centres Report and the Building Employment Opportunities in Sydney's South document.

Defining the role of Canterbury Road.

Action P4: Ensure that future development along Canterbury Road, as guided by the Canterbury Road Masterplan, has regard to the State Government's policy position on development along busy roads

Action P5: Implement planning controls which allow businesses to maximise the exposure offered by Canterbury Road

Preserve and nurture local businesses and employment lands

Preserving well-functioning local employment lands.

Action P6: Ensure planning controls at Riverwood and Punchbowl employment lands precincts allow for the retention and development of existing employment uses

Enhancing functionality.

Action P7: When reviewing relevant plans, consider the need for altered parking controls within industrial estates

Action P8: When undertaking open space planning, ensure there is sufficient amenity provided for employees. Pedestrian links and cycleways will be considered

Action P9: Investigate options to improve safety, and perceptions of safety, within employment lands precincts

Sustainability.

Action P10: Continue program of environmental audits of targeted industries

Action P11: Continue to encourage businesses to take a pro-active approach to minimising risks of a pollution incident, as well as minimising water and energy use

Action P12: Promote the use of public transport to employment lands precincts

Managing the Industrial/Residential Interface

Considering sites which provide an opportunity for alternate uses over the short, medium and long terms.

Action P13: Convert Payten Avenue industrial to residential

Action P14: Rezone industrial parcels south of Belmore town centre to B2 Local Centre to reflect existing businesses uses in this location

Action P15: Consider rezoning employment lands along Canterbury Road to Enterprise Corridor zoning as part of the review of the Canterbury Road Masterplan

Managing conflicts between industrial and residential uses.

Action P16: Review controls to allow for 'live-work' spaces

Supporting Home-based business.

Action P17: Ensure planning controls allow for Home Based Work and Home Based Business in areas with high levels of amenity

'Canterbury Business Link' - Reviving Canterbury, Campsie, Kingsgrove

Developing linkages within the 'Canterbury Business Link' Area

Action P18: Further investigate the pedestrian connections between these areas

Action P19: Promote improved public transport links through the 'Canterbury Business Link' area

Elevating Campsie Centre.

Action P20: Consider opportunities to provide an increased amount of commercial floorspace as part of the redevelopment of Council's offices

Action P21: Consider opportunities for the promotion of additional commercial floorspace within Campsie town centre

Action P22: Consider opportunities to promote increased residential densities with the catchment of the Campsie centre

Redeveloping Canterbury centre.

Action P23: Implement plans for Canterbury Town Centre, with regards to the Canterbury Town Centre Masterplan and the Canterbury Business Link proposals

Modernising Kingsgrove.

Action P24: Reconfigure Kingsgrove as Canterbury LGAs premier employment lands precinct through rezoning and subdivision controls

Action P25: Improve permeability and connectivity of Kingsgrove

Action P26: Pursue a funding and incentive package to reconfigure Kingsgrove (implement activities detailed in ActionP25 and ActionP26)

Redeveloping Harp Street and Canterbury Road

Action P27: Restructure the Harp Street Precinct and surrounds to create a mixed use and medical precinct

Nurturing Small Business in Hurlstone Park.

Action P28: Encourage ground floor business and shop top housing, with new housing on the fringe of the centre

Economic Development Actions

A summary of economic development actions is provided on the following page. Detail in relation to these actions is included in Section 4.

Branding

Action ED1: Use the concept of Canterbury Business Link in promoting the area

Building on Canterbury's strengths.

Action ED2: Promote town centres as visitor destinations

Action ED3: Continue to support cultural events for visitor attraction

Action ED4: Promote innovation within existing manufacturing firms

Action ED5: Continue to promote local lifestyle opportunities as a means of expanding the profile of the LGA and diversifying the local labour force

Investigating Opportunities for Business Incubation.

Action ED6: Council to consider the suitability of some form of Business Incubator

Action ED7: Council to support the provision of business support services through an outreach program provided by the Business Enterprise Centre

Supporting Home-based business.

Action ED8: Audit the Number and Type of Home Based Business in Canterbury to inform a Home-based Business Development Strategy

Action ED9: Facilitate the Establishment of a network of Home Based Business

Improving the image of employment lands.

Action ED10: Providing Signage for Employment Lands Precincts

Action ED11: Promote existing services such as removal of illegally dumped rubbish

Promoting skills development.

Action ED12: Council to work with local businesses and Bankstown TAFE to ensure appropriate courses are available to meet the needs of local businesses

Action ED13: Continue existing programs and consider further means to address youth unemployment

Raising Council's profile.

Action ED14: Continue Biz News at regular intervals

Action ED15: Improve the available material on Council's website

Action ED16: Improve the availability of marketing material in hard copy

Facilitate Inward Investment and Business Development from Within

Action ED17: Continue developing an Investment Prospectus for Canterbury

Action ED18: Develop a Professional Services Investment Attraction and Development Plan

Action ED19: Council to continue existing events such as business forums

Action ED20: Hold a Series of Canterbury Retail Inspiration Evenings

Action ED21: Council to contact businesses at random on topical issues

Increasing communication and building linkages.

Action ED22: Council to promote links between local businesses and consider the creation of a network of businesses outside of town centres

Action ED23: Council to continue to build links between Council and adjacent councils

Monitoring and evaluation.

Action ED24: Council to consider undertaking a regular business survey

Action ED25: Council to monitor employment data

Action ED26: Track employment growth against identified target over next 25 years

1 Introduction

1.1 Context

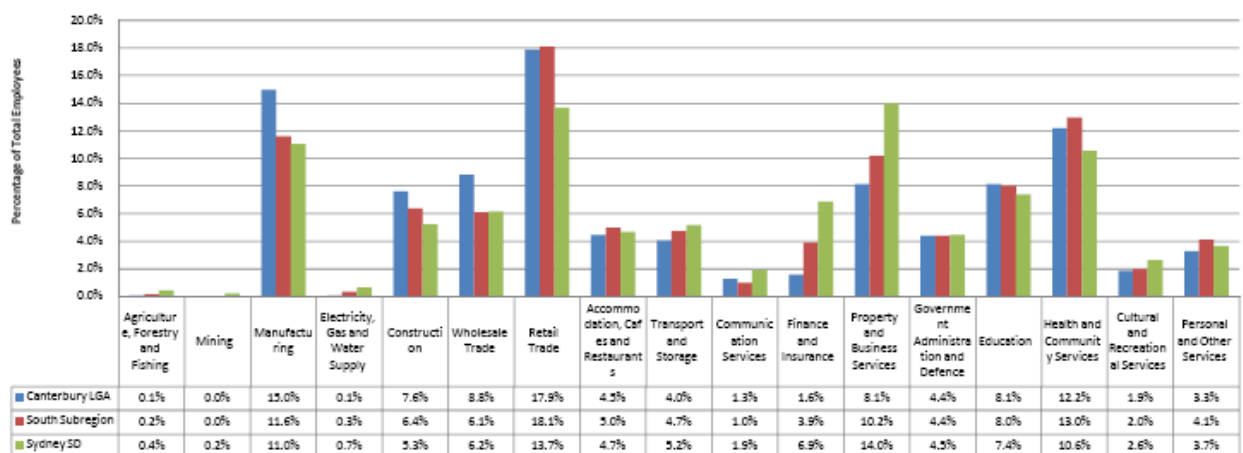
Canterbury Local Government Area (LGA) is located within the inner south-west of Sydney, approximately 17 kilometres from Sydney's CBD. It covers an area of 33.4sq km, and encompasses 16 suburbs. It is bounded by Marrickville LGA to the east, Bankstown LGA to the west, Hurstville and Rockdale to the south and Ashfield, Burwood and Strathfield LGAs to the North.

The Cooks River passes through the Canterbury LGA to the north, with Wolli Creek and Salt Pan Creek forming natural boundaries to the south and west. Canterbury is a predominantly residential area with a number of industrial areas on its perimeter and twelve town centres of Belfield, Belmore, Campsie, Canterbury, Clemton Park, Croydon Park, Earlwood, Hurlstone Park, Lakemba, Narwee, Punchbowl and Wiley Park.

Canterbury LGA is home to approximately 130,000 residents according to the 2006 Census data. Rapid population growth occurred in the first quarter of the 20th century with the arrival of the railway and other services. Much of the area was developed with housing at that time. Population has been stable since about 1970. The LGA receives a large share of recent migrants with nearly half of the population born overseas, largely from non-English speaking countries.

In 2006, approximately 24,000 jobs were located within Canterbury LGA (JTW,2006). This equates to 15% of employment within the South Subregion, or 1.4% of the total employment across Sydney. Key employment sectors within the Canterbury LGA were Retail Trade and Manufacturing, together accounting for one third of local jobs (Figure 2). These industries, as well as Construction, Wholesale Trade sector and Health and community Services, employ a significantly larger share of people within the Canterbury LGA, than across the Sydney Statistical Division (SD) on average.

Figure 2. Employment by Industry of people employed in Canterbury, South Sydney Subregion and the Sydney Statistical Division, 2006



Source: ABS, 2006

The Canterbury area is in some way undergoing transition, with some loss of traditional manufacturing occurring. According to the ABS Census Journey to Work data, between 1996 and 2001 the absolute number of jobs in Canterbury declined, and this continued between 2001 and 2006. A significant decline in employment occurred within the manufacturing industry, which decreased by -15.0% or approximately 2,000 jobs. While this is representative of a decline in manufacturing employment across Sydney in recent decades, the decrease of manufacturing employment seems to have occurred to a greater extent within the Canterbury LGA, than across the Sydney SD.

Strengths of the Canterbury LGA include good rail access to the City Centre; services from Campsie rail station on the Bankstown line take 24 minutes to get to Central Station. Canterbury LGA has a rich array of 'soft' and 'hard' infrastructure. Soft infrastructure includes intangible things such as business networks, while hard infrastructure aligns with the traditional view of infrastructure, that is roads, rail lines etc. The M5 is a key asset, providing access to the orbital system and the gateway infrastructure of the airport and port. The local health facility (Canterbury Memorial Hospital) is critical and it should be supported to evolve in line with new opportunities from changes in health policy, which have seen a shift towards the provision of more outpatient services. Access to the Cooks River adds to the area's residential amenity. The local community is very culturally diverse.

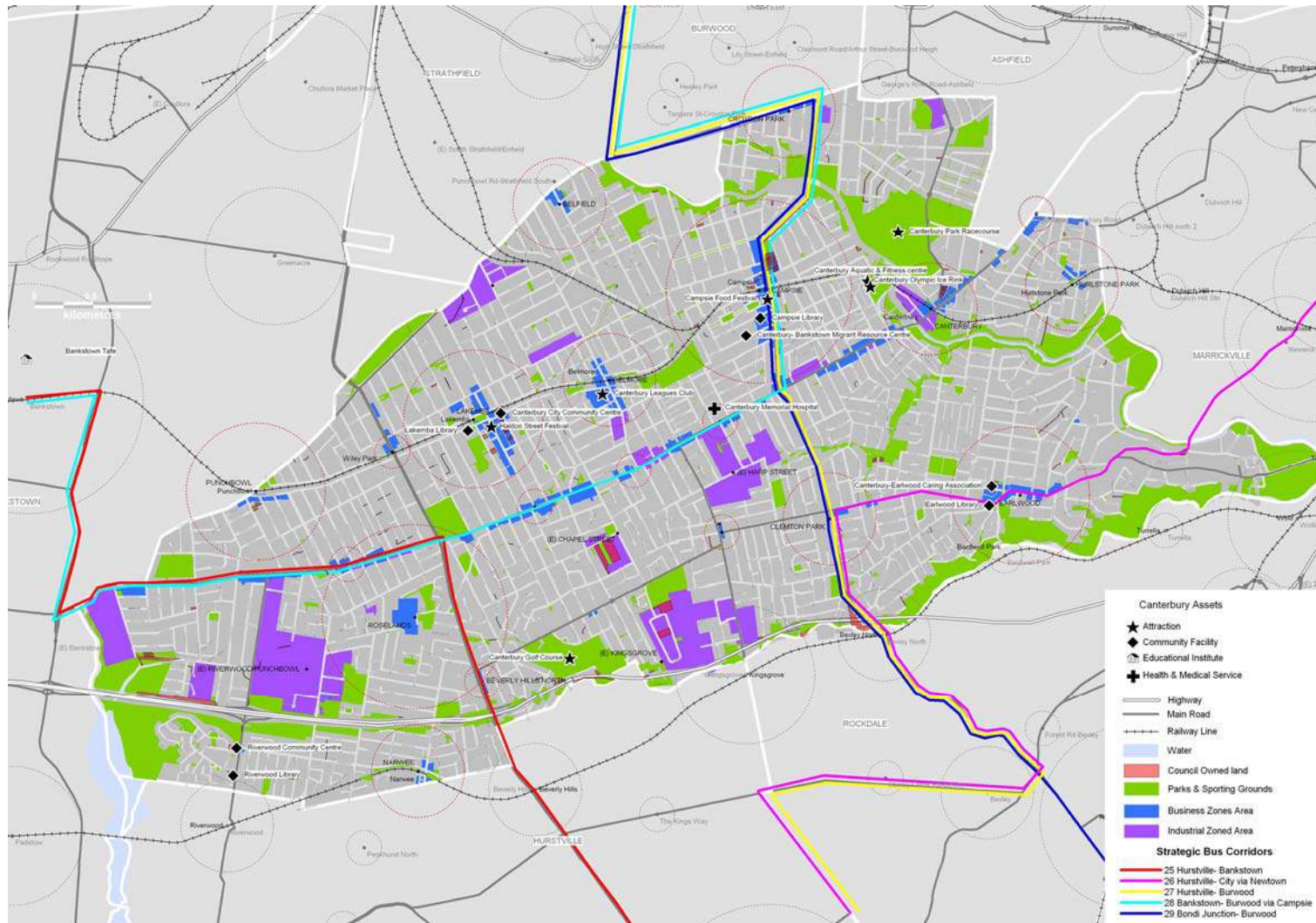


The map overleaf provides an overview of the Canterbury LGA. Industrial, business and mixed use zones within the subregion are shown, along with the amounts of commercial and retail floorspace in key centres. The map clearly shows the 'spine' of commercially zoned land in the Canterbury Road enterprise corridor and the 'main street' town centre 'ribs' leading from the spine to the railway stations, as well as the dispersed industrial precincts, including the major contiguous employment areas of South Campsie, Kingsgrove and Punchbowl, with a smaller area at Lakemba.



Consultation undertaken to inform this strategy indicates that the perceived strengths of employment lands within Canterbury include the relative affordability and ability to live close to work, enabling more family time even when long work hours are necessary for small operators.

**Riverwood Business Park (left)
M5 ramp (above)**



Centres within Canterbury LGA are important locations for retailing and services, but also are significant employment locations. Campsie is a vibrant centre, offering diverse mix of retailing and services. Like Belmore and Lakemba it has a strong cultural identity, with many Asian businesses, and has the potential to act as an attractor for economic activity to the Canterbury LGA. Council can seek to build on the existing strengths of the centres, through activities such as promotion or preventing out of centre development which may adversely impact upon the centres.

Located in the eastern most part of Canterbury LGA, Hurlstone Park has experienced some gentrification. Further opportunities exist within the centre for promotion of small business.

Plans are in place for the renewal of the Canterbury town centre. Given the good transport access, proximity to the Cooks River and amenity offered by local open space, the centre provides a good location for future residential development. Opportunities to provide some small scale office space, as well as allowing for businesses along Canterbury Road, should be considered in planning for the future development of the centre. The Canterbury Road Masterplan also provides directions for the future of Canterbury and Canterbury Road, however some recommendations of the plan do not align with the Interim Guideline for Development Near Rail Corridors and Busy Roads. The Masterplan will reviewed in light of these new guidelines.



Beamish Street, Campsie

1.2 Introduction to the Strategy

SGS Economics and Planning (SGS) has prepared this strategy, informed by rigorous research, consultation and analysis. Canterbury's current position has been investigated through a review of appropriate demographic and employment data, as well as through consideration of the existing policy context. The existing supply of employment lands was assessed through an employment lands audit, while employment forecasting and a process on consultation provided insight into the volume and nature of demand for employment lands. Gap analysis and identification of issues and opportunities was undertaken.

This Economic Development and Employment Strategy examines employment, and employment lands within Canterbury LGA and recommends future economic development and employment generation strategies for the next thirty years. The purposes of this strategy are to:

- Evaluate current employment lands within the City and recommend strategies to preserve them, paying particular attention to key sites;
- Recommend planning controls to quarantine existing land for employment as required;
- Investigate opportunities and recommend strategies to increase or enhance employment lands;
- Take into account future demand within the City based on population growth and trends;
- Provide a comprehensive plan to attract new businesses to the area and to encourage expansion in existing businesses; and
- Consider specific industries most suitable to Canterbury and recommend a range of strategies to attract these industries to Canterbury.

This study considers shifts in the nature of land use in employment lands and identifies actions which include '**planning actions**', focusing on land use management and controls, as well as '**economic development actions**' which are more about 'softer' initiatives to support and attract industry.

This distinction is useful because it also recognises the limits to local government's role in the economy. Local government has a critical role to play in planning and development decisions, and minor infrastructure investment, and it can also facilitate network development and business interactions, but it has few controls over major infrastructure investments, or macro-economic conditions which affect business decisions and confidence.

Council can play a meaningful and effective role in economic development facilitation. This may be through ensuring sufficient and appropriate land is zoned to meet the needs of business, through the support of business networks and through the promotion of the local area. The role of local government is considered further in Section 2.

2 Planning for Canterbury's Future

2.1 Vision

Canterbury Council adopted a Strategic Plan in June 2006 which outlines strategic objectives for the LGA and the initiatives and services Council has planned to support the achievement of these objectives. The Strategic Plan specifically addresses the themes of an attractive city, stronger community, healthy environment, improving organisation and strategic leadership.



Source: Canterbury City Council, Strategic Plan, 2007-2009

Council is seeking to achieve its vision for Canterbury as "A Great Place to Live and Work!" by supporting existing businesses, improving the quality of the local economy and access to local jobs for residents and encouraging sustainable development which takes advantage of Canterbury's strategic location within Sydney.

2.2 Canterbury's Challenges

A number of factors will shape Canterbury's ability to grow employment and best utilise its employment lands now and into the future. These factors include the existing demographic and employment profiles of the area, the nature and distribution of existing employment lands, Council's efficient promotion of a positive business environment, and the broader economic and policy context.

The Draft South Subregional Strategy, released by the NSW Government, sets an employment capacity target for Canterbury LGA; a relatively modest increase of 500 jobs between 2001 and 2031. In contrast the number of additional dwellings to be accommodated within the LGA is 7,100. Furthermore the Draft South Subregional Strategy expects that there will be limited change to employment areas.

While Canterbury is not expected to accommodate significant additional employment in to the future, this must be considered in the context of historical employment change. Between 1996 and 2006, the LGA experienced a 7.9% decline in jobs. Figure 3 shows the change in employment which occurred across Canterbury between 1996 and 2001³. Decline has occurred primarily within travel zones where employment lands are located. This was primarily due to job losses in the manufacturing industry. In comparison, over the same time period, employment within the South Subregion increased by 5.2% and Sydney SD increased by 12.4%. Between 2001 and 2006, job losses occurred in 'Manufacturing' and 'Transport and Storage' industries (-24% and -20% respectively), with growth occurring in 'Government Administration and Defence' (75.9%), 'Education' (8.7%) and 'Health and Community Services' (13.5%).

State Government forecasts, assuming 'business as usual', predict even further declines of employment over 30 years after 2001 (Figure 4).

If Canterbury is to achieve employment growth of 500 jobs between 2001 and 2031, it must first halt the decline of employment, retain existing employment and build on its current strengths to regain jobs which have been lost since 2001.

³ Change in employment between 2001 and 2006 is difficult to examine at a travel zone level, given extensive changes to travel zone geographies in this period.

Of particular concern is the loss of retail employment, indicating that other locations outside the LGA have enhanced their attractiveness as retail destinations.

Other State Government policy directions, relevant to Canterbury are outlined in the State Plan, Metropolitan Strategy, and the State Infrastructure Strategy. In specific terms, the State planning and policy context offers little for Canterbury LGA:

- No major relevant infrastructure is planned, with the exception of Enfield Intermodal Terminal which is located outside but close to the northern edge of the LGA.
- Within the LGA there are no major transport proposals flagged, with the exception of minor station upgrades.
- The Statement on Innovation offers no concrete details on innovation within manufacturing.
- The Metropolitan Strategy and Draft South Subregional Strategy do not elevate any LGA centres to 'strategic' status, with the Major Centres of the South Subregion being Hurstville and Kogarah, outside the LGA.

Canterbury's Employment Lands

Canterbury LGA has a number of **industrial precincts**, most of which are largely **contained by residential areas**. None are free of adjacent residential areas. A few are buffered on two sides by the motorway, parks, or railways.

None of the industrial areas are extensive by 'modern' standards. Thus noise, odour or traffic impacts are never fully isolated from surrounding residential areas. Garema Circuit in Kingsgrove does offer some separation from nearby uses; however, access is through a residential area. This precinct also has some larger lots offering prospects for future change. The Council owned site in this area provides some opportunity for attracting a 'catalyst' development, however any development would need to ensure no net loss of parking, and manage the interim parking needs during construction.

Ownership is generally **fragmented**. For example Harp St consists of a few large lots, and many smaller lots. This has implications for the scale of industry which may locate within Canterbury LGA in the future, as well as potential for future alternative land uses in these locations. **Motorway access** is reasonable for the southern industrial areas. However, ramps on and off the motorway only permit access to one direction (east or west for different interchanges) reducing the usefulness of the closeness of the motorway. Some new development of factory units is occurring, particularly in proximity to the motorway. Further discussion of employment lands is included in Section 3.3.

Trends in Sydney's employment land market have some key implications for Canterbury LGA. Warehousing and logistics activities will depend on access to good arterial road infrastructure, linked to the Orbital. Small areas within Canterbury's employment lands display these characteristics, though fragmentation and the alienation of other areas represents a weakness of the local employment land stock. In older industrial areas where the employment profile has shifted toward white collar occupations the component of floor area that is used for office activities has increased.

In recent years, employment lands within Sydney's inner suburbs have increasingly come under pressure for rezoning for other purposes, typically residential. While Canterbury's employment lands still exhibit a traditional industrial character, with industry change and **decline in manufacturing** these areas may come under increasing pressure for rezoning in future.

The Draft South Subregional Strategy identifies some Category 2 employment lands, those with potential for alternative employment generating uses, but no Category 3 employment lands, with potential for alternative uses such as residential, have been identified. It is hard to imagine residential yield or potential can be increased by the amount identified without some modest conversion of existing employment lands, given the lack of anticipated growth in employment.

Canterbury Road is affected by high traffic volumes, and limited parking, it gives the appearance of being run-down and in need of renewal. While it is recognised that function, rather than aesthetics is important, the current Canterbury Road at present paints a poor picture to those who travel through the LGA.. Greater clarity on the range of permissible uses may promote new employment generating development in this location.

Canterbury's Population and Employment Profile

Population growth has been modest in the LGA, with little change over the last 10 years. Typically this would imply that growth in demand for land for population related local light industry (e.g. auto repairs, domestic storage, building supplies etc) and urban services (e.g. concrete batching, Council depots) would also be modest. In Canterbury's case though, the Draft South Subregional Strategy suggests that over the next 25 years the LGA should accommodate an **additional 7,100 dwellings** which will imply some growth in demand for these type of activities. Furthermore, growth elsewhere in the region may also create a demand for these activities – though it may be that growth can be accommodated through some displacement of other activities and through intensification.

The resident workforce in the LGA tends to have **lower qualifications and incomes** on average than the rest of the metropolitan area. However, the eastern part of the LGA has a higher income profile and is 'gentrifying'. **Labour force participation rates** in this part of the LGA are also higher than elsewhere in the LGA, which is generally lower than the Sydney average.

Retail and manufacturing are still the dominant type of jobs in the LGA, but both suffered significant declines in the intercensal period 2001 to 2006. The retail decline will be partly driven by static demand from the resident population, which hasn't grown. Nevertheless, real growth in expenditure has been observed elsewhere and the LGA's retail offer needs to be refreshed. New development in the town centres is required. The general decline in Sydney's manufacturing performance has had a significant negative impact on employment in Canterbury, where jobs in this sector have been concentrated. Given the long term patterns of industry restructuring it is unlikely that these jobs will 'return'. Jobs in industrial areas are likely to continue to decline, but the aims should be to intensify and renew economic activity in particular locations.



Wholesale trade is a strong employer. These activities are concentrated in the industrial precincts. Again, there have been declines in employment in this sector. Transport and Storage is not a particularly significant employer which is surprising given the LGA's central location and proximity to the M5. These findings imply that access to the wider metropolitan area from Canterbury may not be a particularly significant driver of employment in the LGA. The generally fragmented lot patterns, with few large lots, and conflicts between residential uses in the vicinity of industrial areas and truck traffic, are barriers to a greater role in these transport and freight sectors.

In general terms, with solid shares of employment in wholesale trade, in construction activities and in manufacturing (which has declined) it can be seen that the industrial areas typically host **locally oriented industry** activities. The shares of 'higher order' jobs in property and business services, and finance and insurance services, are modest, and significantly lower than in the South subregion or wider metropolitan Sydney. This reflects the generally local role of the town centres and commercial areas in the LGA (and the good access to larger centres with jobs in these sectors – in the Sydney CBD and to a lesser extent in Hurstville and Kogarah).

According to the available Census data home based employment is relatively modest, and declined between 2001 and 2006. It should be noted that these data sets are limited, and the incidence of home based work in the LGA (in its various forms) is likely to be higher.

Canterbury is still an employment base for a good share of the local resident workforce (16%) but increasingly, workers are travelling elsewhere for their employment. **Employment 'self sufficiency' is less than half** meaning that there are more than twice as many resident workers as local jobs. These trends are typical of inner-middle ring areas where traditional jobs (manufacturing and routine service jobs) are in decline at the same time as professional and other 'white collar' service jobs are concentrating in larger centres outside the LGA. Nevertheless, it does highlight the scope and need for local economic modernisation and revival.

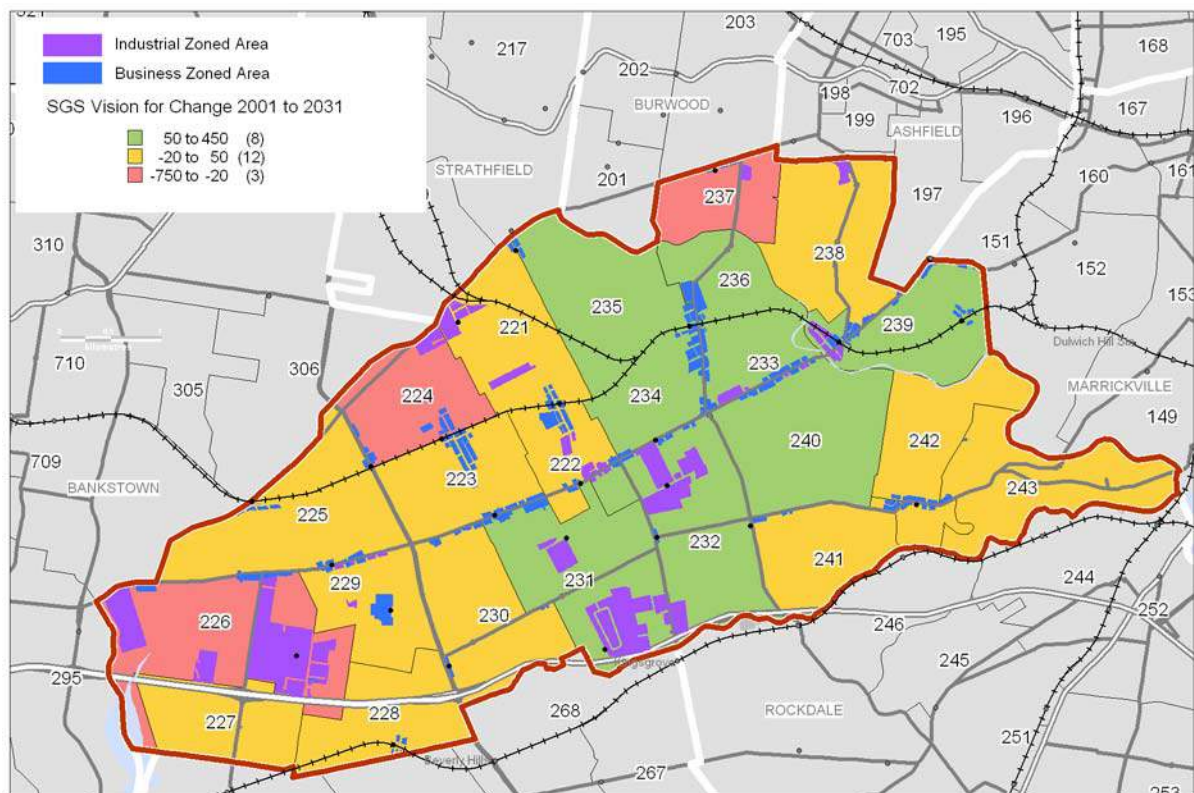
Canterbury has a residual manufacturing capability in textile, clothing, footwear and leather and 'other' categories. These are vulnerable to further economic restructuring affecting manufacturing but will continue to play an important role in providing employment in the inner south west. There are few, obvious strengths in strategic sectors with strong export potential, though Council would need to undertake more detailed analysis, industry by industry, of particular employers and their sales patterns, in order to determine this.

2.3 Canterbury's Future Employment

Canterbury LGA is not resigned to employment declines associated with a 'business as usual' scenario. By implementing changes to the planning regime, in conjunction with actions to promote economic development, it is reasonable that Canterbury Council may promote employment growth. A vision for employment change is presented in Figure 5 and Table 1.

Section 4 presents a range of planning and economic development actions which will guide change within Canterbury LGA.

Figure 5. SGS Vision for Employment Change



Source: TDC, 2006 and SGS Economics and Planning

Table 1. Distribution of Employment, 2001 and 2031

Travel Zone		Jobs 2001	2001 Share	Future Share	
231	Kingsgrove	3,013	11.5%	12.6%	3,352
240	Earlwood North	581	2.2%	3.2%	851
234	Campsie West	1,666	6.4%	6.8%	1,809
233	Campsie	1,569	6.0%	6.2%	1,649
236	Campsie North	550	2.1%	2.3%	612
239	Hurlstone Park	1,357	5.2%	5.5%	1,463
232	Kingsgrove East	2,206	8.5%	8.5%	2,261
235	Belfield	983	3.8%	3.9%	1,037
238	Ashbury	1,313	5.0%	5.0%	1,330
229	Roselands	1,808	6.9%	6.8%	1,809
223	Lakemba	1,372	5.3%	5.3%	1,398
222	Belmore South	1,283	4.9%	4.9%	1,308
221	Belmore	1,067	4.1%	4.1%	1,087
225	Punchbowl	946	3.6%	3.6%	964
242	Earlwood East	640	2.5%	2.5%	652
241	Earlwood	471	1.8%	1.8%	480
243	Undercliffe	435	1.7%	1.7%	443
228	Narwee	399	1.5%	1.5%	407
230	Roselands East	347	1.3%	1.3%	354
227	Riverwood	309	1.2%	1.1%	293
237	Croydon Park	260	1.0%	0.9%	239
224	Lakemba North	790	3.0%	2.5%	665
226	Riverwood North	2,736	10.5%	8.0%	2,128

Source: SGS Economics and Planning

2.4 The Role of Local Government in Economic Development

2.4.1 Canterbury Council's Role

City of Canterbury, in conjunction with its local and regional partners, plays an important role in identifying and addressing the challenges, as well as promoting and facilitating opportunities for the economic development of the local area. Discussions with local businesses suggested that there was a lack of awareness of Council's role beyond 'roads, rates and rubbish'. Developing awareness is an important step in the successful implementation of an Economic Development and Employment Strategy.

Local government should take a pro-active role to stimulate and encourage local / regional economic development and there are a range of economic development activities that Councils can engage in to encourage and support economic development in their communities of interest. In recent work, Council has prepared a strategy for centres within the LGA, and worked with Hurstville and Sutherland Councils to prepare a strategy, Building Employment Opportunities in Sydney's South.

While private enterprise is the primary driver of economic growth, local government can make an important contribution as a promoter, facilitator and coordinator of local and regional economic development activities. Effective local government participation is vital to the success of economic development initiatives.⁴ This section highlights the opportunities for Canterbury Council to play a role in economic development in:

- (i) supporting an attractive business and people environment;
- (ii) facilitating local investment, business and employment; and
- (iii) attracting and facilitating new investment.

Supporting an Attractive Business (and People) Environment

Creating and maintaining an environment conducive to business investment, and an attractive 'people environment'⁵, are fundamental prerequisites for sustainable economic prosperity. Overall responsibility for achieving this goal rests with the three tiers of government, the private sector, development and business organisations, and the general community.

Strategic land use planning, which is also the responsibility of local government, can have a major influence on the investment appeal of an area. As well as ensuring that adequate land is available for industrial development, land use planning can reinforce existing or emerging industry clusters by providing appropriate signals relevant to the performance and locational requirements of the key identified industries.

It is critical that Canterbury understands and continues to monitor the nature and workings of the local economy so that Council can determine the most effective way to support economic development. As well as assisting Council officers in the strategic planning of the area, 'information provision' is a key tool for providing business assistance. By possessing up-to-date information on the local and regional economy, Council will be better informed and better placed to respond to investment enquiries quickly and effectively when they arise.

Facilitating Local Investment, Business and Employment Growth

The injection of new capital is a key driver of economic expansion and job growth. However, a strategy, which aims to enhance the level of investment in a particular area, must be framed to look beyond mere industry attraction.

A successful investment enhancement strategy will be one that encourages additional investment from business and industry already located in the region or locale. This is critical if potential market opportunities are to be fully capitalised on. It is generally accepted that around 70% of investment in a region or locale is made by existing firms (i.e. established businesses founded in

⁴ Australian Local Government Association (2002), "National Agenda for Australian Local Government 2002, Australian Local Government Association.

⁵ US author Richard Florida (2000) argues that cities and regions, which convey an environment that nurtures diversity, that is open to different ideas, interests and cultures, and, as such, is more tolerant, will be attractive to the world's creative knowledge workers. These are the people who are 'paid to solve intellectual problems, whose 'brain power' drives economic prosperity in today's highly competitive global economy. Florida uses what he has dubbed the 'gay index' to measure a city's or region's diversity and tolerance.

the region plus newly established firms or 'start-ups')⁶. Hence, local enterprise often presents the greatest potential to take advantage of new investment opportunities.

City of Canterbury should have lead responsibility for a number of activities that are geared to facilitating new local investment from within. They include:

- Facilitating business networks and clusters;
- Working with existing businesses to assist their growth;
- Promoting existing businesses, as well as promoting culturally-specific businesses, such as the Halal Food Industry within Canterbury LGA; and
- Promoting easy access to transport corridors and the public transport network.

It is acknowledged that work has been undertaken by Council in a number of these areas.

Attracting / Facilitating New Investment

The potential to attract new capital from outside the local area should not be discounted. Investment attraction remains an important component of any attempt to enhance the local economic and employment base. Strategically targeted new businesses (that can meet a particular market need and link in with the existing industrial make-up) can contribute substantially to local economic growth and development.

Canterbury should take lead responsibility for a number of activities that are geared to attracting external investment such as:

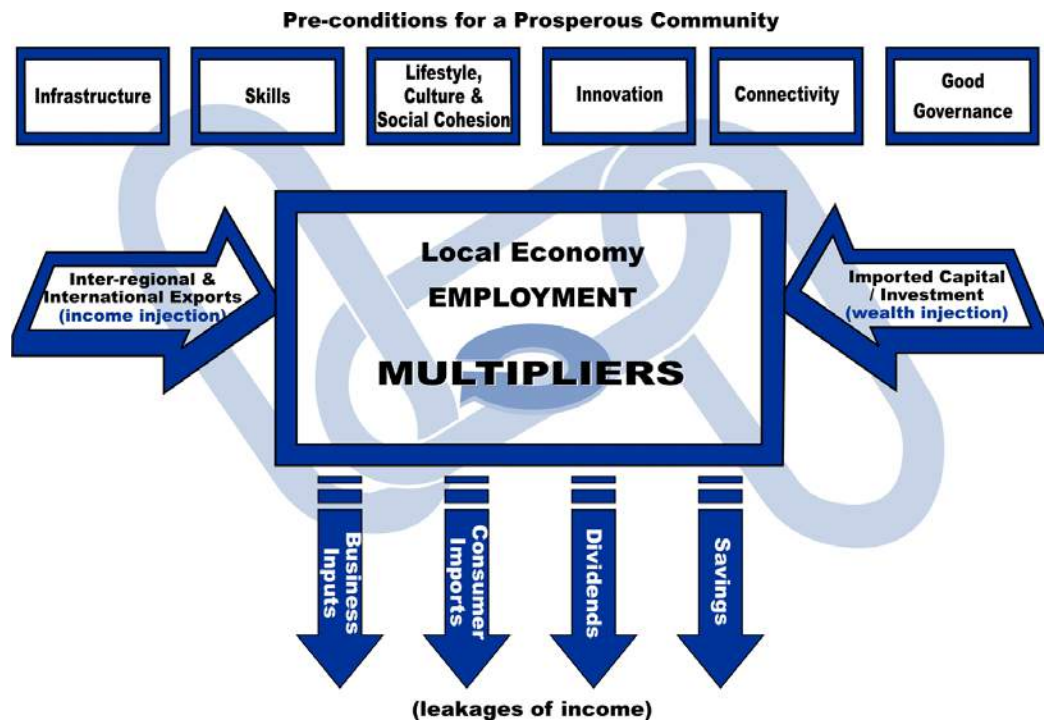
- Promoting the area to new visitors (tourists); and
- Attracting new business investment.

2.4.2 Creating a Competitive Place

Council's actions can work towards shaping Canterbury to be a preferred location in which to work and live. Competitive places need a combination of supporting infrastructure, available skills, lifestyle and cultural assets, connectivity, an environment that fosters innovation and good governance⁷.

⁶ This fact was first brought to popular attention by McKinsey & Co. in "Business Investment and Regional Prosperity: The Challenge of Rejuvenation" for the Department of Housing and Regional Development, 1994

⁷ Sasha Lennon (Director, SGS Economics and Planning) (2008) 'How councils can make a difference in economic development by nurturing the preconditions for a prosperous community' *Australian Planner*, Volume 45, Number 1, March 2008.

Figure 6. A Conceptual Model of Local Economic Prosperity

Source: SGS Economics and Planning Pty Ltd

Infrastructure

Efficient, effective and well maintained infrastructure underpins economic activity and is fundamental to a prosperous local economy. It includes 'physical' infrastructure (like roads, rail, seaports and airports, information technology and telecommunications, power and water) and quality 'community' infrastructure (like recreation and leisure facilities, cultural services and facilities and community services and facilities). Together these elements should offer good physical and functional links that support social, cultural and economic interaction and exchange.

A knowledge economy is characterised by strong innovation and technology uptake across the economy. This requires, among other things (such as quality research and education institutions and strong research-industry links), the availability of world class information and communications technology. In today's global economy, technology is the critical enabler which makes it possible for businesses (and residents) to effectively communicate with and do business with the rest of the world.

City of Canterbury, in its role as a co-ordinator of local economic development activities, has a key responsibility to ensure that such fundamentals for investment and economic development are addressed. This includes directly providing those infrastructure items that fall under Council's control. It also means actively lobbying the other spheres of government and private providers on infrastructure matters of regional significance.

Skills

A skilled and flexible workforce can be supported by responsive education and training programs with access to meaningful employment that can adapt to changing economic circumstances or new opportunities as they arise.

At present Canterbury LGA does not have any major educational infrastructure, such as a TAFE or university campus. The occupational profile of Canterbury residents is skewed towards lower order occupations, with an under-representation of managers and professionals.

Promoting economic development is not the primary role of universities and other tertiary learning institutions. Their primary roles are to educate students and produce new knowledge. Therefore, Local Government can play an important role in helping to match the local economy's skills flow with industry needs by providing the necessary networking forums. This includes activities such as liaising with local business and industry (perhaps via formal industry networks or cluster groups) to identify any apparent labour shortages or skill gaps, auditing local education and training providers to identify local capacity for training provision that addresses critical gaps and then pro-actively encouraging education and training provision that meets local industry requirements. Importantly, local education and training providers themselves need to be engaged in this process.

Lifestyle, Culture and Social Cohesion

As knowledge is embodied in individuals, it is vitally important for regions to be able to attract and retain skilled workers. Achieving this ultimately relies on more than just employment opportunities, business subsidies or other initiatives to attract businesses. Quality of life and personal development opportunities need to be afforded to these sophisticated 'knowledge workers'. The emergence of the knowledge worker has reaffirmed 'place' as a driver of local and regional competitiveness. Knowledge workers need to be in an environment that is appealing to them, and which nurtures their growth and development. They effectively make lifestyle choices first and income generating choices second. For many, their chosen occupation does not tie them down to any one particular area.

Knowledge workers rely on those elements of an economy that support and encourage their creativity and the diffusion of ideas. This includes the area's lifestyle attributes including both its built form and its natural environmental attributes. The appeal of a region's 'lifestyle' will be strongly influenced by the quality of and accessibility to local recreation, leisure and entertainment facilities and the depth and strength of the cultural infrastructure. It will also be determined by the area's diversity, the community's acceptance of diversity and its social cohesion. A trend of gentrification which is occurring in the east of Canterbury LGA is likely to result in an increase proportion of knowledge workers within the LGA.

Connectivity

Economic development efforts need to focus on building on existing local strengths and capabilities – not aiming to attract or develop industries or 'clusters' from scratch or by subsidising uncompetitive operations that do not provide a broader public benefit. A cluster-based approach to

industry development is important for long-term success and could be implemented in Canterbury through specific industry development strategies.

Innovation

Australian economies can no longer rely on cost competitiveness to drive economic development. As we proceed into the 21st Century, continual innovation will become the essential determinant of long-term economic performance in Australia and other developed countries. For Canterbury City Council, encouraging local businesses to innovate lies at the heart of the ability of businesses to value-add in the long-term. Innovation and the commercialisation of new ideas can be nurtured by establishing and developing strong links between local businesses, government and research and learning institutions. Recent work by Professor John West identified some essential environmental conditions for effective innovation as⁸:

- access to science and technology,
- access to financial resources, and
- access to high-quality information and knowledge infrastructure.

Venturing Australia: building strength in innovation acknowledges that 'the most fundamental drivers of innovation are the skills, knowledge and attitudes of the workforce – collectively referred to as the human capital'⁹. Further investment in research and development is a key input to innovation and contributor to productivity growth.

Without nearby educational and research institutions businesses in Canterbury need an alternative means of 'replicating' these conditions. Better utilising internet platforms, enhanced transport connections to knowledge centres (or the promotion of the existing, good train and motorway connections) and encouraging 'outreach' activities by education, training and information providers are a means of achieving this.

Good Governance

Activities designed to nurture and support an attractive business (and people) environment are critical to any economic development strategy and one of the most effective ways for Councils to effect positive change is through good strategic planning. A supportive governance structure can be provided through the establishment of a 'business ready' regulatory environment, low cost business structures, open lines of communication between business and government, and ready access to business support, information and advisory services.

⁸ Professor Jonathan West (2007) A Strategy to Accelerate Innovation in NSW: Outline for Policy Development, Australian Innovation Research Centre.

⁹ Australian Government (2008) *Venturing Australia: building strength in innovation*

3 Infrastructure, Employment Lands and Centres

This chapter provides an overview of the current state of Canterbury's infrastructure, employment lands and centres.

3.1 Infrastructure and Assets Audit

There is a diverse range of infrastructure, both 'hard' and 'soft' infrastructure, which influences the extent to which a place is competitive. Table 2 provides a list of the types of infrastructure within Canterbury.

Table 2. Infrastructure and Assets, 2006

Assets	Details
Key visitor attractions and recreation facilities	<p>These include:</p> <ul style="list-style-type: none"> • Canterbury Park Racecourse • Canterbury Olympic Ice Rink • Canterbury Golf Course • Canterbury Aquatic Fitness Centre • Numerous park and sporting grounds • Campsie Food Festival • Haldon Street Festival
Educational Institutions	<p>Bankstown TAFE is located outside the LGA, but is likely to be attended by many Canterbury residents. The TAFE offers course in business studies, travel and tourism, pre-vocational studies, animal care, personal and community services, and engineering. Specialist business training areas include tourism, banking, mortgage lending and administration services. Diploma qualifications in business, engineering and children's services may provide credits in university degrees.</p> <p>Upgrades to Bankstown TAFE were identified in the SIS.</p>
Clusters of Health or medical activities	<p>Canterbury Memorial Hospital had 169 beds in 2002/03 and employed 573 staff at this time¹⁰. Services provided include general medicine, surgery, obstetrics and gynaecology, paediatrics, aged care, rehabilitation and palliative care.</p>
Community Facilities	<p>The following community facilities are located within Canterbury LGA:</p> <ul style="list-style-type: none"> • Canterbury City Community Centre • Riverwood Community Centre • Canterbury- Bankstown Migrant Resource Centre • Ashbury Senior Citizens Centre • Belmore Community & Senior Citizens Centre

¹⁰ <http://www.cs.nsw.gov.au/canterbury/general.htm>

Assets	Details
	<ul style="list-style-type: none"> • Earlwood Senior Citizens Centre • Lakemba Senior Citizens Centre • Punchbowl Multipurpose Centre • Riverwood Senior Citizens Centre • Riverwood Community Centre • The Carrington Centre • Belmore Youth Resource Centre • Wiley Park Amphitheatre (open air performance venue) • Canterbury-Earlwood Caring Association
Council Libraries	Within Canterbury LGA there is a central library at Campsie and branch libraries at Earlwood, Lakemba and Riverwood.
Clubs	<p>The following sporting, RSL and Bowling Clubs are located within Canterbury LGA:</p> <ul style="list-style-type: none"> • Belfield RSL Club • Belmore Returned Services & Community Club • Campsie RSL Sub-branch Club • Canterbury League Club • Canterbury Hurlstone Park RSL Club • Earlwood-Bardwell Park RSL Bowling Club • Kingsgrove RSL Club • Lakemba Returned Soldiers Club • Lakemba Services Memorial Club • Punchbowl Ex Services and Community Club • Riverwood Legion and Community Club • Ashbury Bowling and Recreation Club • Belfield Bowling and Recreation Club • Campsie South Bowling and Recreation Club • Croydon Park Ex Servicemen's Club • EPB Sports Bowling Club • Hurlstone Park Bowling and Recreation Club • Riverview Bowling and Recreation Club • Roselands Bowling Club • Western Suburbs Australian Football Club • Australian National Sports Club • Belmore PCYC • Canterbury Bankstown Tennis and Bowls Club
Arterial Road Infrastructure	<p>Within Canterbury LGA there are 4 intersections which have entry/exit ramps to/from the M5. Notably at the intersection of Kingsgrove Road and the M5, it is only possible to enter the M5 heading eastbound. The intersection of Belmore Rd and the M5 enables people to enter the M5 heading westbound or to exit, if travelling in an eastbound direction.</p> <p>Canterbury Road is the main spine through the LGA and many businesses are located along it. The road is quite busy and congested, with poor amenity, and along much of the road, poor quality building stock. In some cases,</p>

Assets	Details
	<p>drivers may be frustrated by the limited opportunities to turn right off Canterbury Road.</p> <p>The Urban Transport Statement identifies measures to improve road capacity at 'pinch-points' (places with high levels of congestion). Works are to be undertaken along King Georges Road, between Hurstville and Wiley Park (which is located within Canterbury LGA, between Beverly Hills and Wiley Park) to reduce the impact of pinch-points along this road.</p>
Council owned land	Council owned land is shown on the fold out map. Council does not appear to own a significant amount of land within the LGA that is not open space. Some parcels of Council owned land are located in the Chapel Street and Kingsgrove Employment Land Precincts.
Railways Stations	Two railway lines, the Bankstown Line and Airport and East Hills Line pass through the LGA. Services along both lines run approximately every 15 minutes in the off-peak.
Bus Routes	<p>Strategic Bus Corridors, which cross through Canterbury and were identified in the Metropolitan Strategy include:</p> <ul style="list-style-type: none"> • 25 Hurstville – Bankstown • 26 Hurstville – City via Newtown • 27 Hurstville – Burwood • 28 Bankstown – Burwood via Campsie • 29 Bondi Junction - Burwood

Source: SGS Economics and Planning

While not located within Canterbury LGA, the SIS identifies the development of Enfield Intermodal Terminal. This has the potential to impact on demand for employment lands within Canterbury LGA, as some businesses may seek to be located in proximity to the intermodal terminal.

3.2 Land Use Audit

3.2.1 Purpose

An employment lands audit was completed to provide an up to date record of land use within Canterbury LGA. Audit data is important to show not only how much land is being used and by which industry sectors, but also the way in which land is being used. Key audit outputs include:

- Land use by industry and zone
- Site coverage ratios
- Actual FSRs
- Existing capacity under existing planning controls
- Vacant land/ floorspace

The audit produces vital data inputs for future land demand forecasting. For example, by combining floorspace used by sector with employment forecasts, floorspace forecasts by sector can be derived.

Broad Land Use Categories (BLCs)

Data has been gathered at a fine grain 3 digit ANZSIC. For ease of analysis, these have also been translated to 1 digit ANZSIC.

However, these industry categories are not the most useful way to understand land use patterns as the categories cut across land use types and zones. For example, a manufacturing business may have offices located in a town centre, but have a production facility located in an industrial area.

Different industries operate at different geographic scales and have different key drivers. Local service industries – automotive repairs, printing, domestic storage etc – need to be relatively close to customers, and are responsive to (and change with) population growth. Different types of businesses have different locational and access needs. These issues have significant implications for forecasting the demand for floorspace within the commercial centres.

Broad land use categories, initially developed with the NSW Department of Planning in previous employment land planning investigations, have also been used to record the way in which land has been used within Canterbury LGA. These are listed in Table 3.

Table 3. Broad Land Use Categories (BLCs)

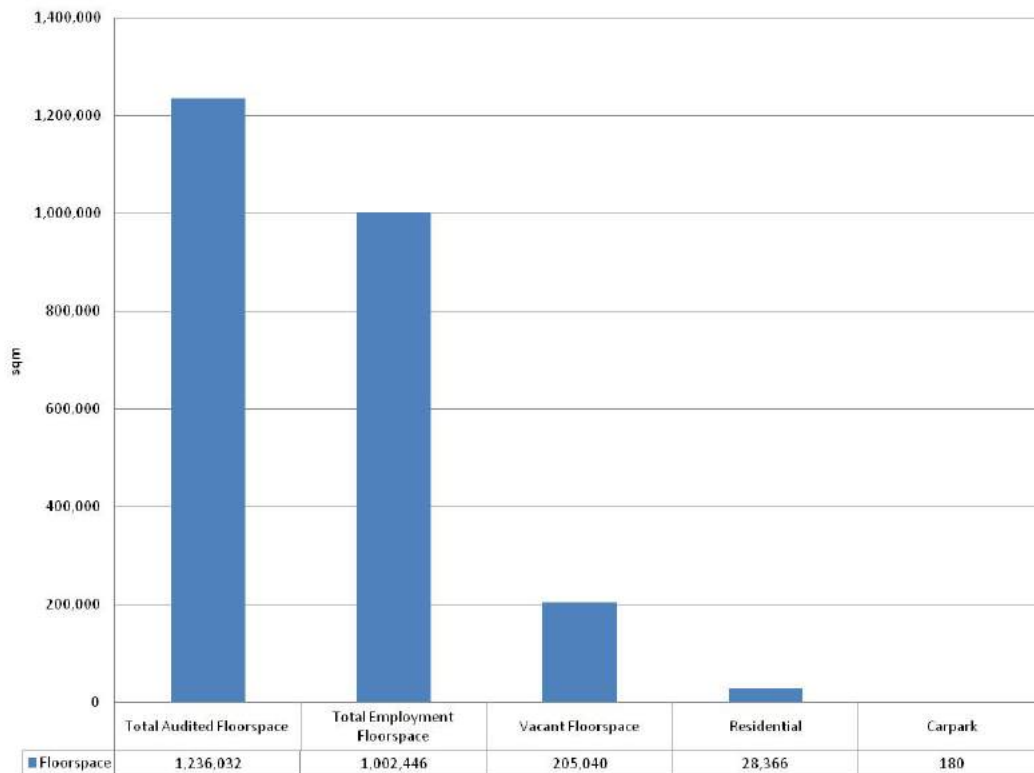
Land Use Category	Description
Freight and Logistics (FL)	<ul style="list-style-type: none"> Warehousing and distribution activities. Includes buildings with a number of docking facilities; 'hard stand' areas with trucks or goods awaiting distribution; and large storage facilities. Warehousing and distribution is a metro level issue with activities preferably locating close to air, sea and inter-modal inland ports, or with access to the motorway system.
Local light industrial and urban support (LL)	<ul style="list-style-type: none"> Car service and repair; joinery, construction and building supplies; and domestic storage. Wide range of businesses that service other business (components, maintenance and support) and subregional populations. Needed at local (LGA) to sub-regional level.
Manufacturing – Heavy (MH)	<ul style="list-style-type: none"> Large scale production activity. Likely to be characterised by high noise emission; emission stacks; use of heavy machinery; and frequency of large trucks. Heavy manufacturing is in decline in Sydney, but will continue to cluster in some locations such as Wetherill Park, Campbelltown/ Ingleburn etc. There are strong arguments for collocation in terms of raw material delivery and to concentrate externalities (though impacts on surrounding uses are generally moderate).
Manufacturing – Light (ML)	<ul style="list-style-type: none"> Clothing manufacturing, boat building and electrical equipment manufacturing Small scale production with lower noise and emission levels than heavy manufacturing.
Urban Services (US)	<ul style="list-style-type: none"> Concrete batching, waste recycling and transfer, construction and local and state government depots, sewerage, water supply, electricity construction yards. These typically have noise dust and traffic implications and need to be isolated or buffered from other land uses. Needed in each sub-region.
Office (O)	<ul style="list-style-type: none"> Administration, clerical, business services, research. Office buildings that are independent (ie, are not ancillary to another use on site) and likely to accommodate a significant number of administration staff (>10 people).
Business / Office Parks (BP)	<ul style="list-style-type: none"> Integrated warehouse, storage, R&D, 'back-room' management and administration with up to 40% office component.
Retail - Main Street (RM)	<ul style="list-style-type: none"> Retailing services traditionally found in main street locations (eg, supermarkets) and small cluster or strips of stores located next to a street or road.
Retail – Big Box (RB)	<ul style="list-style-type: none"> Large shopping complexes, including Westfield.
Retail Bu ky Goods (RBG)	<ul style="list-style-type: none"> Typically large, one-story buildings surrounded by car-parking, usually located out of centre and in high exposure (main road) locations.
Special Activities (S)	<ul style="list-style-type: none"> Tertiary level education, health, and community services. Typically require strategic locations and needed in each sub-region.
Dispersed Activities (D)	<ul style="list-style-type: none"> Primary and secondary education, lower level health, social and community services, trades construction, other 'nomads'.
Residential (R)	<ul style="list-style-type: none"> Residential development.
Accommodation (Short Term) (AST)	<ul style="list-style-type: none"> Hotels and Motels (not including pubs), backpacker establishments.
Car park (CP)	<ul style="list-style-type: none"> Stand-alone car parking stations

3.2.2 Audit Results

Figure 7 shows a floorspace and land use summary for Canterbury. Within the limits of the current planning controls there is a total of 1,742,603 sqm in of industrial zoned land in Canterbury, on which there is 1,236,032 sqm of floorspace. The total floorspace within industrial zones may be used for employment or non-employment uses e.g residential dwellings, this may occur where the built form pre-dates the planning controls. Exlucing other sues, the total floorspace used for employment is 1,002,446 sqm of which 169,847 sqm is currently vacant. This equates to 16.9%, compared with an average of 8.4% across the following LGAs: Bankstown, Botany Bay, Canterbury, Holroyd, Hornsby, Leichhardt, Marrickville and Randwick.

Figure 7 indicates that there are some residential properties occurring within industrially zoned land.

Figure 7. Total Floorspace, Use and Potential in Canterbury



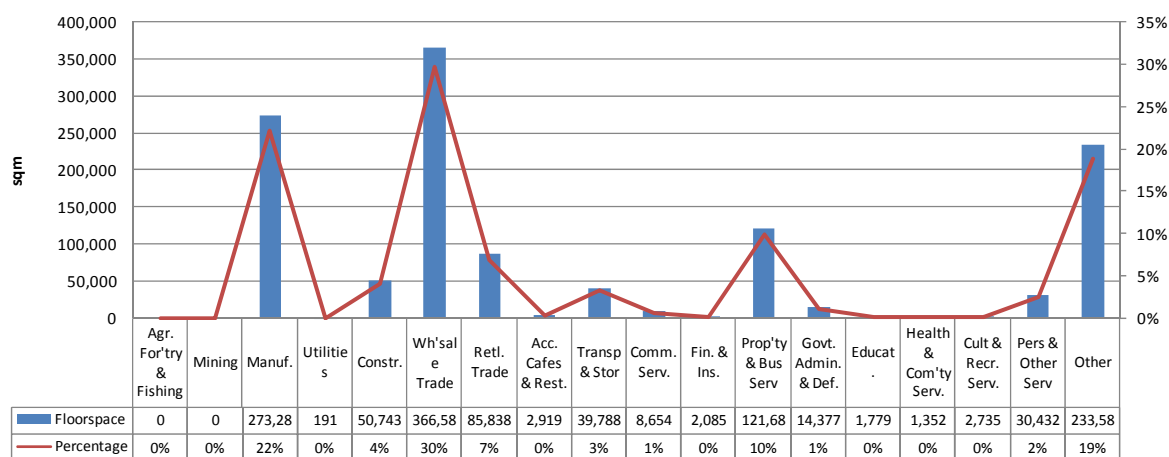
Source: SGS Land Use Audit (2008)

Floorspace by Industry Sector (1 digit ANZSIC)

Figure 8 shows floorspace usage by 1 digit ANZSIC category, in absolute and percentage terms. Clearly, the 'Other' category accounts for a large proportion of floorspace in the surveyed areas (19%). This category includes car parking, floorspace in vacant buildings and residential floorspace. For Canterbury, 'Other' floorspace accounts for 233,586 sqm, 'Wholesale Trade' occupies 366,585 (30%), followed by 'Manufacturing' with 273,285 sqm (22%).

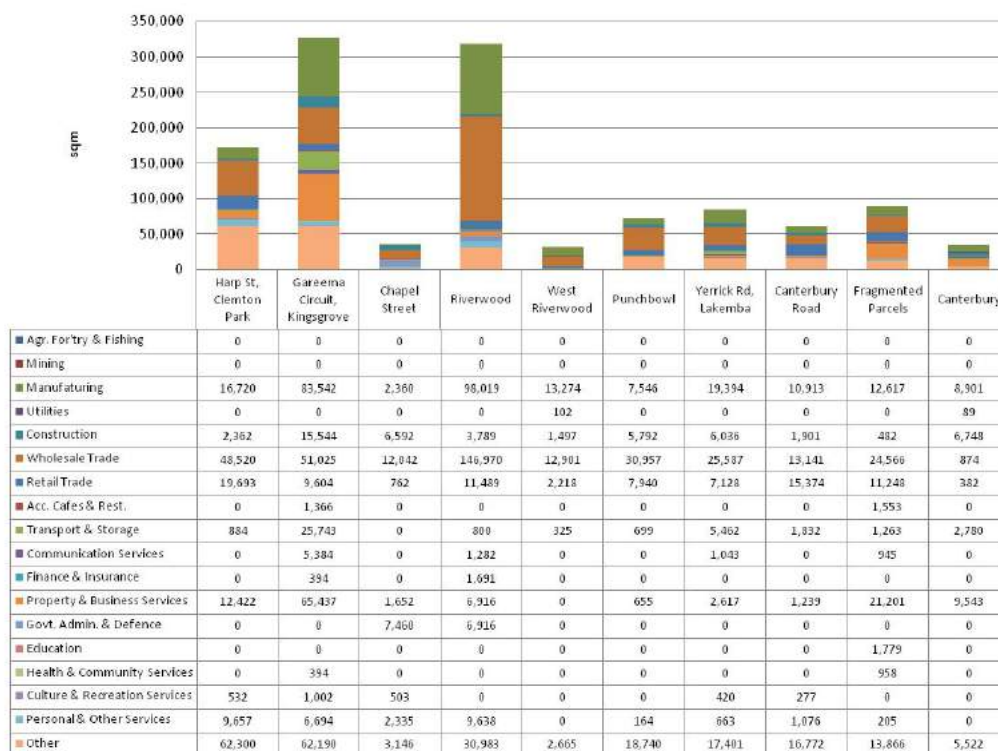
The distribution of floorspace by ANZSIC across the employment land precincts is shown in Figure 9. The greatest amounts of floorspace are concentrated in Garema Circuit, Kingsgrove and Riverwood which account for 328,319 sqm and 318,494 sqm respectively. All employment land precincts contained land used for the following purposes 'Manufacturing', 'Wholesale Trade', 'Construction', 'Retail Trade' and 'Other'. A large concentration of 'Wholesale Trade' is evident at Riverwood, accounting for 146,970 sqm.

Figure 8. Floorspace by 1 Digit ANZSIC Category



Source: SGS Land Use Audit (2008)

Figure 9. Floorspace by 1 Digit ANZSIC Category by Employment Land Precinct



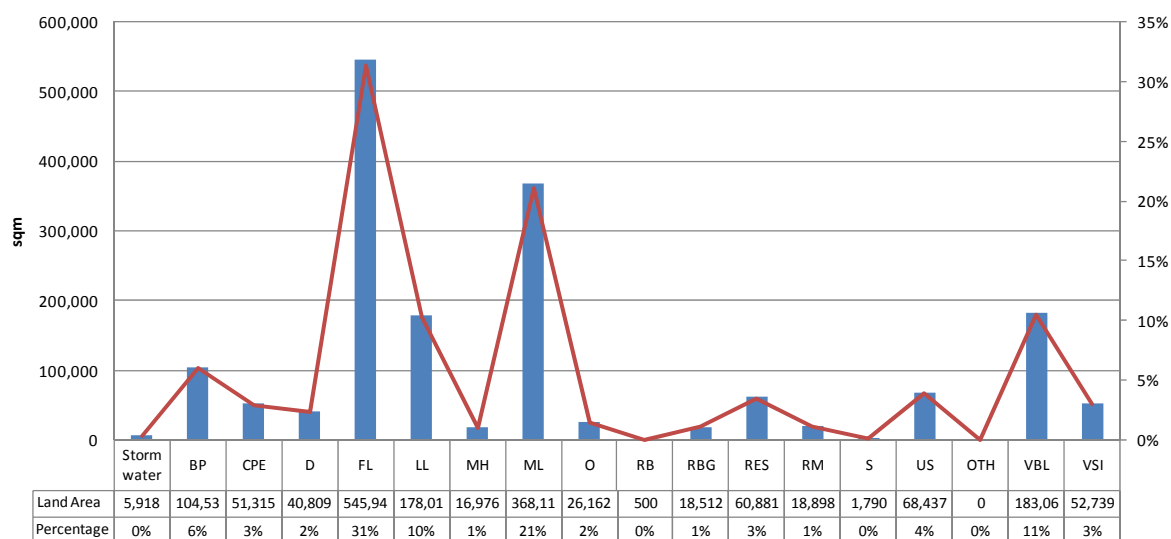
Source: SGS Land Use Audit (2008)

Land Area by Broad Land use Category

Figure 10 shows the land area in industrial zones (area and percentage of surveyed area) by Broad Land use Category (BLC). For Canterbury, freight and logistics (FL) occupies the largest amount of land area (545,947 sqm or 31%), followed by light manufacturing (ML) (368,112 sqm or 21%). While Business Parks and Office account for 104,530 sqm (6%) and 26,162 sqm (2%) respectively, retail uses, including bulky goods retailing (18,512 sqm or 1%), only occupy a very small amount of land area within industrial zoned land. Sites accommodating vacant buildings add up to 183,062sqm (11%), with vacant sites without buildings equating to 52,739 sqm (3%).

Freight and Logistics land uses are spread across all employment land precincts (Figure 11), but particularly concentrated in Riverwood and Garema Circuit, Kingsgrove. Similarly business park type land uses are also concentrated these areas. Canterbury Road accommodates a range of land use types including freight and logistics, local light industry and some retailing. Vacant sites are distributed across the employment land precincts, but the key vacant site is the Sunbeam site which makes up the majority of vacant land.

Figure 10. Canterbury Floorspace by BLC

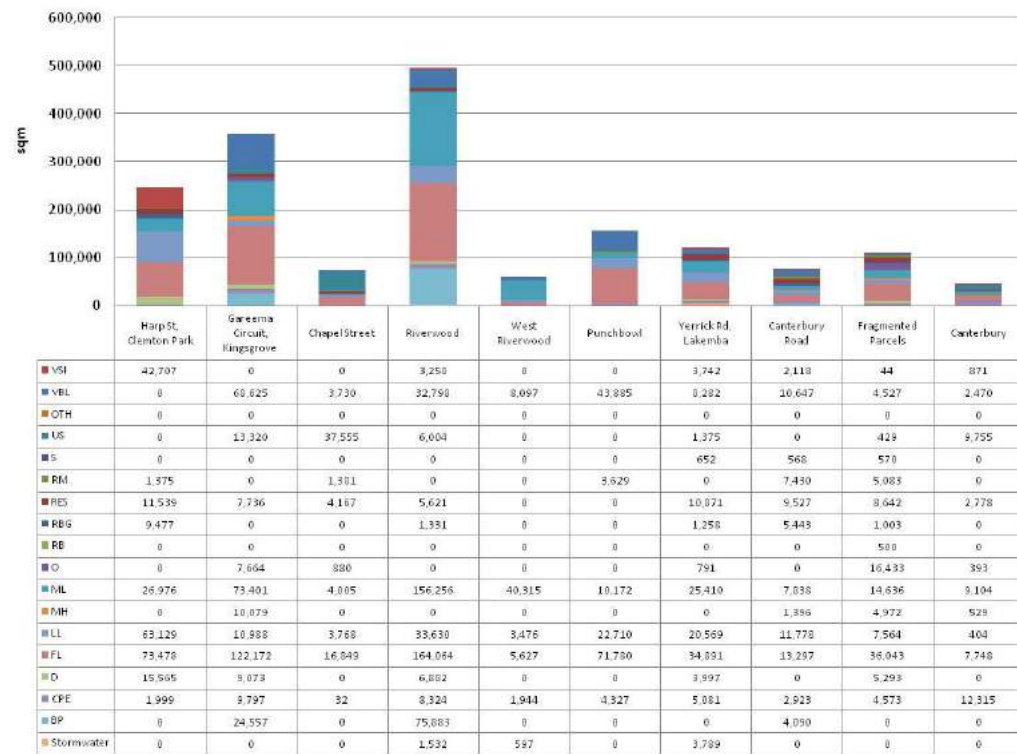


Source: SGS Land Use Audit (2008)

ANZSIC-BLC Matrix

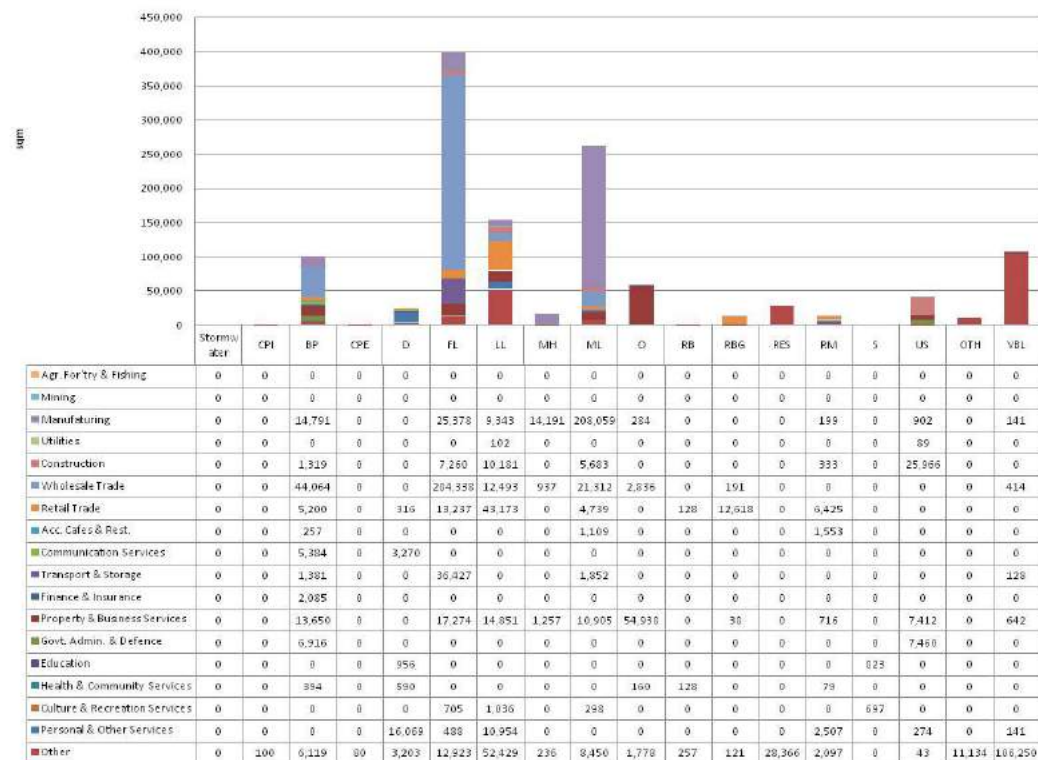
Figure 12 shows the Canterbury ANZSIC split by BLC. This displays the way that floorspace by ANZSIC industry sector is split across broad land use categories. For example, Manufacturing is primarily accommodated within the Freight and Logistics BLC, but also within Business Parks BLC. The most important point to note from this analysis is that, as discussed at the start of this section, employment by ANZSIC category does not align neatly with land use patterns.

Figure 11. Floorspace by BLC by Employment Land Precinct



Source: SGS Land Use Audit (2008)

Figure 12. Canterbury ANZSIC-BLC Floorspace Matrix

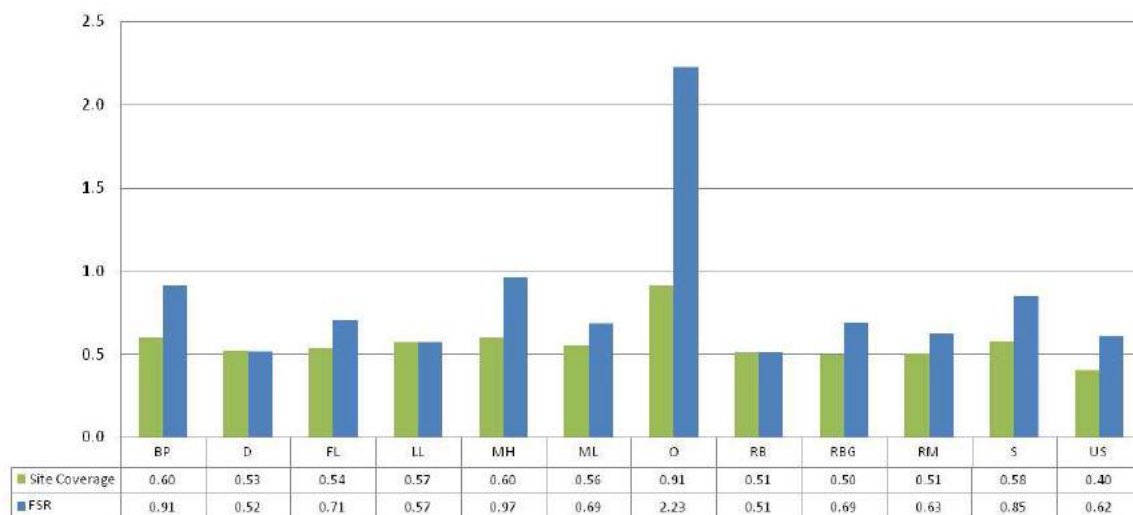


Source: SGS Land Use Audit (2008)

Site Coverage and Actual FSRs by BLC

Figure 13 shows the site coverage and actual FSRs by BLC for Canterbury. Site Coverage varies from 0.40 for urban services, to 0.91 for office. Observed FSRs vary from 0.52:1 for dispersed activities, through to 2.23:1 for office. It is important to note that these observed FSR are only a best-estimate indication based on the building area as determined from aerial photos, and do not take into account internal space which may not be included in normal FSR calculations.

Figure 13. Site Coverage and Actual FSRs by BLC



Source: SGS Land Use Audit (2008)

Available floorspace

There are three important components of the availability of floorspace:

- **Vacant area.** Vacant sites and vacant floorspace in buildings
- **Capacity.** The capacity for additional floorspace to be built on occupied sites
- **Opportunity areas.** The combination of sites currently used for non-employment purposes (such as car parks or residential areas) to employment use.

The land use audit is able to provide a good indication of vacant sites and vacant floorspace. Additionally, the audit can provide a rough indication of capacity, through calculating the gross available floorspace up to the FSR limit of the current controls. However, in practice developments will rarely occupy sites up to the FSR limit, and there are many reasons why this floorspace may not be taken-up. Floorspace and site coverage by land use zone are shown in Table 4.

Table 4. Floorspace by Zone and Site Coverage

Broad Land Use Category	Floorspace			Site Coverage		
	4(a)	4(b)	4(d)	4(a)	4(b)	4(d)
BP	57,091	38,350	0	0.63	0.57	--
D	3,535	17,461	205	0.46	0.55	0.21
FL	147,461	228,032	9,613	0.51	0.55	0.54
LL	46,365	53,278	2,489	0.60	0.56	0.78
MH	5,528	10,280	578	0.48	0.68	0.50
ML	118,471	121,695	13,789	0.56	0.55	0.67
O	20,340	36,573	1,306	0.46	1.81	0.66
RB	0	0	257	--	--	0.51
RBG	7,783	3,796	1,269	0.44	0.64	0.69
RM	2,458	5,612	3,744	0.38	0.55	0.64
S	420	277	823	0.64	0.49	0.61
US	1,723	29,300	11,080	0.56	0.36	0.60
VL	696	0	770	-	-	-
TOTAL (Employment Only)	411,870	544,654	45,922	0.52	0.49	0.47
TOTAL (Non-Employment Uses)	65,069	156,262	12,255			
TOTAL (Employment and Non-Employment)	476,940	700,916	58,177			

Source: SGS Land Use Audit (2008)

Change over time

A previous land use audit was undertaken by Hill PDA in 2005. This previous audit provides a broader analysis, which classifies land into 7 categories: Manufacturing, Distribution, Automotive, Warehouse/Storage, Retailing, Other and Vacant Land. It was undertaken on a lot by lot basis, unlike the SGS land use audit which examines individual buildings. Given these differences, a perfect comparison of change over time is not achievable. An examination of the distribution of land uses suggests that there has been limited change since the previous land use audit.

3.3 Precinct by Precinct Analysis

For the purposes of this strategy, employment lands across Canterbury have been divided in to precincts, however employment lands with frontage along Canterbury Road have been considered together, as well as considering the smaller, more fragmented employment lands precincts together.

The section considers each precinct in terms of character, land use audit results and consultation findings. Specific actions are included in Section 4 and referred to in this chapter. Zoning recommendations are included in the appendix.

3.3.1 Precinct 1 - Harp Street, Campsie/Belmore



Precinct Character

Currently zoned 4(a) and 4(b) Light Industrial
24.6 hectares

The area contains some large lots over 2 hectares, however the majority of lots range between 600 and 3,000sqm.

The Draft South Subregional Strategy classifies this employment lands precinct as Category 1 with a Freight and Logistics, Utilities/Urban Services, Local Industry character.

A key land use within this employment land precinct is Pickles Auctions. In the vicinity of Pickles a cluster of automotive servicing has developed. Other businesses in the vicinity include a knit wear manufacturer, cleaning supplies, food wholesaler, an office with some warehousing, Gordon Bros industry – a refrigeration company, furniture wholesalers, Mitre 10, Loumbus – paper recycling and factory units containing spring companies, joinery, shop fit-out companies and engineers.

The precinct has some frontage to Canterbury Road and has access to the M5 via Kingsgrove Road. Public transport access relies on buses along Canterbury Road. Local retailing and services are available in Campsie Town Centre or Belmore.

Hill PDA report recommends retention of this precinct, based on its 'defined edges, strategic size and location, good accessibility and intact industrial land uses.' The report suggests it would be appropriate to rezone land fronting Canterbury Road to reflect the existing bulky goods activities and premium exposure that this location offers.

The future of this area is likely to be strongly influenced by the nature of development which occurs on the Sunbeam site.

Land Use Audit

This precinct accounts for 14% of all industrial floorspace within the LGA, primarily with the Wholesale Trade, Retail Trade and Manufacturing industries. At the time of the audit, vacant sites accounted for 42,707sqm. Some residential buildings were also located on industrial land within this precinct (sites equating to 11,539 sqm).



Consultation Outcomes

Businesses identified the advantages of this area as:

- Closeness to the airport, Port Botany, train services and the M5 motorway;
- Large landholdings, providing opportunities for improvement; and
- Relatively affordable rates, when compared with some other areas, although rate concessions as an incentive for redevelopment were also suggested by one participant.

Concerns included:

- A need for an overall clean up of the area, both in private and public spaces;
- Lack of decisive action on the future of the Sunbeam site, which is in turn creating uncertainty and delaying plans by others considering redevelopment of their own sites, however since consultation was undertaken, a Part 3A application has been lodged for the site; and
- A need for incentives to encourage land owners and developers to invest in the area for its improvement. It was suggested that a relaxation of existing zoning rules to enable work

and liveable dwellings on the same site, increased use of 'Mixed Use' zoning and other more flexible arrangements. (Further information with regards to Live/work zoning is detailed on page 86.)

Strategy Direction

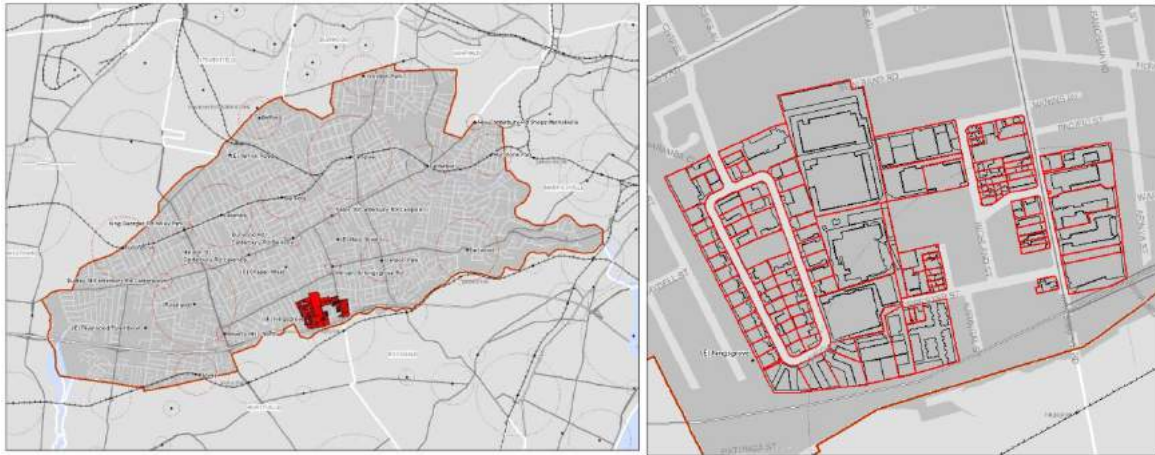
Consider the future of this area for low-rise, medium density housing, medical related businesses and a small neighbourhood centre, adjacent to light industry.

See Precinct 1 in Appendix A

See Actions P7, P9, P13, P19, P27 and P28 in Section 4.



3.3.2 Precinct 2 - Kingsgrove



Precinct Character

Currently zoned 4(b) Light Industrial
35.7 hectares

The average lot size for this area is approximately 2,930sqm. Smaller lots are located on Garema Circuit, with larger lots occurring in the eastern part of the precinct.

The Draft South Subregional Strategy classifies this employment lands precinct as Category 1 with a Freight and Logistics, Local Industry, Urban Services and Light Manufacturing character.

These employment lands are located along the southern boundary Of the LGA, in proximity to the M5. The eastern part of the precinct is accessible via Kingsgrove Road. This area contains a variety of companies accommodated in small factory/office units through to medium sized industrial parcels. Businesses include tile and kitchen companies, smash repairs/automotive parts suppliers and an Australia Post distribution centre. Adjacent, on land zoned for Special Use, is a bus depot. Some residential development is also located on industrially zoned land.

Some new industrial complexes have been developed. Some premises are available for lease.

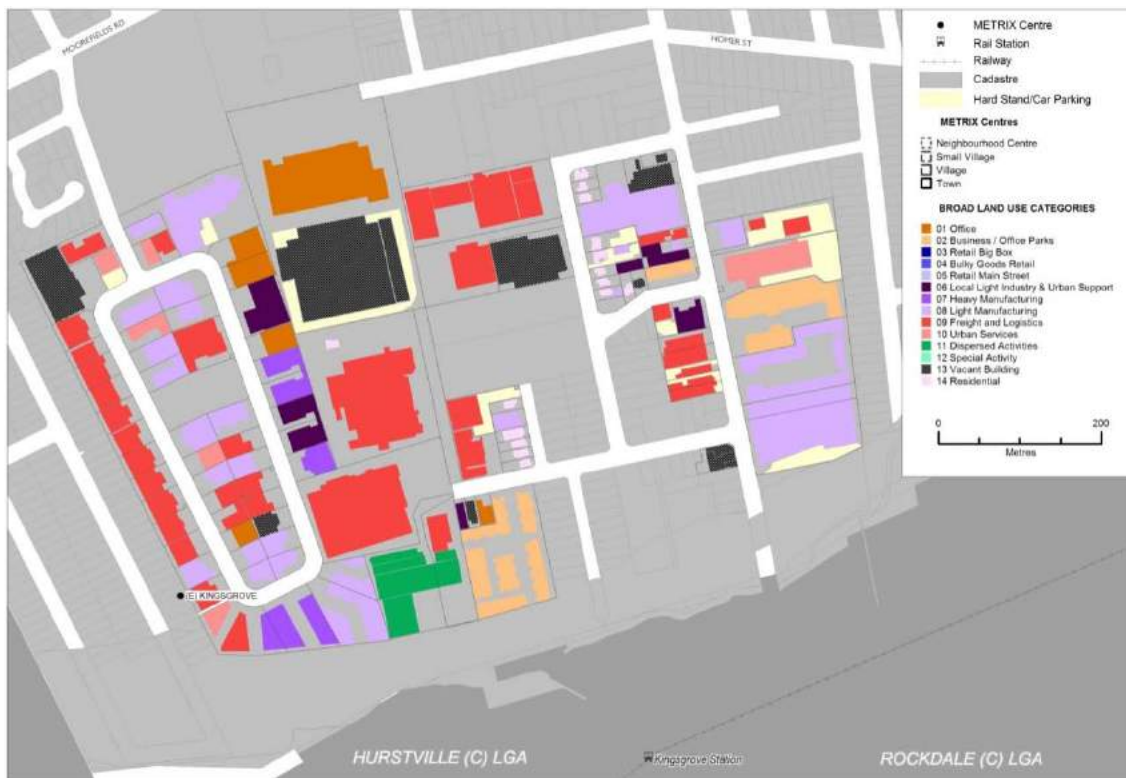
The western component of Kingsgrove is accessible via Wirega Avenue, through a residential area. This area has medium sized lots primarily occupied by warehousing and manufacturing. Businesses include Verosol, Spicemaster, Sheco (toy and gift importer) Hard Yakka, Allan Calendars, furniture wholesalers, graphics/printers, food manufacturing/wholesale, glass blocks/masonry supplies and Lloyds shipping. Businesses within this area appear to supply a relatively broad area, in comparison to much of the other employment lands within the LGA which provide local services. Buildings appear to generally have been built in the 1970s and 1980s. Premises were generally well occupied, with a couple of premises for lease. A council owned car park is located within Garema Circuit.

Garema Circuit contains a take-away shop, selling lunch to local employees. Local retailing and services are available at Kingsgrove, outside Canterbury LGA. Public transport access is poor, however, Council may advocate for improved services.

The area is bounded by the M5 to the south, and a park north of Garema Circuit. Some residential development occurs west of Kingsgrove Road and this area effectively 'intrudes' into the industrial area. Interface issues arise, particularly where trucks are required to travel through residential areas, such as along Wirega Avenue. The Hill PDA report recommended that this area be retained as an industrial precinct.

Land Use Audit

This precinct accounts for 27% of all industrial floorspace within Canterbury LGA. Manufacturing (83,524sqm), Property and Business Services (65,437 sqm) and Wholesaling (51,025 sqm) constitute the majority of floorspace. There are a significant number of vacant buildings within this precinct, which may reflect the undesirability of the area, but also indicates potential to accommodate additional employment.



Consultation Findings

Some businesses have been in this area for long periods of time and are keen to remain in the area both for convenience and because of familiarity for their customers. Advantages of being in this location were identified to include:

- Easy access to the M5 motorway (and to a lesser extent also the King Georges Rd and the M4) and thus to key clients;
- Ability to live close to work, enabling more family time even when long work hours are necessary as a small operator; and
- Relatively easy access to the CBD.

Concerns included:

- Having to access the area by only one route (with associated delays) and through residential areas, which results in complaints to Council;
- Poor maintenance of the area both by Council and by some industrial precincts within the area (car park litter, car dumping etc; poor lighting; and a need for regular mowing of grass in the area were singled out as key in this regard);
- Limited exposure for many businesses within the industrial estate (a well-maintained business and industrial directory was identified as something Council could provide to assist businesses in this area);
- A lack of opportunities for those businesses in the area wishing to expand further, given most sites are relatively small and turn-over is not high;
- High costs relative to other industrial areas in Canterbury and elsewhere; and
- Lack of a footpath in some parts of Garema Circuit (particularly 40-42) (However, Council notes that this has since been addressed).

Real estate agents indicated that properties in this area were in high demand. It was also stated that Harp St in comparison is not well placed to manage heavy vehicle movements.

Strategy Direction

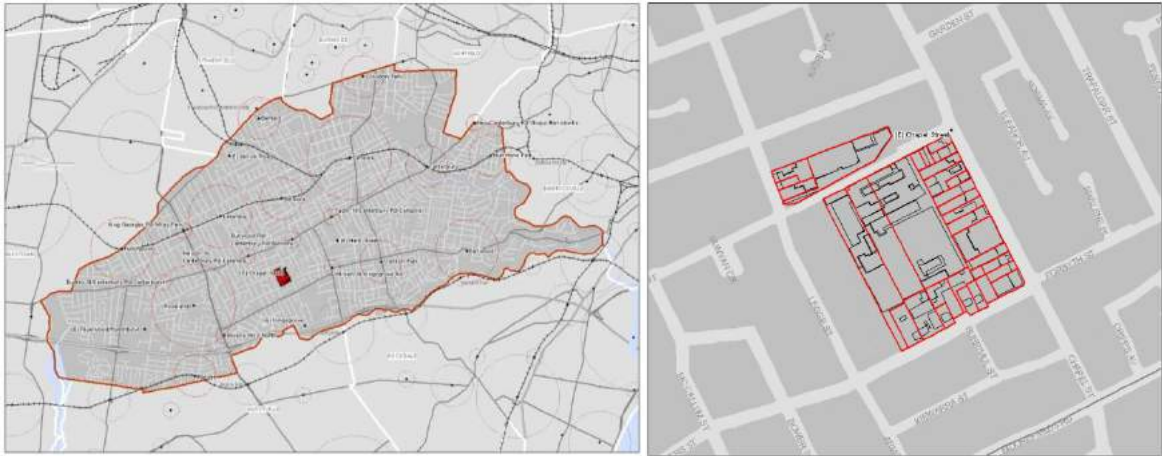
Enhance Kingsgrove's strategic employment role, protect land for key uses and enhance amenity. Investigate use of Council land for 'catalyst' infrastructure or development. Modify road and access arrangements. Enhance connections to Kingsgrove station and create a focus for worker amenities. Investigate opportunities for consolidation of employment opportunities from existing residential areas.

See Precinct 2 in Appendix A

See Actions P9, P13, P20 and P27 in Section 4.



3.3.3 Precinct 3 - Chapel Street, Roselands



Precinct Character

Currently zoned 4(b) Light Industrial

7.2 hectares

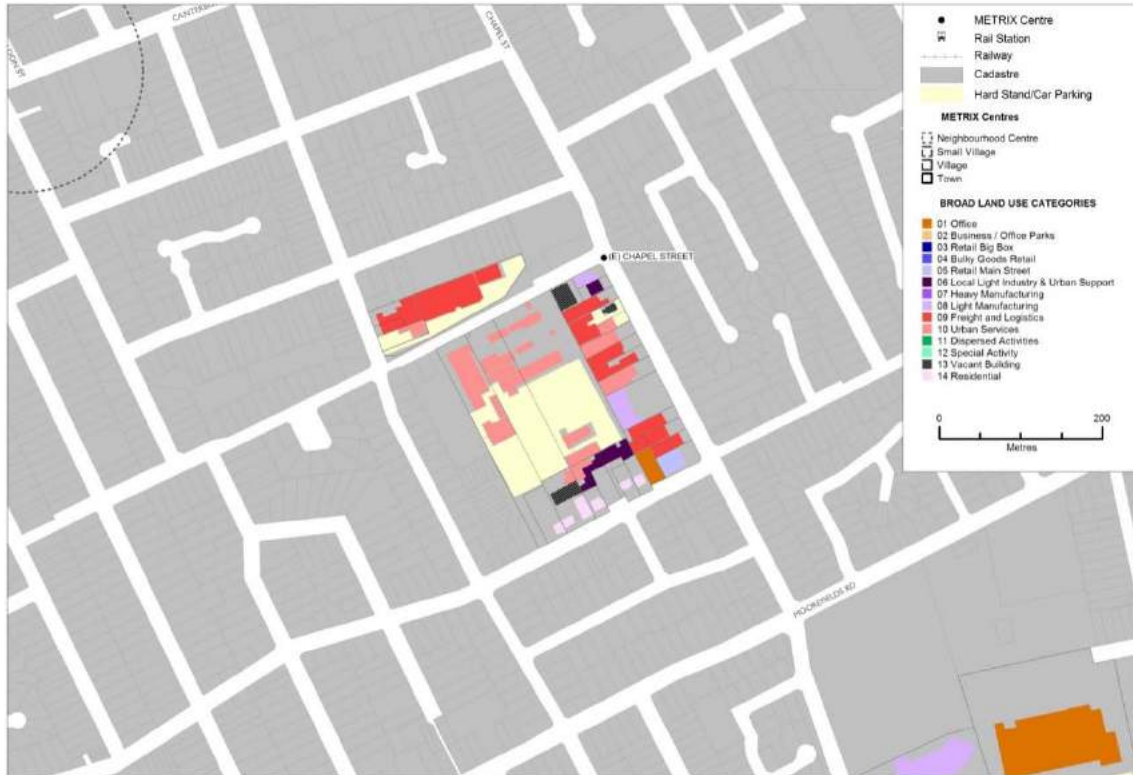
There are some large parcels within this precinct. Lot sizes range from 300sqm to 1.6ha. The Draft South Subregional Strategy classifies this employment lands precinct as Category 1 with Utilities/Urban Services type uses.

This area differs from Kingsgrove, and other employment land precincts in that it appears to contain a greater proportion of businesses which supply to, or provide services to, the general public. Businesses located here include laundry service, photo/art company, data cables suppliers, a framing manufacturer/retailer, food wholesalers, joinery, church, dance studio, glass screens supplier, auctioneer and pots wholesaler/retailer. This area also contains a Council depot and City of Canterbury Training Centre. Chapel Street employment lands are partially buffered by a park, but otherwise are surrounded by residential development.

Access to Chapel Street is via residential areas, and it is not well served by regular or frequent public transport. Retailing and local services for employees, are available in Lakemba or Belmore. The Hill PDA report recommends that this area be retained to accommodate industrial activities.

Land Use Audit

This precinct accounts for only a very small proportion of all industrial zoned floorspace within the LGA (3%), however it contains significant hardstand. Urban Services is the primary land use (37,555 sqm).



Strategy Direction

Opportunities for new employment uses, residential and live-work arrangements.

See Precinct 3 in Appendix A.

See Actions P9, P13, P17 and P20 in Section 4.



3.3.4 Precinct 4 – Bonds Road, Riverwood



Precinct Character

Currently zoned 4 (a) General Industrial and 4(b) Light Industrial
Approximately 50 hectares

The average lot size in this precinct is 0.4 hectares. There are 5 lots greater than 2 hectares.

The Draft South Subregional Strategy classifies this employment land precinct as Category 1 with uses which include Utilities/Urban Services, Local Industry, Freight and Logistics and Manufacturing-Light.

The largest scale employment lands within the LGA are located here. There were also some smaller premises i.e. factory units. Businesses included a funeral home, warehousing, seafood wholesalers, badge manufacturers, a small amount of local industry – smash repairs etc, print head technology, plastic bags – manufacture/wholesale, book printers, Arrowmaster Gifts – direct to public, Multapex, hire places – event equipment, pump repairs, metalwork, wholesale foods, Electrolux – head office, service, Santos – coffee, Eureka tiles, Packaging services, Glamapak and removal and storage. Retail type uses are concentrated at the northern end of Belmore Road.

This area has excellent access to the M5, which bounds the employment lands. The precinct is also partially buffered by a park. Most of the area is accessible off main roads, with only some properties accessible through residential areas.

Local retailing and services are located at Punchbowl or Roselands, within driving distance.

The Hill PDA report recommends that this area be retained for industrial activities.

Land Use Audit

Riverwood accounts for 26% of all industrially zoned floorspace within Canterbury LGA. Freight and Logistics and Light Manufacturing are the predominant land uses, with Business Park also contributing a significant amount of floorspace. Together sites with vacant buildings and vacant sites cover approximately 36,000 sqm.



Consultation Outcomes

Businesses identified the advantages of this location as being:

- The central location of the area to both major arterial roads (important to incoming freight and to distribution to customers across Sydney and beyond). This was expressed as being “handy to everywhere” – a view expressed by several respondents;
- The M5 was a particular route mentioned in this regard, although some respondents commented adversely on traffic flows on the M5 at times; and
- Being close to residential areas, so that owners and employees can work close to home.

Concerns included:

- Proximity to, and use of the area for prostitution, and related to this, safety of female staff after dark;
- Lighting and general security in the area was a related concern;

- For some, rubbish dumping was also seen as an issue and was of concern because it detracts from the whole area, and for two interviewees stray cats in the focus area were an unaddressed concern;
- Failure to restrict kerbside parking near the entrance to major industrial complexes was identified as a safety concern, given a need for large trucks to have both an adequate turning circle for entry and good sight lines for exit; and
- A lack of availability of people with the right skills and education to fill the range of positions needed in the business. Literacy was identified as an issue for positions such as reception, administration and radio operation.

Most of those interviewed expressed a desire to remain in this area and/or at this location. While some business growth was contemplated, several saw substantial expansion as unlikely and necessitating a move out of the area, which many did not want. One participant keen to expand his business wants greater visibility provided by being on a main road such as Canterbury Road.

Real estate agents indicated that properties in this area were in high demand and the roads in this area are well placed to cater for larger/heavier vehicle movements.

Strategy Direction

Preserve and nurture local business and employment lands.

See Precinct 4 in Appendix A.

See Action P7 in Section 4.



3.3.5 Precinct 5 – Wiggs Road, Riverwood



Precinct Character

Currently zoned 4(b) Light Industrial
6 hectares

This area consists of relatively small sized lots.

The Draft South Subregional Strategy identifies this area as Category 1, with Manufacturing-Heavy and Local Industry uses.

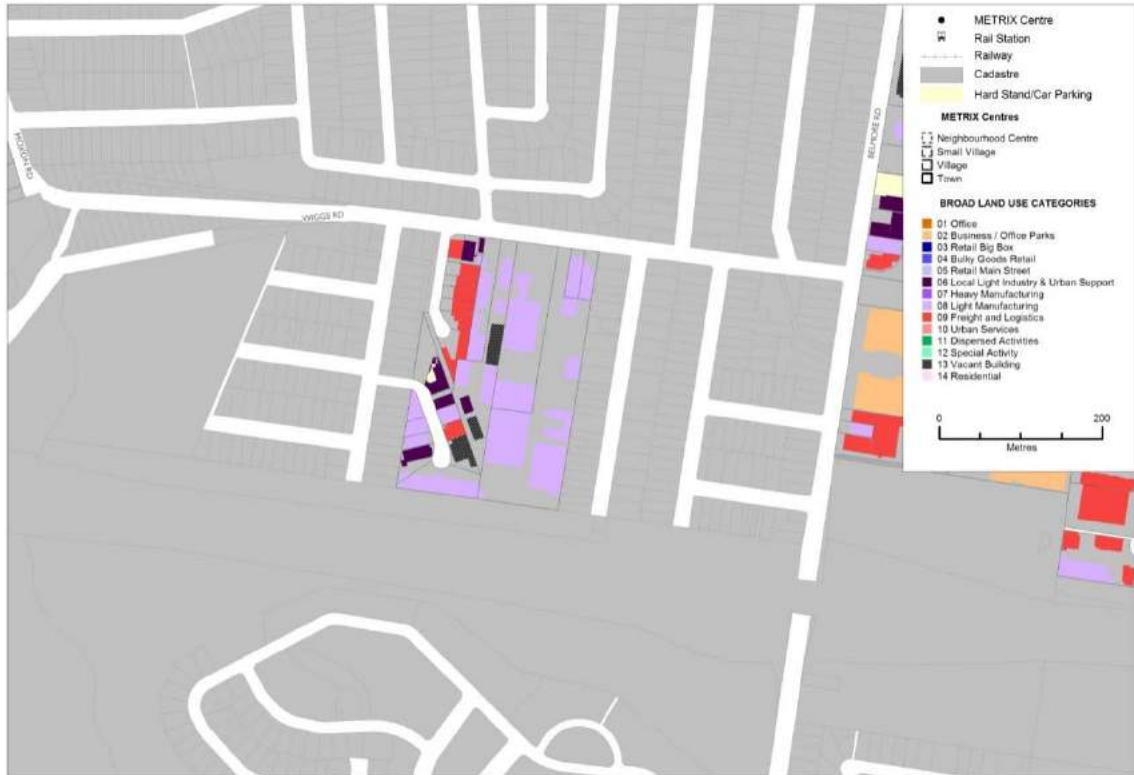
This area appears relatively old and run down in comparison with other employment land precincts. Businesses here include Precision plastics, electronics companies, printers, office furniture suppliers and auto repairs. A site visit suggested that there is insufficient parking in proximity to this area. There is poor public transport access, and local retailing and services are located at Punchbowl or Roselands, within driving distance.

The Draft South Subregional Strategy states 'houses on Belgium Street back on to the industrial area, reducing their amenity but residents mostly affected by industrial activities at this area are those in Bell St and Schofield Street off it. A variation to the boundaries of the industrial area would reduce these impacts.'

The Hill PDA report recommends that this area be retained for industrial land uses.

Land Use Audit

West Riverwood provides only a small portion of floorspace within Canterbury's industrial zoned land (3%), of which the majority is occupied by light manufacturing.



Strategy Direction

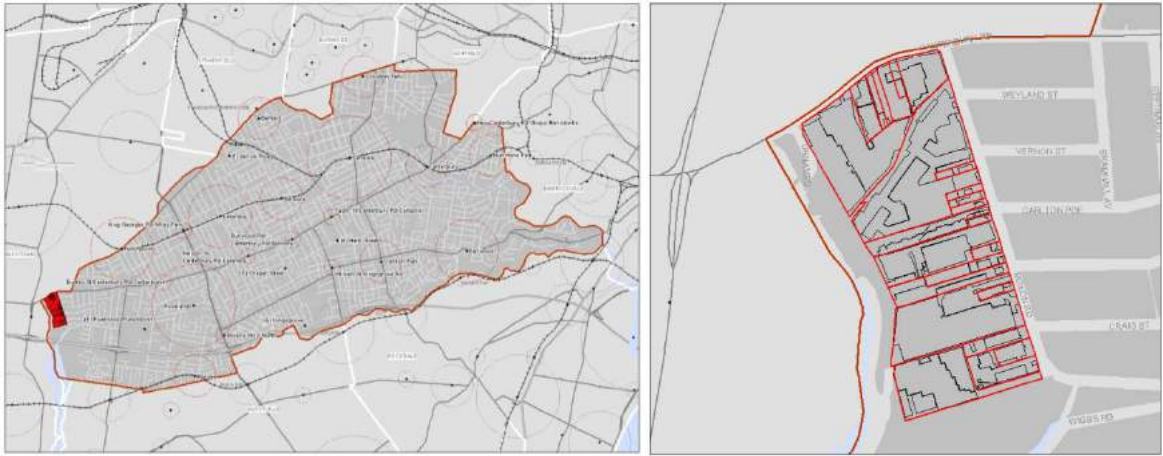
Preserve and nurture local business and employment lands.

See Precinct 5 in Appendix A.

See Action P7 in Section 4.



3.3.6 Precinct 6 – Moxon Road, Punchbowl



Precinct Character

Currently zoned 4(b) Light Industrial
15.6 hectares

Lot sizes range from 700sqm to 3.3 hectares.

The Draft South Subregional Strategy classifies this employment lands precinct as Category 1, accommodating Utilities/Urban Services and Local Industry uses.

Located within the western most part of the LGA, this area contained the following businesses: submarine cables supplier, Marble/granite/hardware supplier and other warehousing type uses. Along the northern part of the precinct, there is a greater amount of local goods and service providers. The area contains some factory units, some of which were vacant.

The area has good access to the M5, but is not easily accessible by public transport. Local retailing and services are located at Punchbowl or Roselands, within driving distance.

The Hill PDA report recommends that the southern part of this precinct be retained for industrial uses, with the remainder, which has frontage to Canterbury Road, to be used for bulky goods and showroom type uses.

Land Use Audit

Punchbowl accommodated 6% of floorspace within Canterbury's industrial zoned land. The primary land use within the precinct is freight and logistics.



Strategy Direction

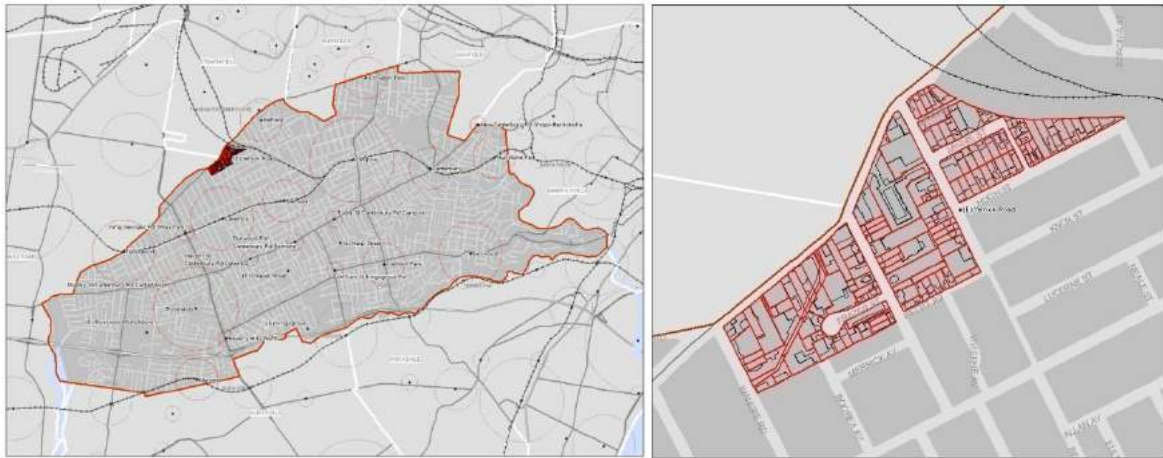
Preserve and nurture local business and employment lands.

See Precinct 6 in Appendix A.

See Actions P7, P9 and P13 in Section 4.



3.3.7 Precinct 7 - Lakemba



Precinct Character

Currently zoned 4(a) Light Industrial
12 hectares

This area has a relatively small average lots size of approximately 1,000sqm.

The Draft South Subregional Strategy classifies this area as Category 1, with Manufacturing-Light and Business Office uses.

The area is not particularly flat and does not have great access to Enfield or south towards Lakemba or Belmore, which is a narrow road through a residential area. Residential development occurs to the south of the industrial area, with some dwellings located within the industrial zoned land. Businesses located here include Alpere group – lumber, food distributors, glazers, smash repairs, storage, factory outlets, sign companies, wood turning, electrical wholesale, spices/Arabic coffee wholesalers and an Australia Post – business outlet.

There is a reasonable amount of off/on street parking. Public transport access is poor.



Land Use Audit

This area accommodates a diverse mix of uses and account for 7% of the audited floorspace.



Consultation Outcomes

Businesses in this area had not been here for long periods, which was the case in the Riverwood/Punchbowl area. Advantages of this area were generally seen as:

- Convenient location in relation to the city, major transport routes, customers, and housing which families can still afford (thus enabling work close to home and families). Some responded on the benefits of being part of an industrial area where most businesses are small; and
- Some (especially those in food-based businesses) expressed benefits from being close to a village centre such as Belfield, which has a diversity of different cultures and food retailers. It is noted that the employment precinct is also close to Belmore and Lakemba.

Concerns included:

- Diminishing availability of parking in the area – as a result of increases in residential development nearby, local restaurants attracting more people to the area, and car repair businesses using street parking for their work;
- Some saw the quiet and relatively isolated nature of the area as a disadvantage, resulting in lack of profile for their businesses. Improved directional signage and better lighting were identified as assisting to overcome this; and

- Lack of availability of “good workers” in the area, and having to bring workers in from other areas, often far away, were problems for some businesses in the area, and one such business sought relaxation of employment regulations and the added costs of employing people as important in addressing this.

Most participants wanted to stay in the area and maintain their current business, although some seek to expand. Possible changes to FSR and to zonings so that owners and/or managers could live on site (combining residential and small scale industrial development) were suggested by some respondents. (See Live-Work Text Box, page 86).

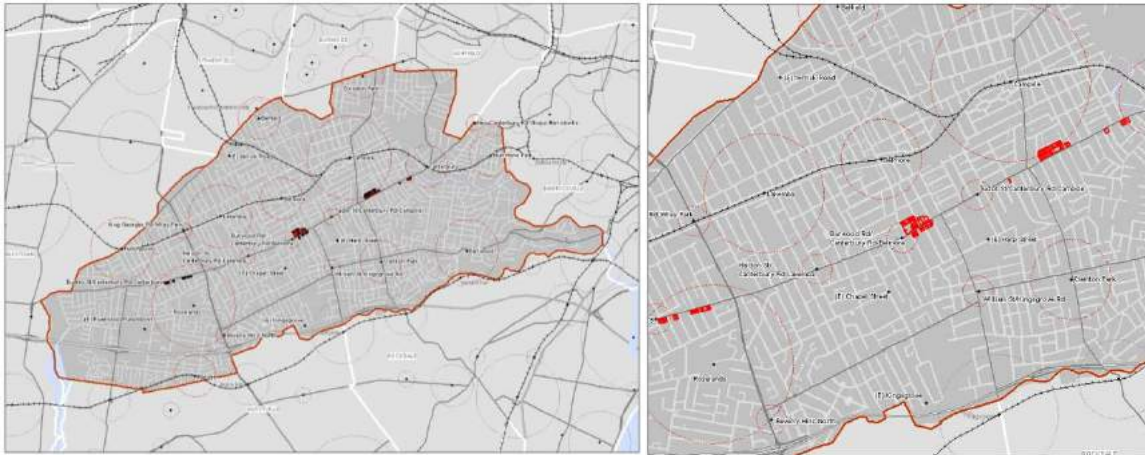
Strategy Direction

Opportunities for new employment uses, residential and live-work arrangements.

See Precinct 7 in Appendix A.

See Actions P7, P9, P13 and P17 in Section 4.

3.3.8 Precinct 8 - Canterbury Road, Wiley Park, Belmore & Campsie



Precinct Character

Currently zoned 4(a) and 4(b) Light Industrial
7.7 hectares

The average lot size is 550sqm and lots range in size from 150sqm to 7,480sqm.

The Draft South Subregional Strategy classifies these employment lands as Category 2 and as such there is scope to broaden employment uses on these lots. Current uses, as listed in the subregional strategy, include Local Industry and Retail and Business Office /Local Industry.

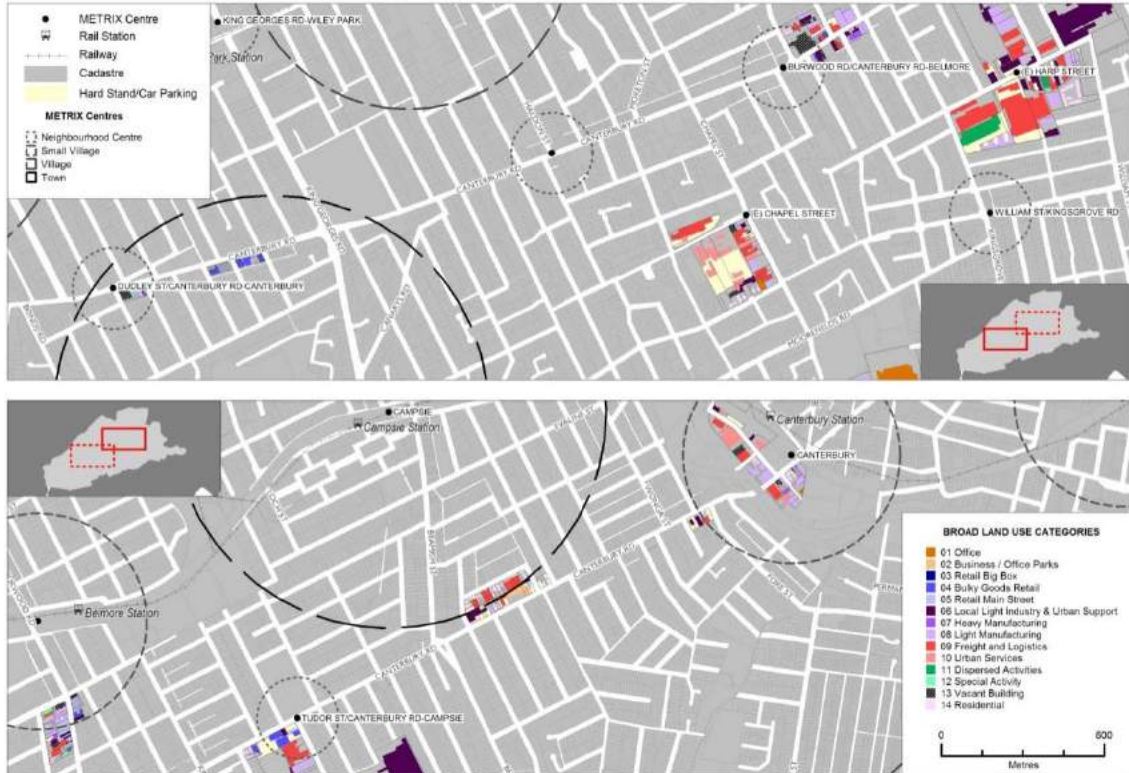
On average, traffic can reach up to 55,000 vehicles/day, at varying points along Canterbury Road. Strategic Bus Corridors which travel along Canterbury Road include 25 – Hurstville to Bankstown and 28 – Bankstown to Burwood via Campsie.

As well as being affected by high traffic volumes, Canterbury Road has relatively narrow pedestrian paths and limited stopping, turning and parking opportunities. These have combined to largely deter any smaller scale, pedestrian oriented retail, once a mainstay of the street. Generally buildings along Canterbury Road give the appearance of being very run-down, many were vacant and vandalised. Surviving retail tends to be larger scale, car oriented businesses. Many are associated with automotive retail or building and home improvements. These tend to be clustered at a number of locations along the road.

Hill PDA report recommends that parcels along Canterbury Road be rezoned to reflect the degree of exposure along this road and existing bulky goods and show room type uses. The future of land along this road also needs to be considered in the context of Department of Planning's guidelines for development along busy roads. This is likely to recommend business frontages along busy roads with residential to the rear set well back from traffic.

Land Use Audit

Canterbury Road accounts for 5% of all audited floorspace. Uses include local light industry, light manufacturing and freight and logistics. Of the land area, 12,765sqm is made up of vacant sites or sites on which the buildings are vacant.



Consultation Findings

Discussions with real estate agents indicate there is a degree of uncertainty as to the future of Canterbury Road and the uses which are currently permissible. It was suggested that greater flexibility in the planning controls for sites along Canterbury Road would promote development.



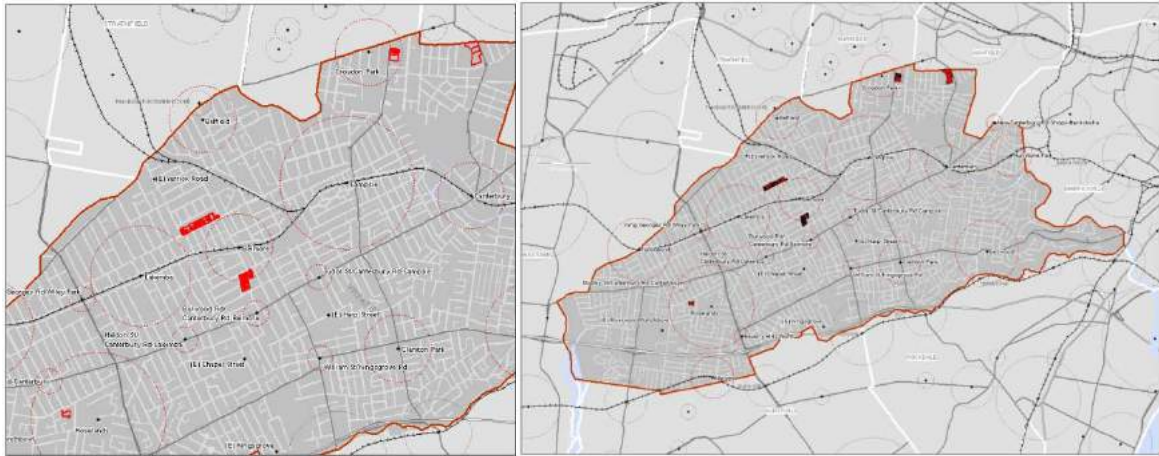
Strategy Direction

An employment spine: key asset and opportunity for new business.

See Precinct 8 in Appendix A.

See Actions P4, P5, P6 and P16 in Section 4.

3.3.9 Fragmented Precincts



Precinct Character

Currently zoned 4(a) Light Industrial and 4(d) Industrial Business
11 hectares

Lot sizes range from very small up to 1.4 hectares.

For the purposes of this analysis, these precinct have been precinct numbers, which are listed below, along with the Draft South Subregional Strategy classifications:

- **Precinct 9 – Payten Avenue, Wiley Park** – Category 2, Local Industry
- **Precinct 10 – Lakemba Street, Belmore** – Category 1, Local Industry, Utilities/Urban Services
- **Precinct 11 - Burwood Rd, Belmore** – Category 2, Business Office, Local Industry
- **Precinct 12 - Croydon Park** – Category 1, Manufacturing-Light
- **Precinct 13 - Ashbury** – Category 1, Business Office

The characteristics of these parcels vary, however, they tend to be surrounded by residential land uses and have poor public transport access.

The Hill PDA report recommends a rezoning of Payten Avenue to residential in the long term, retention of industrial land on Lakemba Street, Brighton Avenue and Milton Street and consideration of the opportunities of industrial land on Belmore Rd to better support Belmore centre.



Land Use Audit

These fragmented parcels account for 7% of all audited floorspace and accommodate a diverse range of uses.



Strategy Direction

Precinct 9 – Payten Avenue, Wiley Park

Rezone to residential.

See Precinct 9 in Appendix A
See Action P14 in Section 4.

Precinct 10 – Lakemba Street, Belmore

Preserve and nurture local businesses and employment lands.

See Precinct 10 in Appendix A
See Actions P7 in Section 4.

Precinct 11 - Burwood Rd, Belmore

Opportunities for new employment uses, residential and live-work arrangements.

See Precinct 11 in Appendix A
See Action P15 in Section 4.

Precinct 12 - Croydon Park

Preserve and nurture local businesses and employment lands.

See Precinct 12 in Appendix A
See Action P7 in Section 4.

Precinct 13 - Ashbury

Rezone to residential.

See Precinct 13 in Appendix A
See Actions P14 in Section 4.

3.4 Centre Analysis

This section considers the following centres: Belmore, Campsie, Canterbury, Hurlstone Park and Lakemba. These centres have been considered as they play an important role, both in the existing structure of Canterbury LGA and the future distribution of employment. A more in depth analysis of centres has been undertaken as part of Council's centres study. Consultation undertaken as part of the Canterbury Town Centres Study indicates that:

'On the whole, substantial redevelopment was not the main focus. Rather there was an interest in activating key sites to 'get centres moving'. This was seen as critical in Earlwood, Lakemba and Wiley Park, but all centres had sites that were identified as potential catalysts.... there was little interest in development that challenged or compromised main street amenity. The main foci here was maintaining and improving the main street, developing key sites and increasing the quality, amount and type of residential development in the catchment on town centres.'

Source: RDA 2008

3.4.1 Belmore



Small Village

This centre contains a mix of retailing and services similar to other centres within the LGA. On the north side of the rail line there is a mix of businesses with different ethnic orientations, particularly Korean and Lebanese. The primary business within the centre is Canterbury-Bankstown Rugby League Club. There are some vacancies within the centre.

Land zoned for industrial purposes, south of Belmore centre is occupied by peripheral retailers rather than industrial uses. These include bridal/christening shops, bait retailers, a public coldstore and some churches.

The centre is located on the train line and is accessible by local bus. There is a small park adjacent to the station, and some commuter car parking. Community facilities located here include a Senior Citizens Centre and a Youth Centre.

Vision

The vision for Belmore, as defined by the Canterbury Town Centres Report is:

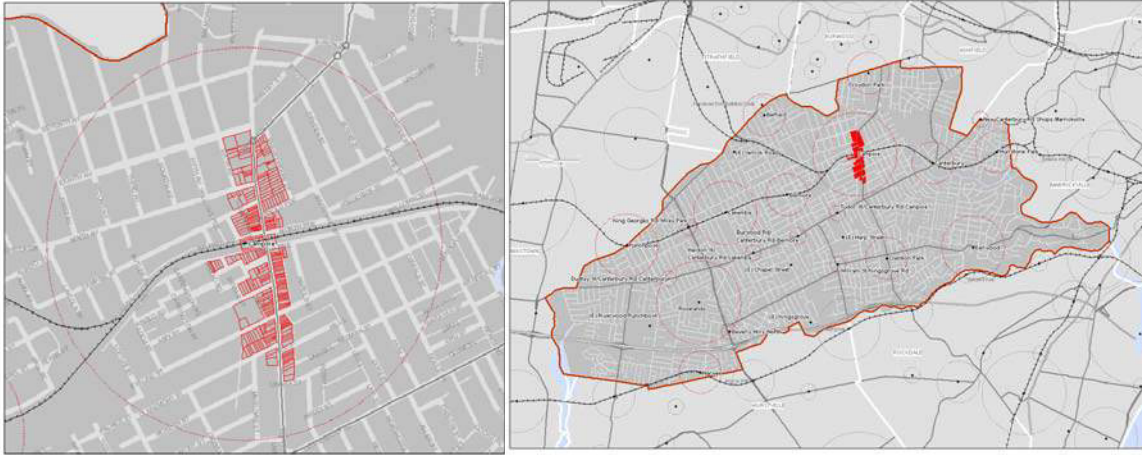
'Belmore will retain its main street focus with an energetic mix of cafes, food and household retail and services. Specialist food shops will continue to attract people from out of area and strong bridal sector will be encouraged to flourish.

Place-making, including urban art projects, around Belmore Station on Tobruk Avenue will create a new public domain, and will give the crest of the hill a distinct character, while also creating employment for young artists. Entry gateway/visual markers at town centre entries will complement the establishment of a unique character for Belmore.

Belmore Community Centre and Youth Centre will continue to play an active role in the town centre functions and links with Canterbury Bulldog Leagues Club will be strengthened. New retail and residential on Collins Street will increase the town centre's viability.'



3.4.2 Campsie



Town Centre

This vibrant centre consists of a main street which traverses the railway line, and one small shopping centre. The shopping centre has recently been revamped. It contains supermarket and Big W as anchor tenants and a few vacancies. RTA and a Post Office are also located on the top floor of the shopping centre. Other services such as Centrelink are also located within Campsie, as well as the Council offices at the northern end of Beamish Street. The presence of the major banks in Campsie centre is a key attractor.

The main shopping strip presents a pleasant streetscape and the railway line does not divide the centre. The centre is busy, with many people doing their shopping or wandering about on a weekday morning. Shops include many Asian grocery stores, butchers, seafood, restaurants, women's clothing and discount shops. Many stores cater for an Asian clientele, however some Indian stores were located toward the southern end of Beamish St. At the southern end of Beamish St there are a number of vacancies. The centre lacks cafe or restaurant offerings for business workers.

Beamish St is connected to a small pedestrian mall, which in turn provides access to Anzac Park. There is some medium density housing within walking distance of the centre. The area is well served by buses.

The redevelopment of Council's Chamber and land holdings presents a distinct opportunity for renewal and may act as a catalyst for further development.

Vision

The vision for Campsie, as defined by the Canterbury Town Centres Report is:

'Campsie town centre, at the heart of Canterbury, will continue to attract people from across Sydney with its vibrant mix of cultures and lively main street shopping. It will also continue to meet the daily needs of a growing ethnically diverse neighbourhood, with the texture of the main street to be retained, protecting essential commercial and employment opportunities.'

Significant residential development will take place close to the commercial core. Campsie's civic functions will be expanded with a new civic centre and central library to become a focus for governance, information exchange and innovation, a redesigned Campsie Mall will be a lively outdoor area with spaces for community events, markets and exciting urban art.'



3.4.3 Canterbury



Small Village

Located at the junction of the train line, Canterbury Road and the Cooks River, Canterbury is not a thriving centre. This is due to the centre's location on Canterbury Road, with traffic volumes impacting on amenity, limited parking and some long-term vacancies.

There is an Aldi located off Canterbury Road and a few businesses located along Canterbury Road or side streets, including a Video Store, Canterbury Club Hotel, a piano company, home-improvement businesses such as bathrooms and doors, a pet grooming company, a fitness studio, pool shop and tailor.

A large proportion of businesses along Canterbury Road are derelict, vacant shops. However there are some neighbourhood centre type businesses such as a newsagent and bakery.

Located nearby are a primary school, high school and Canterbury Park Racecourse.

The Canterbury Town Centre Masterplan aims to maximise the amenity offered by the river, local open space and good transport access, and seeks to increase residential densities in this area.



3.4.4 Hurlstone Park



Small Village

This centre, located on the railway line contains a small amount of retailing. Some buildings, which appear to have been previously occupied by retailers are now occupied by office type uses e.g. solicitors and an ALP office. The centre is located on one side of the railway line. Businesses include a milk bar, a small IGA supermarket, hairdresser, medical clinic and dentist. A Post office and ATM are also located in the centre. The majority of buildings appear to be tenanted. Some gentrification appears to be occurring in this area. However, there appears to be no restaurants and it is likely that there is little evening activity. Some low density housing as well as some medium density residential is located in proximity to the centre, as well as a bowling green and small park. There are no community facilities within the centre.

There is some parking, near the station, but this is not commuter parking, rather it has a 2 hour time limit.

Vision

The vision for Hurlstone Park, as defined by the Canterbury Town Centres Report is:



'Hurlstone Park will be an attractive village which functions as a convenient living and working environment for the local community. Through moderate redevelopment and infill, Hurlstone Park will have a viable town centre which offers a high level of local amenity including fresh food and gourmet shopping, cafes and services.'

New community facilities on the bowling club site will be well used as will Hurlstone Memorial Reserve Park. The heart of the town centre will be enlivened by public art celebrating the heritage of the area.'

3.4.5 Lakemba



Village

This centre is in some ways similar to Campsie. It appears to contain a comparable amount of retailing to Campsie, and like Campsie also has a supermarket. Lakemba contains a library, numerous retailers and businesses such as hairdressers. There are many businesses which sell products for the Muslim community, for example religious bookstores and halal butchers.

The centre is located on the train line and well served by public transport. Some industrial land is located within proximity of the centre. The centre has a strong cultural identity.

Vision

The vision for Lakemba, as defined by the Canterbury Town Centres Report is:

'A destination for intercultural food and retail experiences, Lakemba town centre will be a focus for community, culture and main street retail. The northern end of Haldon Street will be a public space for eating, socialising and community gathering and will be enlivened by cultural projects.'

Key religious and cultural industries will continue to play an active role with new community facilities complementing existing cultural industries. Retail and business activity will be improved by a new supermarket and opportunities provided for new/emerging businesses. Significant residential development beyond the commercial core will also improve town centre viability.'



4 Strategic Directions

The analysis of employment lands, and the nature and distribution of employment has highlighted opportunities for the City of Canterbury to better support business and economic development. Recommended actions have been grouped into two categories:

- **Planning Actions** – strategic planning actions which are related to employment, including amendments to Council’s current planning instruments as an input into Council’s preparation of a new Local Environmental Plan (the text box overleaf provides an overview of how planning and urban design strategies can achieve positive outcomes for employment precincts); and
- **Economic Development Actions** – actions related to creating the conditions for supporting existing jobs and generating new jobs within the City, including activities with partners such as Chambers of Commerce, employers, business, developers, other tiers of government and the community. Economic Development actions also encompass research, review and monitoring activities.

Planning and Urban Design Strategies

Consideration of the best future potentials of each of the employment precincts in Canterbury necessarily involves consideration of the existing planning framework, its implications for built form and the potential of a new planning framework to affect positive change and improved built form outcomes. Within this context, a requirement to prepare a new LEP under the Standard Template offers an ability to address the entire LGA in a holistic manner, based on “first principles”.

Implementation of the overall strategy, in a planning sense, relies on both LEP and DCP controls. The Standard Template LEP offers a range of land use zones and a framework for providing floorspace and building height controls, while a DCP then provides a mechanism for the expression of more detailed built form and design outcomes. Analysis of the existing DCP framework has identified a complex and confusing array of controls that appear to have a good deal of repetition and little relationship across sites and areas within the LGA. The approach taken here accepts that the type of employment being proposed has very similar outcomes across all sites, with additional specific outcomes within specific locations. In this light, the work advocates a significant rationalisation of the existing DCP’s into a single document for Industrial/employment land uses, consisting of both common guidelines and principles for all sites, as well as more detailed and site specific controls where they are warranted. A detailed outline of the scope and content of such controls has been prepared.

Application of the Standard template LEP to the preferred outcomes envisaged for Canterbury’s employment areas, while relatively simple, has also presented a number of complexities that are not easily addressed in a standard form.

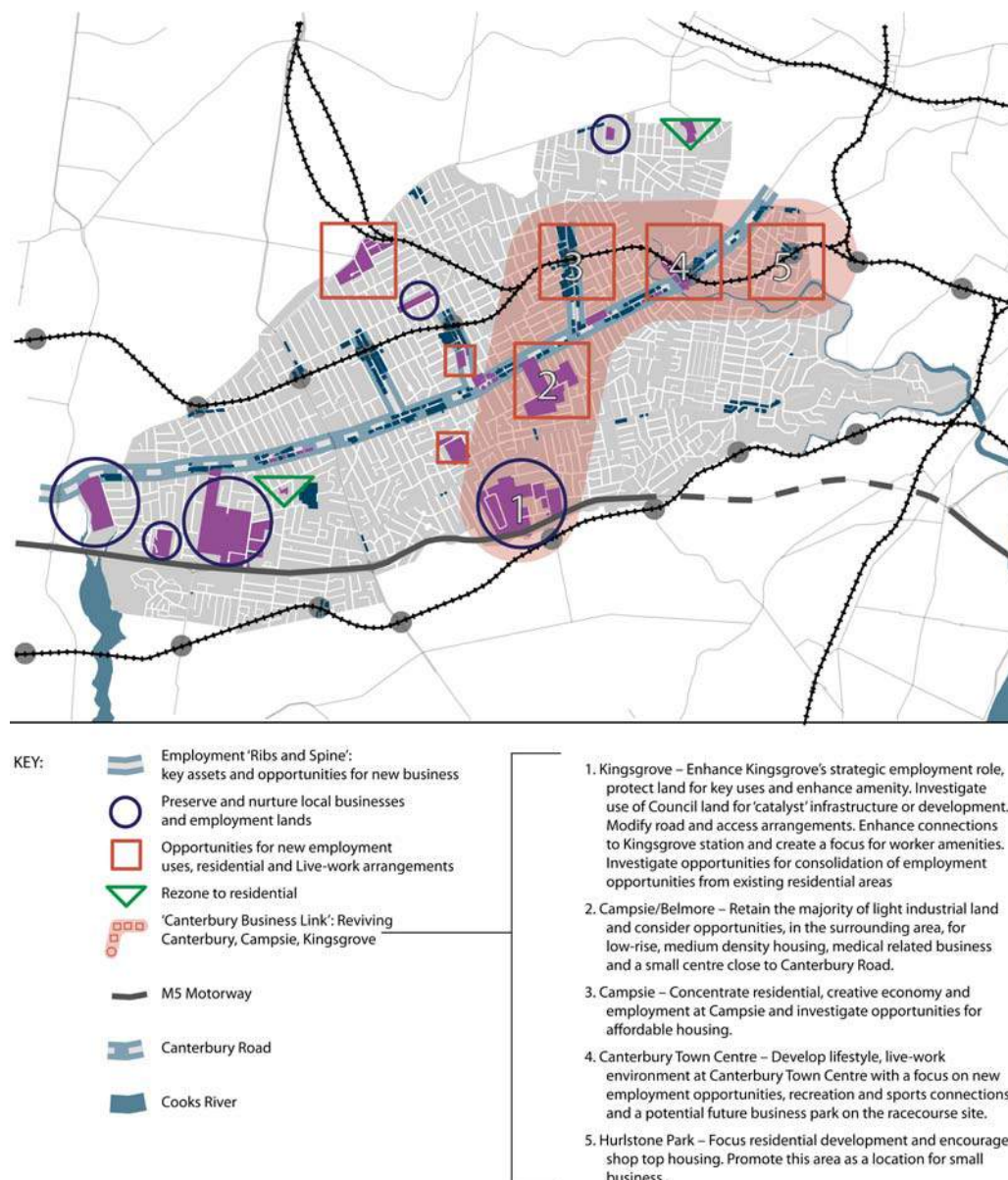
Individual zonings, floor space ratios and heights have proven relatively easy to allocate in terms of the standard template (these are illustrated on each of the precinct sheets). A more complex issue arises however in the identification of transition areas and how these may be best addressed in a statutory LEP context. Specifically, a number of locations have been identified where it is considered that a transition from existing light industrial uses to adjacent residential zonings is warranted. The standard template, in its unmodified form, does not provide for a residential use within the Industrial zonings. The simplest method of allowing residential uses to be mixed with an Industrial use is to allow such as a consent use within the Industrial land Use Zone table. This however results in a situation where residential activities may be potentially located within all industrial precincts (of the chosen zone) on all sites. Clearly, this is an outcome that is neither appropriate nor warranted. Rather, an “overlay plan” format is suggested where the LEP is able to identify the specific locations where Industrial/residential transition development is appropriate. These locations would be referred to specifically in the LEP, possibly in the land use table, and illustrated through a plan presented in much the same manner as the proposed FSR and height maps. The LEP would then be supported with more detailed DCP controls addressing the specifics of design and built form, identifying and specifying the appropriate outcomes for each potential situation.

4.1 Planning Actions

Planning is an important means of guiding and facilitating investment within an LGA. It is one way Council can indicate how they envisage Canterbury's future. The actions detailed below seek to reinforce the existing employment related land use structure within the LGA, protect well functioning employment lands and strengthen the existing and future centres including Campsie, Canterbury and Hurlstone Park.

Draft strategic directions for the Planning Actions are illustrated in Figure 14.

Figure 14. Draft Strategic Directions Map



4.1.1 Reinforcing the Employment 'Ribs and Spine'

The existing structure of the Canterbury LGA consists of the 'spine' created by Canterbury Road and 'ribs' linking the train line and Canterbury Road along 'main' streets at Campsie, Belmore and Lakemba. The Cooks River, M5, remaining employment lands and residential areas are the other elements of the LGA's physical structure. This strategy seeks to reinforce this distinctive structure. Key recommendations include the following.

Ensuring future planning controls reflects the strong existing structure of Canterbury.

Opportunities exist to build on Canterbury's existing strengths which include the existing mainstreet centres, rail access and well-functioning employment lands. The amenity provided by the river should be promoted and enhanced.

Action P1: Council to implement controls which maintain, and build upon the characters of existing well performing centres, including Campsie, Belmore, Earlwood, Punchbowl and Lakemba

In line with the Canterbury Centres Study, Council should investigate opportunities to increase residential densities within the walking catchments of centres. An increased residential population will add to the vibrancy of local centres and build the associated business base. In line with the recommendation of the Centres Study, planning controls for centres should ensure that the village scale and fine-grained retail shopfronts along the main street are retained.

Action P2: Continue to improve linkages and amenity along the Cooks River Foreshore

Opportunities for recreation can be a key attractor for businesses and residents alike, and Council should seek to maximise existing assets such as the Cooks River. Additionally, pedestrian and bicycle connections between Canterbury town centre and Campsie, via the river, should be improved.

Integrating planning for the Centres.

Work has been undertaken to consider the future of each centre across the LGA. This needs to be consistent with the overall strategy of reinforcing the structure and strengths of the LGA. Funding and financing improvements will need to be a consideration.

Action P3: Council to ensure that this Employment Lands and Economic Development Strategy is implemented in conjunction with the Canterbury Town Centres Report and the Building Employment Opportunities in Sydney's South document.

Certainty and consistency provide an environment that is supportive to future investment. Additionally, a co-ordinated approach will provide for the best outcomes for centres and employment lands. These strategies need to be considered in conjunction when reviewing Council's LEP.

Defining the role of Canterbury Road.

A degree of uncertainty surrounds the future of uses along Canterbury Road. By further clarifying the future of development along this road, in line with State Government's policy position on development on busy roads, Council will be able to improve certainty, which may in turn promote renewal for employment purposes. The Department of Planning has released guidelines for development on 'busy roads'. These guidelines provide guidance on appropriate locations for different types of development with regard to busy roads as well as measures for reducing noise impacts and improving air quality in these developments. Some parts of the LGA are exposed to high traffic volumes and therefore these guidelines should be consulted when determining appropriateness of the use and form of any proposed redevelopment. Specifically this applies to Canterbury Road east of Beamish Street (as well as along the M5 and King Georges Road). Consideration should be given to these guidelines when planning the future of Canterbury centre.

Fragmented and small lots without sufficient off-street parking or amenities are a key barrier to investment on Canterbury Road. Council could play a pro-active role through implementation of the Canterbury Road Master Plan where it is consistent with the government's guidelines.

Action P4: Ensure that future development along Canterbury Road, as guided by the Canterbury Road Masterplan, has regard to the State Government's policy position on development along busy roads.

Research indicates that residential development along busy roads can have detrimental health impacts. This is due to both the air quality and noise levels in these locations. Ideally residential development should be set back or buffered from busy roads, whose frontage are more suited to employment activities. Future development should be in line with the State Government's Guideline for Development Near Rail Corridors and Busy Roads. The Canterbury Road Masterplan should be reviewed in light of these guidelines.

Action P5: Implement planning controls which allow businesses to maximise the exposure offered by Canterbury Road.

The flow of traffic can offer benefits to businesses in terms of profile. There may be scope for additional high quality show rooms, for example modern integrated auto sales and repair centres, such as BMW Canterbury. High quality developments with visible frontages have the potential to improve the look and feel of the area, and may influence the perceptions of those travelling through the LGA.

However, planning controls must seek to ensure sufficient breaks in street frontages, to encourage a (safe) walkable environment and a socially active street. Generally, breaks in the street frontages are provided by side streets intersecting with Canterbury Road.



4.1.2 Preserve and nurture local businesses and employment lands

Generally speaking, the LGAs employment lands are actively utilised, notwithstanding some areas where employment is declining. However, there needs to be some consideration given to where decline will occur – and planning for this – and where modernisation and intensification should be facilitated. Issues include:

Preserving well-functioning local employment lands.



Action P6: Ensure planning controls at Riverwood and Punchbowl employment lands precincts allow for the retention and development of existing employment uses.

Recent developments such as the Riverwood Business Park on Belmore Road (by ING) indicate that conditions at Riverwood, such as large lots and access to the M5, remain attractive to contemporary industrial land users. At Riverwood the location lends itself to renewal associated with these attributes and these should be protected. Existing and traditional industrial uses should be maintained, but new investment in freight and logistics activities should be encouraged, so further subdivision should be discouraged.

In the Moxon and Wiggs Road precincts in Punchbowl, opportunities to continue to accommodate traditional industrial uses will be maintained through appropriate zoning, with a lift in worker amenities where possible.

Existing industrial land in the western part of Campsie Belmore precinct should be retained for industrial purposes, by the application of appropriate zoning controls.

See Precincts 1, 4, 5, 6, 7, 10 and 12 in Appendix A.

Enhancing functionality.

The consultation raised issues about the operation of the employment land areas operated. For example, parking near driveways, was mentioned.

See Appendix for specific DCP recommendations.

Action P7: When reviewing relevant plans, consider the need for altered on street parking controls within industrial estates.

There is potential for conflict between the needs of larger vehicles, particularly trucks, and employees parking within industrial estates. Opportunities to address this issue should be considered further in the course of planning studies which better allocate road spaces for different vehicles.

Action P8: When undertaking open space planning, ensure there is sufficient amenity provided for employees. Pedestrian links and cycleways will be considered.

Appropriate facilities for employees, such as picnic tables, pocket parks, cycleways and pedestrian connections, are a means of increasing the attractiveness of employment land precincts as business locations. Opportunities to provide such amenities, in identified areas, should be pushed. Council could consider going a step further and creating streetscape improvement plans for each of the key industrial precincts, or alternatively, some common guidelines or principles for all precincts. However functionality, rather than appearance, should be the key to improving employment precincts.

See Precincts 1, 2, 3, 6 and 7 in Appendix A.

Action P9: Investigate options to improve safety, and perceptions of safety, within employment lands precincts.

Council currently conducts community safety audits across areas of concern, such as parklands and in town centres. These should be extended to employment land precincts. Council should work with local police and landowners to identify problem areas for anti-social behaviour in these areas. Additionally, Council should review street lighting, pedestrian access, sightlines and other opportunities to promote safety by design.

Sustainability.

Looking towards the future, it is important that Council consider the environmental impact of the use of employment lands and take steps to audit and improve this.

Action P10: Continue program of environmental audits of targeted industries.

Council should seek to maintain or increase the current rate of auditing, which is estimated to be 80 per year, as per Council's Operational Plan.

Action P11: Continue to encourage businesses to take a pro-active approach to minimising risks of a pollution incident, as well as minimising water and energy use.

Extension of Council's 'Kilowatt Cutters' program to businesses may be one means of achieving water and energy use reductions. The provision of guidelines to minimise pollution incidents would represent a practical and positive Council initiative.

Action P12: Promote the use of public transport to employment lands precincts.

Council can promote the use of public transport by local employees. In 2006, the proportion of employees travelling to work by public transport ranged from 5% to 11% across employment precincts in Canterbury, averaging 7.5% across the whole LGA (compared with 18.7% across Sydney). The promotion of public transport use may be through simple means such as making bus-timetables accessible, or where transport is lacking, by lobbying state government for improved bus connections. Active transport, walking and cycling, can be improved through upgrades to walking cycling networks, as well as by raising awareness of existing trails.

See Precincts 1, 2, 3, 6 and 7 in Appendix A.

4.1.3 Managing the Industrial/Residential Interface

Where employment lands are fragmented and surrounded by residential areas, there are opportunities to allow for live work spaces or even residential conversions. Within the LGA, noise, particularly relating to truck movements, has been identified as an issue surrounding some employment lands precincts. Issues include:

Considering sites which provide an opportunity for alternate uses over the short, medium and long terms.

Over time the needs of businesses and the workforce change. SGS's investigations indicate that some employment lands may be appropriate for rezoning to either alternative uses such as residential or, in some cases, to live/work combinations. The key example in this case is Payten Avenue, a small, fragmented parcel, surrounded by residential development near Roselands Shopping Centre. In the same way, some land may be more appropriately rezoned to industrial from other uses, particularly where this will address land use conflicts.

Action P13: Convert Payten Avenue industrial to residential.

The isolated location of this employment land parcel, completely surrounded by residential development and near the Roselands Shopping Centre makes it suitable for rezoning to residential, particularly given the ambitious dwelling target that Council has been set. Also consider rezoning employment land at Ashbury to allow for residential uses in a high amenity location.

See Precinct 9 in Appendix A.

Action P14: Rezone industrial parcels south of Belmore town centre to B2 Local Centre to reflect existing businesses uses in this location.

Current uses in this location appear to be a continuation of business type uses in Belmore centre. Rezoning to mixed use, consistent with recommendations of the Centres Study, should be undertaken to promote additional retailing and commercial uses in this town centre location. Further medium density residential development in this location will help to reinforce the growth of the centre.

See Precinct 11 in Appendix A.

Action P15: Consider rezoning employment lands along Canterbury Road to Enterprise Corridor zoning as part of the review of the Canterbury Road Masterplan.

The enterprise corridor zone would allow for a broader range of uses, maintaining the existing uses, including showrooms along Canterbury Road. An enterprise corridor zoning reflects existing uses while providing opportunities for diversification of uses. It allows for bulky goods retailing and service providers, such as car repairers, in an appropriate location which offers high exposure and some public transport accessibility. Enterprise corridor uses are in line with the NSW Government's Interim Guideline for Development Near Rail Corridors and Busy Roads, which states that residential development directly adjacent to busy roads is inappropriate. These guidelines will be

considered in the review of the Canterbury Road Masterplan. Specific controls for Canterbury Town Centre are included in the Canterbury Town Centre Masterplan.

See Precinct 8 in Appendix A.

Managing conflicts between industrial and residential uses.

Some smaller and fragmented industrial areas have declining employment but continuing conflicts with surrounding uses. These areas may be better suited for transitional uses.

Action P16: Review controls to allow for 'live-work' spaces.

'Live-work' spaces are a means of accommodating both employment and residential development to facilitate new forms of business investment. Where industrial activities are directly across the road from residential areas, opportunities to allow for live-work in the transition area within the existing industrial areas, should be considered.

See Text Box overleaf.

See Precincts 3 and 7 in Appendix A.

Supporting Home-based business.

In recent years, there has been a general increase in home-based employment. By further supporting home-based business, opportunities may be provided for greater participation in the workforce. Changes to controls in some areas, or at least ensuring planning controls do not preclude home-based businesses, should be considered to support home-based business.

Action P17: Ensure planning controls allow for Home Based Work and Home Based Business in areas with high levels of amenity.

In terms of facilitating home based work, provided that 'home occupation' and/ or 'home business' should be permissible in the appropriate residential areas. Any efforts to encourage home based businesses should also encompass the provision of services within existing centres, such as the provision of local meeting rooms, business support services, signage or promotional opportunities for home-based business.

See also ED6 and ED7 for additional actions to support small business.

'Live-work' spaces

Live-work spaces allow for dwellings and employment on the same lot. This enables people to locate their offices at their home, whilst providing appropriate business accommodation. Where employment lands are fragmented and surrounded by residential areas, there are opportunities to allow for live work spaces or even residential conversions.

This strategy highlights the need to support home-based business. In recent years, there has been a general increase in home-based employment. By further supporting home-based business, opportunities may be provided for greater participation in the workforce. Changes to controls in some areas, or at least ensuring planning controls do not preclude home-based businesses, should be considered to support home-based business.

In established areas, industrial land is often located adjacent to residential areas, and it is necessary to manage conflicts between industrial and residential uses. Within Canterbury LGA, some smaller fragmented industrial areas have declining employment, and conflicts with surrounding uses, and may be better suited for other uses.

Operational controls should be carefully considered in these areas. Operational hours should be restricted to limit impacts of noise from manufacturing activities and heavy vehicle traffic. Where industrial development addresses a residential street particular regard should be given to providing a high quality interface that enhances the streetscape through both the design of the built form, minimising the extent of hard stand areas and the use of trees and landscaping.

Three live-work typologies have been identified:

- Residential building with detached industrial building at rear with rear access is appropriate for situations where the residential character of a street is to be retained and where rear access is feasible.
- Residential building with detached industrial building accessed from frontage down a side driveway is appropriate where the residential character of the street is to be retained, but rear access is not feasible.
- Single building with industrial use below and residence above is appropriate within established industrial area.

A selection of images illustrating live-work spaces are shown on the following page.

Home industry and Live/work character images



Fig 7. Row of rear loaded home occupation residential at Justin St., Lilyfield



Fig 8. Office on ground level and living on upper levels



Fig 9. Live/work precedent at Lilyfield Rd, Lilyfield fronting railway line



Fig 10. Separate entries to living and office - Lilyfield



Fig 11. Home Industry residential retrofitting to existing industrial area in Lakemba



Fig 12. Studio on ground level with garage roller doors and living on upper levels - Redfern

Source: Architectus, 2008

4.1.4 'Canterbury Business Link' - Reviving Canterbury, Campsie, Kingsgrove

The 'Canterbury Business Link' area consists of some strong centres with distinct cultural identities and others which are undergoing change. This strategy seeks to renew key economic clusters and hubs in Canterbury's heart including Kingsgrove, South Campsie, Campsie, Canterbury Town Centre and Hurlstone Park. East of Kingsgrove Road, Canterbury Road will be modernised and rejuvenated for strategic office/commercial development and bulky goods retailing.

Developing linkages within the 'Canterbury Business Link' Area

Within Canterbury LGA, Campsie is a vibrant centre with many options for shopping and eating. The Harp St employment lands, which contain the Sunbeam Site, are located south of Campsie and Canterbury Road. The Kingsgrove employment lands nearby, but further to the south, are not far from the Kingsgrove Station. The hospital is located within this area, on Canterbury Road. Opportunities to strengthen the linkages between these locations could be further considered.

Action P18: Further investigate the pedestrian connections between these areas.

The pedestrian environment and sign posting between these areas should be further investigated and addressed to ensure the connectivity is promoted.

Action P29: Promote improved public transport links through the 'Canterbury Business Link' area.

Increased frequency of bus services (routes 492, 494, 499, 423 and 487, approximately half hourly outside of peaks) which traverse this area is important. A key connection, in terms of services for workers, is that between Kingsgrove station, Harp Street, the hospital and Campsie Station. A frequent and high quality bus service between these nodes would help 'brand' and reinforce change in this area.

See Precincts 1, 2, and 3 in Appendix A.

Elevating Campsie Centre.

There is a significant platform and opportunities for further development at Campsie. It could attract new residential, business and mixed use developments. Council's landholdings are an asset.

Action P20: Consider opportunities to provide an increased amount of commercial floorspace as part of the redevelopment of Council's offices.

The redevelopment of Council's premises has the potential to act as a catalyst for the centre. Council should construct additional floorspace (say 4,000 sqm) than required for its own needs to offer A-grade opportunities in the centre. This will provide opportunities for new businesses seeking quality suburban office space, but will need to be evaluated against overall development costs. The premises may also provide a possible location for a business incubator.

Action P21: Consider opportunities for the promotion of additional commercial floorspace within Campsie town centre.

The findings of this study reveal that there is scope to encourage the further development of professional services within Canterbury LGA. Providing capacity for additional commercial floorspace is one key step in attracting these types of businesses. This could be the subject of further study, particularly in regards to culturally specific professional services.

Action P22: Consider opportunities to promote increased residential densities with the catchment of the Campsie centre.

Campsie is a vibrant centre and has the potential to provide high levels of amenity for residents. Current controls allow for multiple unit housing within the vicinity of Campsie centre. However there appears to have been little uptake of the zoned potential. In order to fully maximise the existing transport connections, as well as existing services, and to support local retailing, Council must consider further means to promote increased residential densities on the fringe of the centre.

Redeveloping Canterbury centre.

Significant changes have been planned for Canterbury centre. Existing industrial land located along the riverfront provides an opportunity for alternate uses which capitalise on the area's access to transport and open space. The Canterbury Masterplan has been prepared to guide the future of this centre. Given the strength of Campsie centre, opportunities should be considered for linking these centres such that they complement, rather than compete with each other. The future of the Racecourse needs to be considered.

Action P23: Implement plans for Canterbury Town Centre, with regards to the Canterbury Town Centre Masterplan and the Canterbury Business Link proposals.

As noted above, the Canterbury Masterplan has been prepared to guide the future of this centre. The redevelopment of this centre will result in the loss of some industrial land, and as such, should provide opportunities for small commercial offices, while also aligning with the State Government position on development along busy roads.

Modernising Kingsgrove.

Kingsgrove is perhaps the strategic employment area in the LGA given its access to the M5 and Kingsgrove Station, some large lots and key users. Nevertheless, access issues and conflict with residential uses are barriers to further development. A modernisation agenda should be pursued. Kingsgrove is the priority for change, but over the long term it may be a pilot for other employment land precincts. Planning for Kingsgrove needs to be cognisant of the relationship of the area with Kingsgrove South, on the southern side of the M5, located within Hurstville LGA.

Action P24: Reconfigure Kingsgrove as Canterbury LGAs premier employment lands precinct through rezoning and subdivision controls.

Development controls should promote employment generating uses and encourage site consolidation. Existing residential areas are proposed to be rezoned for employment uses to create a consolidated employment precinct which may mean negotiating with current land users. This can be achieved through establishing minimum lot sizes, and providing incentives for site consolidation.

Action P25: Improve permeability and connectivity of Kingsgrove.

Alterations to the existing road network would provide for improved connectivity of Garema Circuit with the remainder of Kingsgrove and new access options. This would reduce traffic impacts on local resident i.e. Wirega Avenue, and may allow for deregulated operating hours. Options for implementation are considered in Appendix A. Additionally, accessibility for pedestrians and cyclists will be improved (See Action P9).

Action P26: Pursue a funding and incentive package to reconfigure Kingsgrove (implement activities detailed in Action P25 and Action P26).

This could include:

- Land swaps e.g. Omnibus Road, if it is closes, or underutilised open space to the north if any; or
- Special rate scheme for 10 years to raise funds.

See Precincts 1 and 2 in Appendix A.

Redeveloping Harp Street and Canterbury Road

The Harp Street area contains changing industry activities. It is currently trading well but the availability of the Sunbeam site provides opportunities for a broader strategic view of development in this area.

Action P27: Restructure the Harp Street Precinct and surrounds to create a mixed use and medical precinct.

The intention in this location is to provide a coherent and complementary mix of uses. Light industry activities would be retained north and south of Harp Street, in an accessible cluster, while the aim would be to modernise development along the Canterbury Road frontage. A neighbourhood centre near Canterbury Road on Charlotte Street should be developed to provide a retail and services focus for the precinct, as identified in the Draft South Subregional strategy.

The area is not easily accessible via public transport, so very high density residential development is not an optimal land use. Nevertheless, change could be promoted for existing low density residential areas between Charlotte and Elizabeth Streets to create a higher density precinct to the east of the industrial area.

The future of the Sunbeam site (currently the subject of a Part 3A application) is important in this area. Development of this site should of must reinforce the overall

vision for the area and satisfactorily address issues of traffic generation, capacity of the street network, provision of open space, competition with existing centres, and impacts on Canterbury Road.

See Precinct 1 in Appendix A.

Nurturing Small Business in Hurlstone Park.

This centre provides good access to Sydney's CBD. It has experienced some gentrification and there may be further opportunities for the centre to accommodate small businesses.

Action P29: Encourage ground floor business and shop top housing, with new housing on the fringe of the centre.

Active street frontages improve the activity and attractiveness of the centre. New residential development and the calm environment, with limited through traffic, could make this area an ideal location for outdoor dining and cafes which in turn may attract some small scale commercial uses.

4.2 Economic Development Actions

Branding

The collection of assets in the 'Canterbury Business Link' is significant. It could be a focus for a branding campaign to attract businesses and development.

Action ED1: Use the concept of Canterbury Business Link in promoting the area.

Council must ensure that a consistent image of the area is presented. Economic Development promotional material should reflect this concept. To this end Council, perhaps in conjunction with local traders, should commission the design and implementation of a centre branding strategy to reflect and communicate local attributes and the preferred image for the Canterbury Business Link. If successful, this marketing approach will be rolled out across all centres and employment precincts within the LGA.

Building on Canterbury's strengths.

Canterbury LGA has good transport access via the M5 and is only a short train ride from Sydney's CBD. The area has lively town centres and a culturally diverse population. Land prices are relatively affordable, while there is a degree of gentrification occurring in the north east of the LGA which is increasing the share of professionals amongst the local labour force. These assets need to be promoted.

Action ED2: Promote town centres as visitor destinations.

Council has implemented a number of initiatives to promote its town centres. These include the Town Centre Guides and provision of support for festivals and events. However, there is scope for Council to further promote town centres as destinations, for example Asian grocery shopping in Campsie or the diverse range of food available across all centres. This should be encompassed within any branding strategy (Action ED1). Other opportunities that could be investigated further include:

- Halal shopping destination in Lakemba;
- Cuisines of the world – across Lakemba, Campsie, Belmore and Earlwood;
- Bridal Retailing at Earlwood; or
- Home renovation retailers along Canterbury Road.

Action ED3: Continue to support cultural events for visitor attraction.

Cultural events attract visitors to the LGA, create a sense of community and may encourage local businesses to work together, and for these reasons are worthwhile. Council may re-visit and, if necessary, re-vamp its cultural events program. Resident and further business consultation may provide suggestions for further development of Council's events program. Council should seek to build on its existing strengths when considering new events.

Action ED4: Promote innovation within existing manufacturing firms.

Council can support innovation through various means, by providing grants or creating awareness of existing grants (e.g. State or Federal), promoting interaction between local businesses and by facilitating up-skilling. Canterbury has traditionally had a strong manufacturing industry, but this has recently experienced some declines. Enhancing the amenity of centres and industrial areas has a significant influence on innovation because it encourages exchanges and interaction, and promotes pride. Enhancing information for businesses on training at TAFES and universities, and small business assistance (e.g. through BECs) are also other ways of encouraging innovation.

Action ED5: Continue to promote local lifestyle opportunities as a means of expanding the profile of the LGA and diversifying the local labour force.

Canterbury LGA is expected to accommodate an additional 7,100 new dwellings between 2004 and 2031. This incoming population presents opportunities for business development in terms of retailing and service provision, but also opportunities in terms of expanding and diversifying the local labour force. Canterbury has much to offer incoming residents: cultural diversity, interesting centres, relatively affordable housing prices and good access to Sydney CBD. These attributes should be promoted to attract an increasingly skilled workforce to the LGA.

Investigating Opportunities for Business Incubation.

Supporting start-up businesses is one means to promote economic development. Council owned land or buildings may provide an opportunity for business incubation. A key opportunity site would be the redeveloped Council Chambers and landholdings in Campsie centre.

Action ED6: Council to consider the suitability of some form of Business Incubator.

Business services in centres are likely to have an important role in supporting home based business, home based work and start-up businesses. Services such as post offices, photocopying/printing/binding services or even fully fledged (but small scale) business centres are likely to make home based work a viable option for more people, as well as supporting start-up businesses.

The provision of business support services, as well as meeting space available for hire could potentially be accommodated within the Council's redeveloped building. Council should seek to test the feasibility of the provision of different means of business incubation.

Action ED7: Council to support the provision of business support services through an outreach program provided by the Business Enterprise Centre.

This will initially be accommodated within Council premises, within fortnightly services, and a long term view to expand these services.

Supporting Home-based business.

For many years, Council has identified and monitored anecdotally the growth of home based businesses in the area. These two actions build upon the existing work done by Council in this area, and seek to formalise the approach.

Action ED8: Audit the Number and Type of Home Based Business in Canterbury to inform a Home-based Business Development Strategy.

Council could audit the number and type of home-based businesses in the Canterbury LGA in order to inform a home-based business development strategy. The audit would identify what home-based businesses require including live-work space, incubation and graduation space, education / research, business services and business support.

See Action P17.

Action ED9: Facilitate the Establishment of a network of Home Based Business.

Council should explore the opportunity and feasibility of facilitating a network of home based businesses. The network could provide an important forum for the exchange of information and ideas to mutual benefit of forum members and could be formed to provide a voice for Canterbury's home-based business sector with Council and other agencies. The network may be serviced through a support centre, (as per Action ED7 above).

Business Incubation

Business Incubation is one means through which the growth and development of small businesses can be supported. Business incubation can occur in a number of formats, to respond to the specific issues within a local area. Often incubators consist of supported office facilities which serve particular types of businesses and allow for graduation of business from being home-based to incubation, to fully-self sufficient businesses.

Across Australia, there were 79 government sponsored small business incubators operating in March 2005. The average number of tenants is 12.6 and the average occupancy rate is 73%. The total number of tenants in all incubators in March 2005 was 1,200. Since 2000 it is estimated that 1,300 tenants have graduated. Across Sydney there are five incubators, the closest of these to Canterbury is located at Liverpool.

Different Models for Providing support to Businesses

St George & Sutherland Shire Business Enterprise Centre

The BEC provides advice to businesses. The Business Enterprise Centre Australia website¹¹ identifies the key role of BECs as the provision of 'practical independent confidential counselling and support to small business.' However, centres may offer many additional services and products that meet the specific needs of their local business communities. The NSW BEC website¹² provides further information:

'Business Enterprise Centres are community-based, not-for-profit, business assistance organisations owned and supported by the local community. They are usually an incorporated association or a company limited by guarantee, operated by a locally appointed Board of Directors, administered by a manager and staff, which includes appropriately qualified business facilitators.'

The BEC offers a range of services including business mentoring, networking and training courses.

Business Incubators – Liverpool Business Growth Centre

The Liverpool Business Growth Centre was opened in 1998. It is an incubator which provides assistance with:

- Establishment of new businesses
- Countering the risk of new business failure
- Development of home based business
- Succeeding & increasing profitability
- Enhancing professional image & creditability
- Business management



¹¹ www.beca.org.au

¹² www.becnsw.com.au

Services include: phone answering in the name of your business, reception services, waiting room, courier receipt and despatch, mail pick-up and delivery, business seminars, secretarial and book keeping and business advice. Facilities include a meeting room, training room and some office equipment. The Liverpool Business Growth Centre contains office space and has 8 factory units. Included in the rental rate is the opportunity to spend an hour per week with the centre manager to address business development issues.

Liverpool Council provides the Liverpool Business Growth Centre at a very low cost to tenants in exchange for the stimulation of further employment within the local government area. This is a likely to be a contributing factor to the success of the centre as it reduces the costs that would be incurred through the construction or leasing of appropriate space for the incubator.

The centre allows tenants to rent space on a week to week basis. This factor reduces the element of risk for small business start-ups, as it means these micro-businesses are not required to commit to a long-term lease.

Alternative means of business support may be web-based.

Common Elements of Successful Incubators

SGS's experience with incubation facilities indicates that there are a number of common principles for successful incubators:

- They are much less dependent on revenue subsidy - if at all - than other types of facilities, but earn income from letting and hiring space, promoting events, and through ancillary activities such as restaurants, cafes and bars
- They are only feasible if sufficient capital investment, from government, is forthcoming at the outset. Bank loans can be part of a capital funding package. But if this becomes too great, the burden of repayment compromises the facility's ability to retain low rents
- They are multi-faceted and usually have two or more core activities. These activities cross-fertilise each other culturally and financially. For example Metro Arts in Brisbane includes both performance spaces as well as incubation space.
- They are closely linked to local regeneration strategies, often playing a pivotal role in attracting in other types of activity and changing perceptions of the area.

However, there are no simple models or blueprints, as each project has responded to local market conditions, the availability of buildings and the imaginations of those involved. Successful projects develop according to the vision of an individual or an organisation, local need, local renewal strategies and available funding.

Incubation spaces ought to provide a range of different sized working spaces to meet the needs of a range of businesses. A rule-of-thumb for incubators for creative industries is that a well-managed incubator with one or two venue type spaces will need an amount of floorspace approaching 2000 square metres. Only in this way can the larger scale facilities provide a properly staffed management team, reception area and meeting rooms. Facilities of any scale also need to provide space for administration and amenities, although not necessarily a reception desk.

Improving the image of employment lands.

Many businesses within Canterbury's employment lands have been in the same location for 20 years. These businesses were generally quite happy with their location, and did not wish their area to change significantly. Nevertheless, some improvements in particular locations could be considered.

Council currently has initiatives in place to improve the appearance of town centres, for example the Facade Improvement Program, and consultation identified a number of potential actions which could improve the image of employment lands. Actions range from a general tidy up – ensuring maintenance was undertaken, dumped rubbish was removed and extension of the pathway around Garema Circuit where it is missing - through to a Business Directory sign for industrial areas. Keeping an 'up to date' inventory of business lands would be valuable.

Action ED10: Providing Signage for Employment Lands Precincts.

Tenancy lists could improve the profile of employment lands. From the information Council could maintain an up to date database of businesses within these areas including name, contact details, number of employees and industry of each business.

Action ED11: Promote existing services such as removal of illegally dumped rubbish.

Consultation indicated that there were some issues with illegal dumping of rubbish within industrial estates. It is important to increase tenant awareness of Council's existing services such as rubbish removal.

Promoting skills development.

The availability of an appropriate labour force is a key factor for the success of local businesses. Opportunities for businesses to work with TAFE, and support for apprenticeship programs needs to be examined. The role of Council's own facilities (e.g. libraries) needs to be considered as part of this process.

Action ED12: Council to work with local businesses and Bankstown TAFE to ensure appropriate courses are available to meet the needs of local businesses.

Significant skills shortages have been identified within Canterbury LGA, particularly related to literacy and skills for basic administrative positions. Council can work with businesses and TAFE to ensure that appropriate courses are available. Additionally, Council and TAFE may be able to investigate alternative means of course delivery, e.g. through Council's libraries.

Action ED13: Continue existing programs and consider further means to address youth unemployment.

Council currently has youth programs in place, such as The Young Achievement Business Skills Program. Council supports an annual Job Expo held in conjunction with Bankstown City Council and local job network providers. Further opportunities should be investigated, for example, Council should explore partnerships with not-for-profit

organisations, 'Job Network' providers, local businesses and TAFE to combat high levels of youth unemployment, particularly for those aged 19 to 24 years.

Raising Council's profile.

Council can play an important role in the economic development of Canterbury LGA. Consultations with businesses indicated that many were not aware of Council's role beyond 'roads, rates and rubbish'. Businesses have indicated that one means of supporting businesses would be ensuring rates remain low. Continued distribution of BIZNEWS is one means of making businesses aware of Council's broader economic development activities. There is scope to improve the lines of communication between businesses and Council and new techniques could be explored.

Action ED14: Continue Biz News at regular intervals.

The publication of Biz News is one way in which Council can inform businesses of the economic development activities which it is undertaking. There is potential for Biz News to also include profiles of successful local businesses. To this end, Biz News should be critically reviewed and, if deemed necessary, revamped consistent with the proposed investment prospectus (see below).

Action ED15: Improve the available material on Council's website.

The economic development component of Council's website could be improved. Given that websites are often the first point of reference for many people, it is necessary to ensure that information is up to date and consistent. The sort of information that should be made readily available includes:

- Information from Council's existing 'Quick Facts' data base (employment by industry, unemployment, business profile, demographic structure and trends, visitor numbers, etc.);
- Information on Council's business and economic development services;
- Information on Council's vision for the economic development of Canterbury;
- Information on other Council services and information such as planning services, building approvals services and procedures, etc.;
- Key development sites and strategic development opportunities;
- Infrastructure and development projects currently underway or recently completed;
- Information on local Councillors and their portfolios;
- Information on referral agencies for things like business support services, human resources companies, State and Federal Government agencies, available business development grants, etc.
- Latest news;
- Results of local business confidence surveys; and
- The range of locally available services.

Action ED16: Improve the availability of marketing material in hard copy.

Council's economic development vision, strategic information and actions to facilitate and promote prosperity should be made available in a reader friendly and accessible 'glossy' brochure for wide distribution throughout the business and resident community.

The glossy economic development strategy summary could also be used as part of Council's investment prospectus material (see below).

Facilitate Inward Investment and Business Development from Within

Action ED17: Continue developing an Investment Prospectus for Canterbury.

Canterbury's lifestyle attributes and investment attractors include cultural diversity, relative affordability of commercial and residential properties and accessibility to Sydney's CBD. However, indications from the consultations are that Canterbury is yet to put itself on the 'investment map' by demonstrating to a wider market its appeal as a place in which to work and live.

A strategically designed and delivered investment prospectus which communicates Canterbury's strengths, attributes and reasons for considering the area as an investment location, can provide an effective means of generating genuine interest to get potential new residents and investors 'in the door'. This work is currently underway and should include the formalisation of an investment attraction policy position and the development of appropriate material to deliver on the stated policy position and vision for Canterbury's economic development.

The prospectus, once prepared, could be accessible from Council's website. Alternatively Council may choose to update the existing 'Quick Facts' to include further discussion of the statistics which provide a profile of the LGA and its residents. An official 'launch' of the prospectus would also be worthy of consideration.

Action ED18: Develop a Professional Services Investment Attraction and Development Plan.

The consultations undertaken as part of the strategy development process identified the opportunity for the continued development of the professional services sector in Canterbury. As part of the investment attraction strategy and prospectus (see above), Council could identify the types of office businesses being targeted for Canterbury's key activity centres and the types of services and facilities either existing or being provided to accommodate their location. This would complement Council's other strategies such as the branding strategy and the broader investment prospectus strategy.

Action ED19: Council to continue existing events such as business forums.

Opportunities for local businesses to interact and build a sense of collegiality should be encouraged. A Business Expo was held in May 2008 and attracted a range of businesses both from within and beyond the LGA.

Action ED20: Hold a Series of Canterbury Retail Inspiration Evenings.

The consultations undertaken, as part of the strategy development process, identified the opportunity for the physical and functional revitalisation of key centres. Retailing is a leading provider of jobs in Canterbury and provides the anchor to a number of the City's activity centres. Council could embark on a program of 'retail inspiration evenings' or forums for local traders which respond to identified issues concerning

retailers and customers (including visitors to Canterbury). Topics for discussion and learning at the forums might include, for example:

- Broader retail trends such as changing consumer tastes and new retail development;
- Best practice customer service;
- Visual merchandising (store presentation). This could include a presentation or training session by a specialist retail consultant;
- Cross-promotion and the benefits of knowing your local area (informal visitor promotion);
- Community training and employment partnerships; and
- A range of other issues.

Action ED21: Council to contact businesses at random on topical issues.

Experience elsewhere has shown that businesses appreciate regular and face-to-face contact with economic development and business development officers from Local Government on matters of interest to business that Councils can influence either directly or indirectly. Council should consider regularly approaching businesses to maintain an up to date understanding of the issues that are facing local businesses and to promote open lines of communication. This should be within the role of Council's Economic Development Unit.

Increasing communication and building linkages.

Developing and nurturing networks is an important way to remain informed and gather support, for both Councils and local businesses. While Chambers of Commerce are active in the town centres, no such network existing for businesses located within employment precincts. There may be much to gain from businesses working together to improve the appearance, and safety, of employment land precincts.

Within the release of the Draft South Subregional Strategies there is also an increasing focus on planning at a subregional level. As such, there are opportunities for Council to work with adjacent Councils to approach strategic planning with a broader perspective.

Action ED22: Council to promote links between local businesses and consider the creation of a network of businesses outside of town centres.

Common goals, and learning from common experiences, as well as the potential to work together, may be motivating factors for businesses to become involved in a local network.

Action ED23: Council to continue to build links between Council and adjacent councils.

This is presently occurring, such as through the Southern Sydney Employment Lands Study (being prepared with Hurstville City Council, Sutherland Shire Council and NSW Department of Planning), and additional opportunities should be considered. There is much to gain from working in cooperation on matters of regional economic development. For example, branding and promotional material may be developed in conjunction with adjacent LGAs to ensure the complementary aspects of each area are

promoted. Co-ordination between local Council may also provide a platform for lobbying State Government if necessary.

Monitoring and evaluation.

Monitoring and evaluation is an important part of any strategy. Council should seek to evaluate the success of any initiatives which have been put in place. The process of monitoring and evaluation will inform any future reviews of employment lands and economic development strategies.

Action ED24: Council to consider undertaking a regular business survey.

This could be a brief survey undertaken annually to provide an understanding of key issues facing businesses and provide an opportunity for Council to monitor results of any new initiatives. The sorts of issues that could be covered in the business survey include, for example:

- Labour force issues;
- Infrastructure issues;
- Governance (Council-specific) issues;
- Identified opportunities for growth in Canterbury;
- Broader (State or national) trends and influences affecting business development in Canterbury;
- Perceptions of expected business growth or decline over the next 12 months;
- Overall levels of business confidence (and change); and
- Other issues which may be raised by businesses, which in turn can then be incorporated in future surveys.

Action ED25: Council to monitor employment data.

Council should seek to monitor new data as it becomes available, to track the nature of employment (and unemployment) within the LGA. New data, as it becomes available, should inform Council's Quick Facts data base and its investment prospectus material (see above).

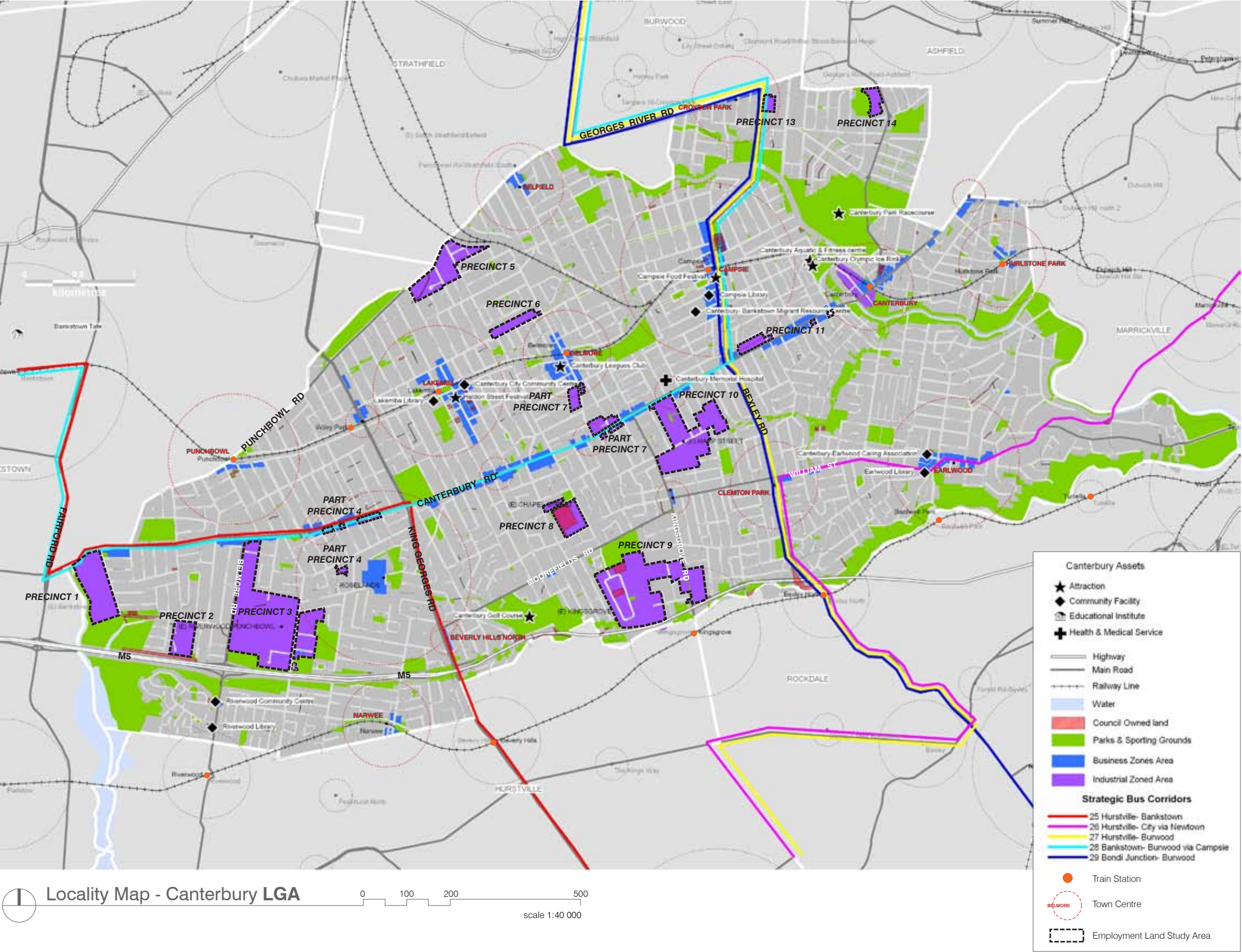
Action ED26: Track employment growth against identified target over next 25 years.

Council should track employment growth in the Canterbury LGA against the jobs target identified in this strategy.

Appendix A: Analysis of Planning Controls and Public Domain and Built Form Design Guidelines

EMPLOYMENT LAND STUDY PRECINCTS

Precinct 1 - Harp Street, CAMPSIE/BELMORE	2
Precinct 2 - Gareema Circuit, KINGSGROVE	3-4
Precinct 3 - Chapel Street, ROSELANDS	5
Precinct 4 - Bonds Road, RIVERWOOD	6
Precinct 5 -Wiggs Road, WEST RIVERWOOD	7
Precinct 6 - Moxon Road, PUNCHBOWL	7
Precinct 7 - Yerrick Rd, LAKEMBA	8
Precinct 8 - Canterbury Rd, WILEY PARK, BELMORE & CAMPSIE	9
Precinct 9 - Payten Avenue, WILEY PARK	6
Precinct 9 - Lakemba St, BELMORE	10
Precinct 9 - Burwood Road, BELMORE	10
Precinct 9 - CROYDON PARK	11
Precinct 9 - ASHBURY	11



CANTERBURY HOSPITAL



ALDI SUPERMARKET



BURWOOD ROAD



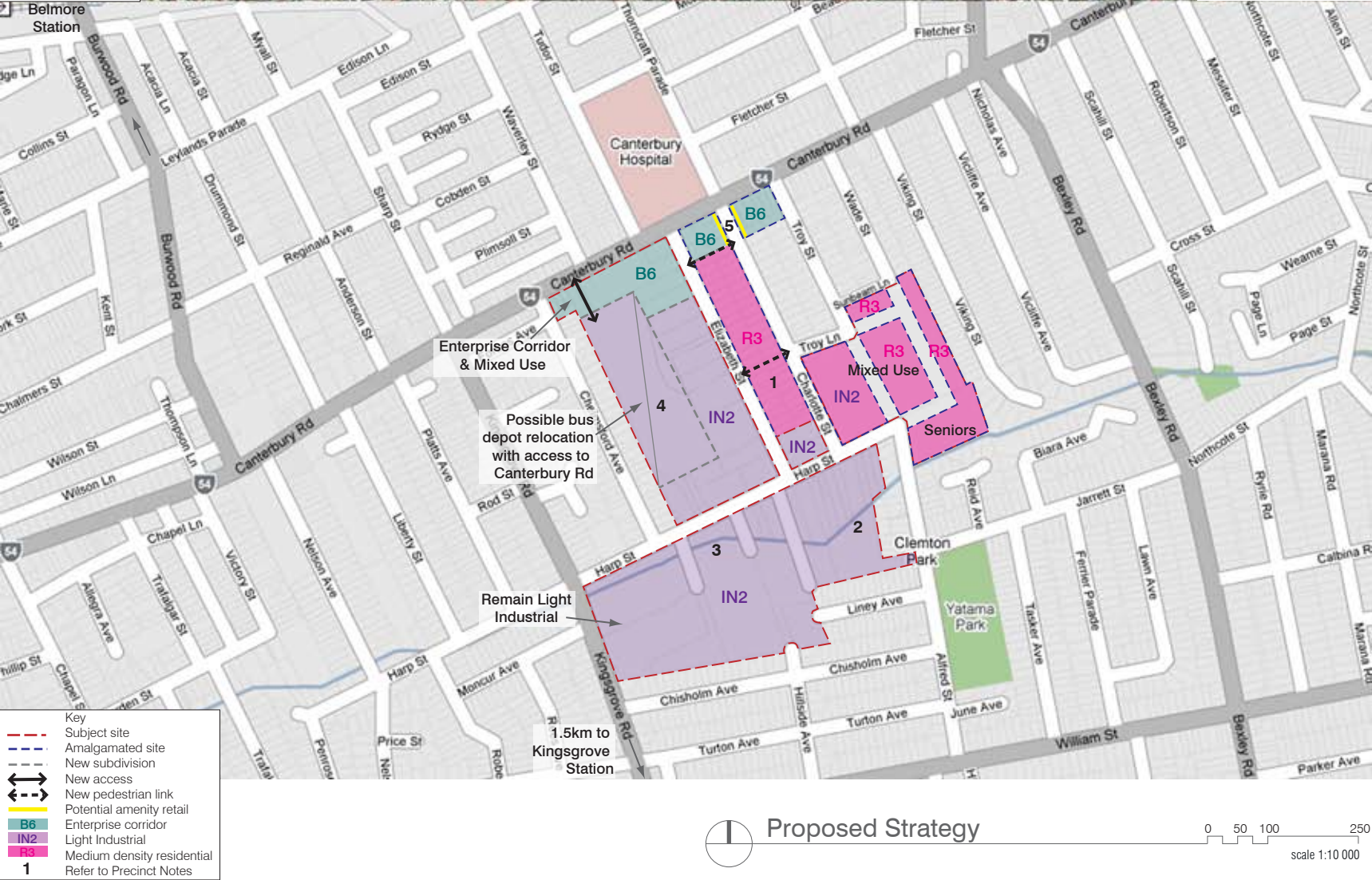
DOBB STREET



BMW SHOWROOM



CHAPEL STREET

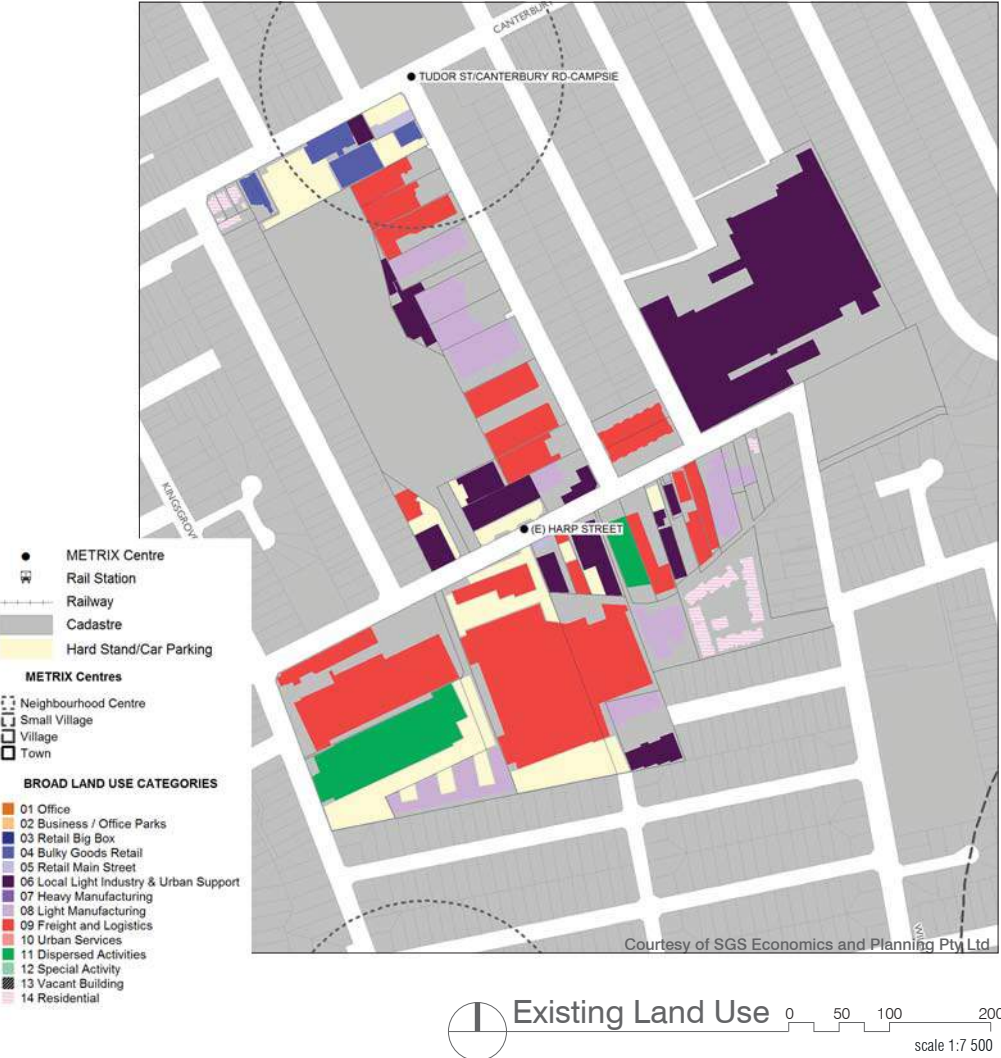


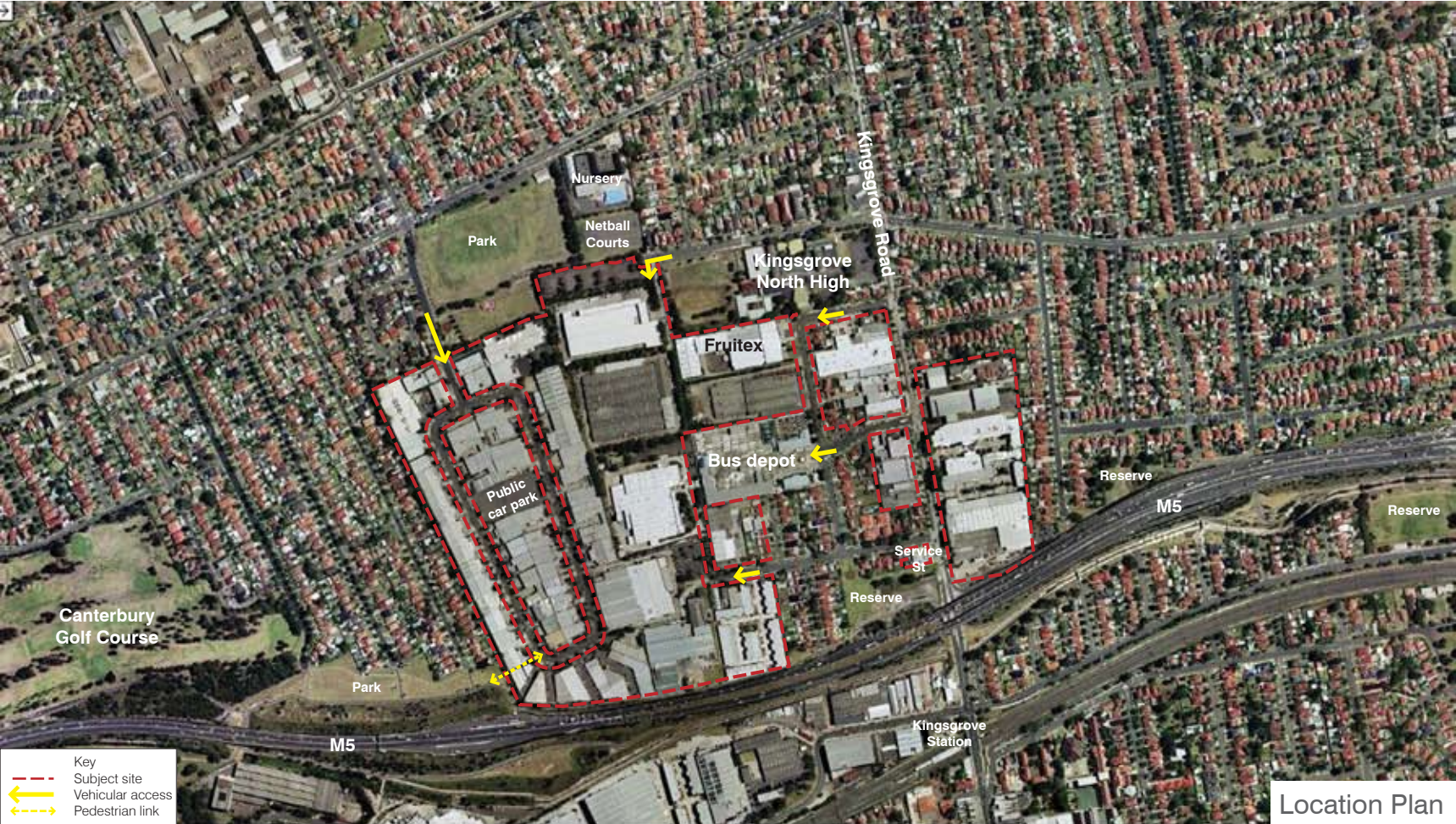
Precinct 1 - Harp Street, CAMPSIE/BELMONT

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PRECINCT 3	Existing Provision	Proposed Provision
Zoning	4(a) and 4 (b) Light Industrial	IN2 (Light Industria) / B3 (Enterprise Corridor) / R3 (Medium density Residential)
FSR	1.5:1	
Height	2 storeys	2 storeys / 3 storeys on Canterbury, Kingsgrove Rd
Site Coverage	66% of site area	

- Note:
1. Medium density residential between Charlotte and Elizabeth Streets to form transition between Industrial area and residential on Sunbeam site. Close to main road and amenities. Good opportunity for Seniors Living and 'whole of aged life care'.
 2. Employee amenities and open space fronting canal to provide surveillance and possible through site pedestrian route
 3. Canal as pedestrian/cycle link providing through site links between Bexley Rd and Kingsgrove Rd.
 4. Consideration to be given to relocation of bus depot to former brickpit site (currently underutilised building materials storage) in this precinct with direct access to Canterbury Rd.
 5. Small neighbourhood centre on Charlotte St. near Canterbury Rd.
 6. Enhanced public transport connection (bus services) between Campsie Station and Kingsgrove Station through this area.
 7. Encourage/facilitate medical activities/suites and other support uses on Canterbury Rd. frontage near Canterbury Hospital in accordance with Canterbury Road Masterplan.





Location Plan



Proposed Strategy

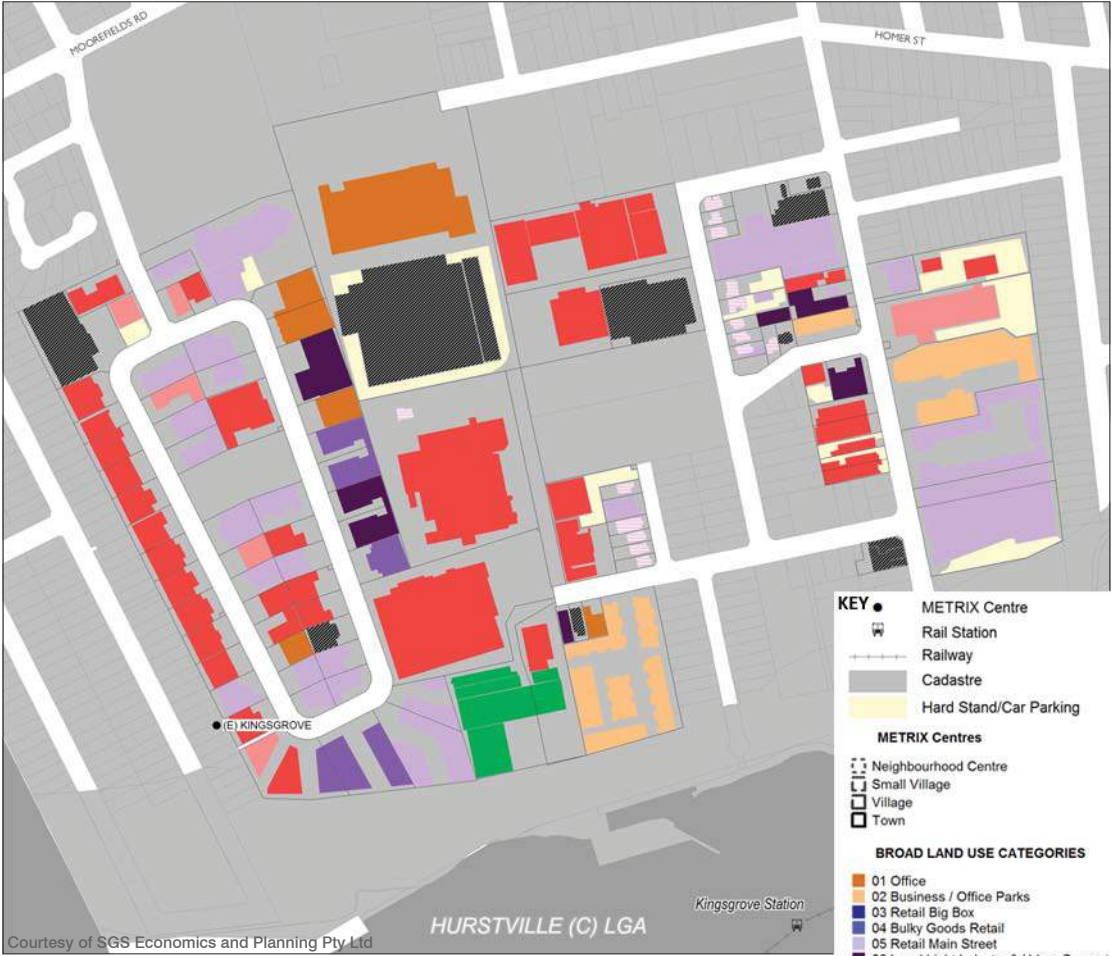
0 50 100 250
scale 1:5 000

Precinct 2 - Gareema Circuit, KINGSGROVE

architectus™

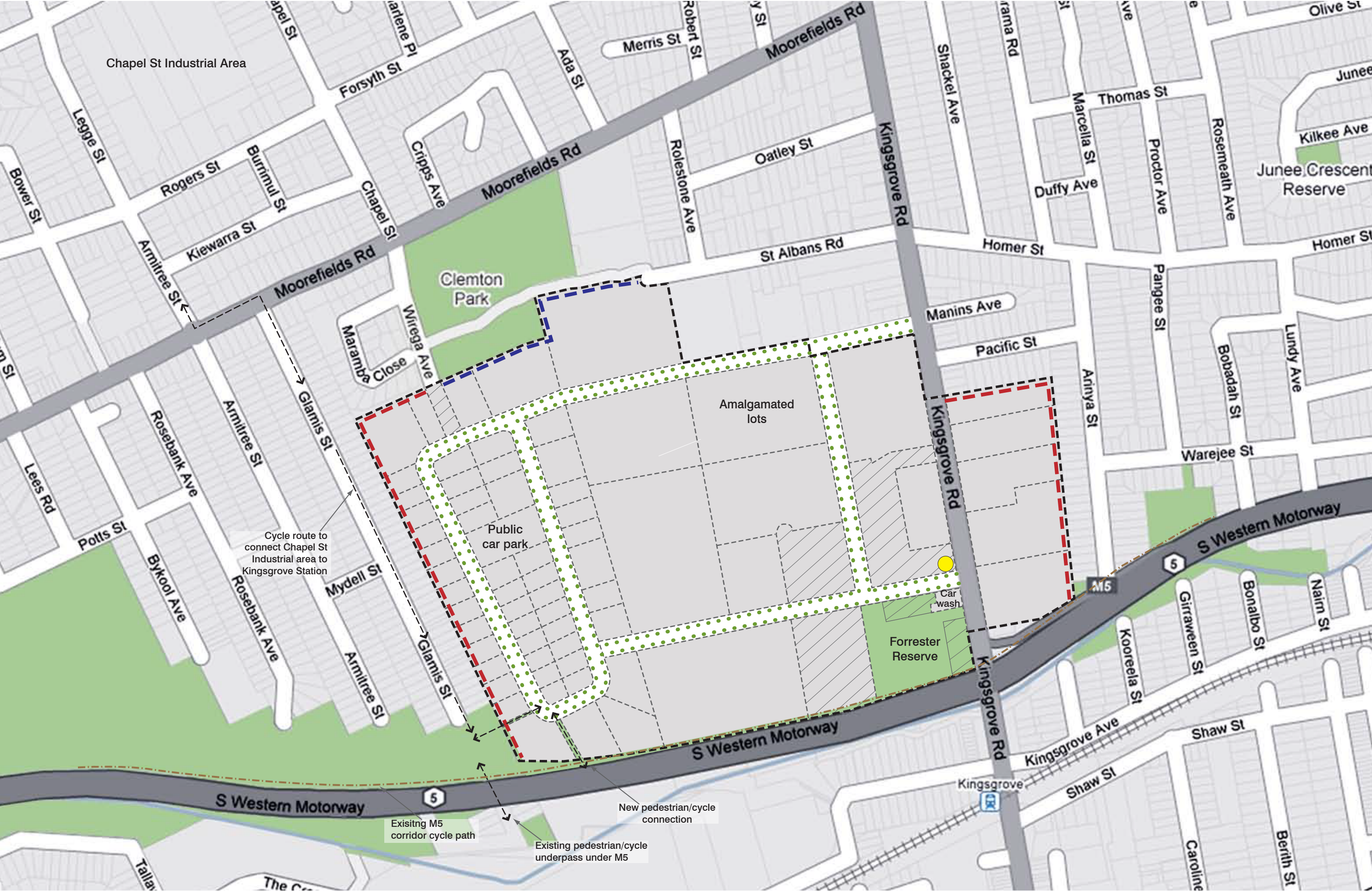
PRECINCT 9	Existing Provision	Proposed Provision
Zoning	4 (b) Light Industrial	IN2 (Light Industria)
FSR	1.5:1	1.5:1
Height	2 storeys	2 storeys/3 storeys on Kingsgrove Rd
Site Coverage	66% of site area	

- Note:
1. Provide new access to Gareema Circuit from Kingsgrove Rd connecting eastern and western parts of industrial area with each other.
 2. 3 storeys to Kingsgrove Rd - higher percentage of business uses to encourage better quality development.
 3. Options for improving permeability and connectivity.
 4. Minimum lot size east of Gareema Circuit - 2000sqm.
 5. De-regulate operating hours in Gareema Circuit, dependant on provision of alternative access.
 6. Options to achieve re-configuration, and new road layout include
 - land swap (e.g. Omnibus Rd if it closes, underutilised open space to the north if any).
 - special rate scheme for 10 years to raise funds.
 - 'swap' of bus depot with underutilised building materials site north of Harp St. (Precinct 10).
 7. Integrate cycle/pedestrian/open space networks to facilitate patronage of railway station.
 8. Setbacks to main roads to allow landscaping to improve amenity.
 9. Activate frontages to parks to enhance staff amenity.
 10. Activities - offices, etc. on street frontages.
 11. Public car park - Improve signage, line marking and landscaping to improve amenity.
 12. Streetscapes - trees and footpaths.



Existing Land Use

0 50 100 250
scale 1:7 500



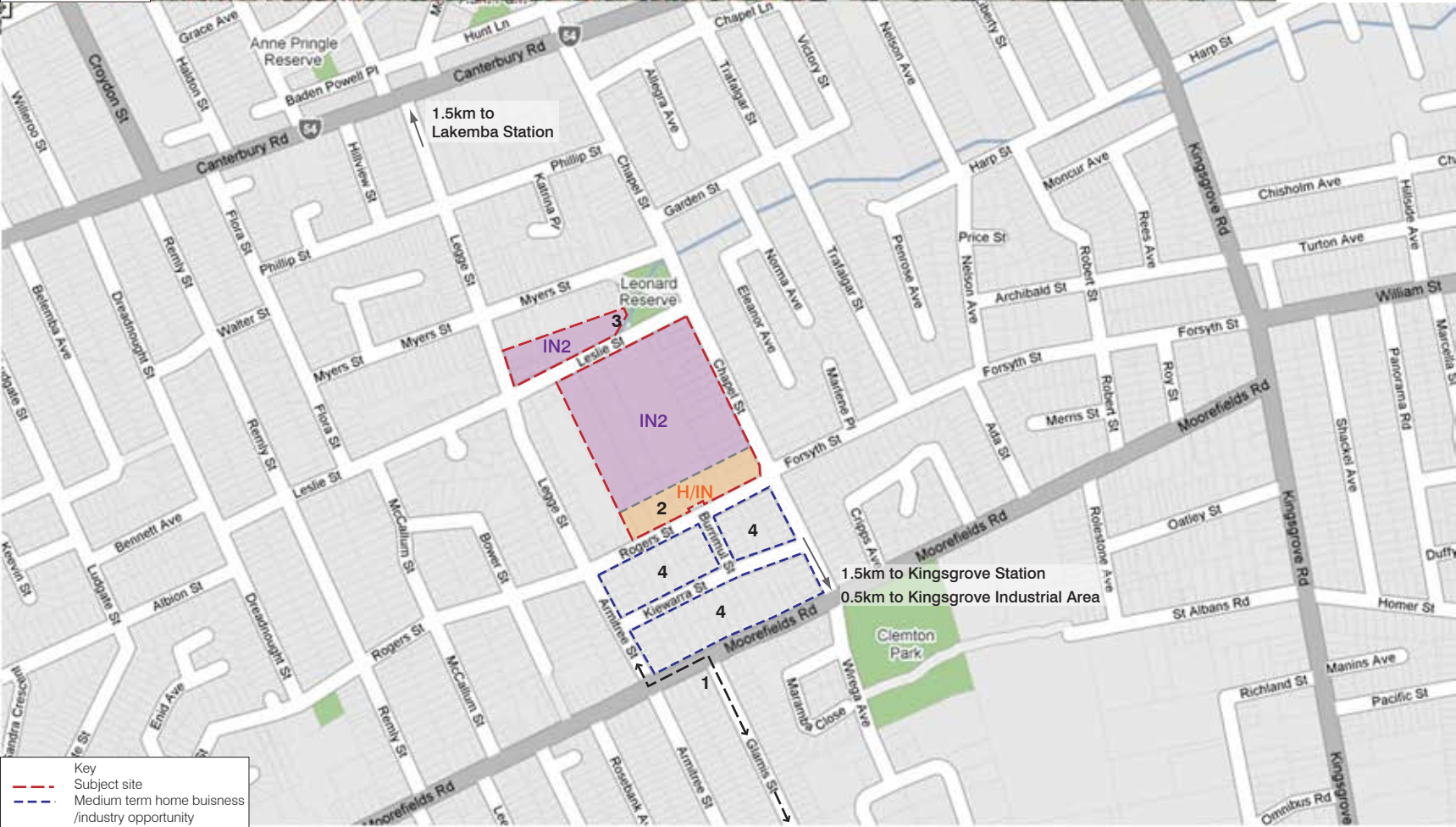
Precinct 2 - Gareema Circuit, **KINGSGROVE**

Potential Structure Plan



Key
Subject site

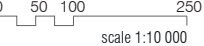
Location Plan



Key
Subject site
Medium term home business /industry opportunity
Pedestrian/cycle Link
IN2 Industrial area
H/N Live/work or Home Industry
1 Refer to Precinct Notes



Proposed Strategy



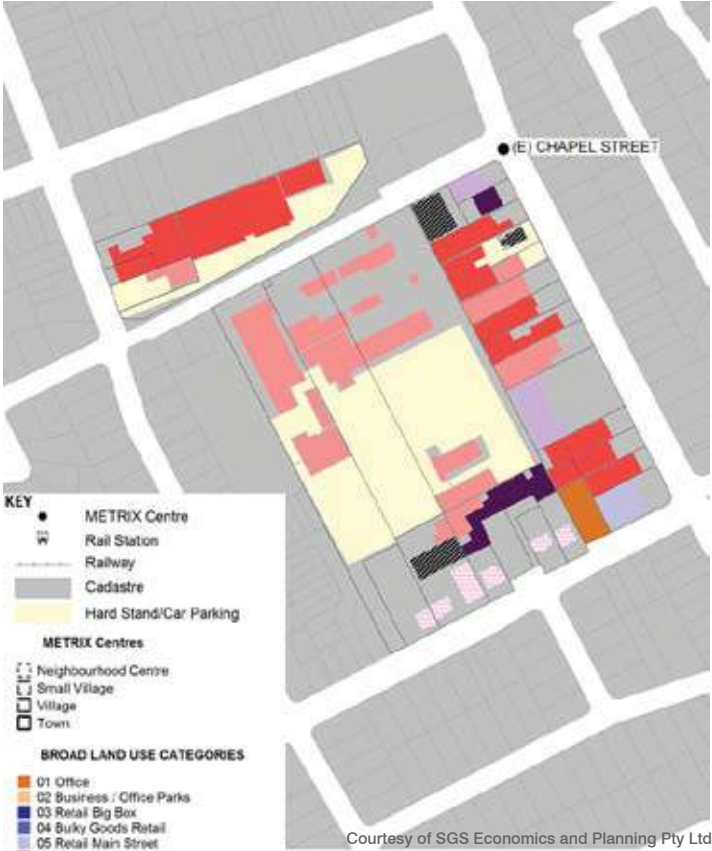
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Precinct 3 - Chapel Street, ROSELANDS

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PRECINCT 8	Existing Provision	Proposed Provision
Zoning	4 (b) Light Industrial	IN2 (Light Industrial)
FSR	1.5:1	1.5:1
Height	2 storeys	2 storeys
Site Coverage	66% of site area	

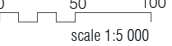
- Note:
1. Investigate/facilitate expansion towards Kingsgrove Industrial area and pedestrian connections through to Kingsgrove Station.
 2. Use live/work or Home Industry as a transition between industrial and residential uses north of Rogers Street.
 3. Employee amenities fronting canal and Leonard Reserve.
 4. Investigate area between Kingsgrove and Chapel Street industrial area as prime opportunity for home business/occupation/industry (medium term change to LEP) to create linkages to Kingsgrove and industrial area just south of Moorefields Road.
 5. LEP overlay with DCP controls.



Courtesy of SGS Economics and Planning Pty Ltd



Existing Land Use



scale 1:5 000



Precinct 5 - Wiggs Rd, WEST RIVERWOOD

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PRECINCT 5	Existing Provision	Proposed Provision
Zoning	4 (b) Light Industrial	IN2 (Light Industria)
FSR	1.5:1	1.5:1
Height	2 storeys	2 storeys
Site Coverage	66% of site area	60% of site area

Note:

1. Alternative access to Industrial area would resolve traffic conflicts.

2. Negotiations required to achieve new central road access from Wiggs Road; options include land swap of part of Schofield Street and conversion of it to residential.

3. Purchase property to provide link between Leedham Place and Schofield Street

Precinct 6 - Moxon Rd, PUNCHBOWL

PRECINCT 6	Existing Provision	Proposed Provision
Zoning	4 (b) Light Industrial	IN2 (Light Industrial) / B6 (Enterprise Corridor)
FSR	1.5:1	1.5:1 / 2:1 for B6
Height	2 storeys	2 storeys / 3 storeys on Canterbury Rd
Site Coverage	66% of site area	60% of site area / greater on Canterbury Rd

Note:

1. Good access to M5.

2. Facilitate pedestrian/cycle networks connecting Salt Pan Creek and M5 Corridor, through to Riverwood Station.

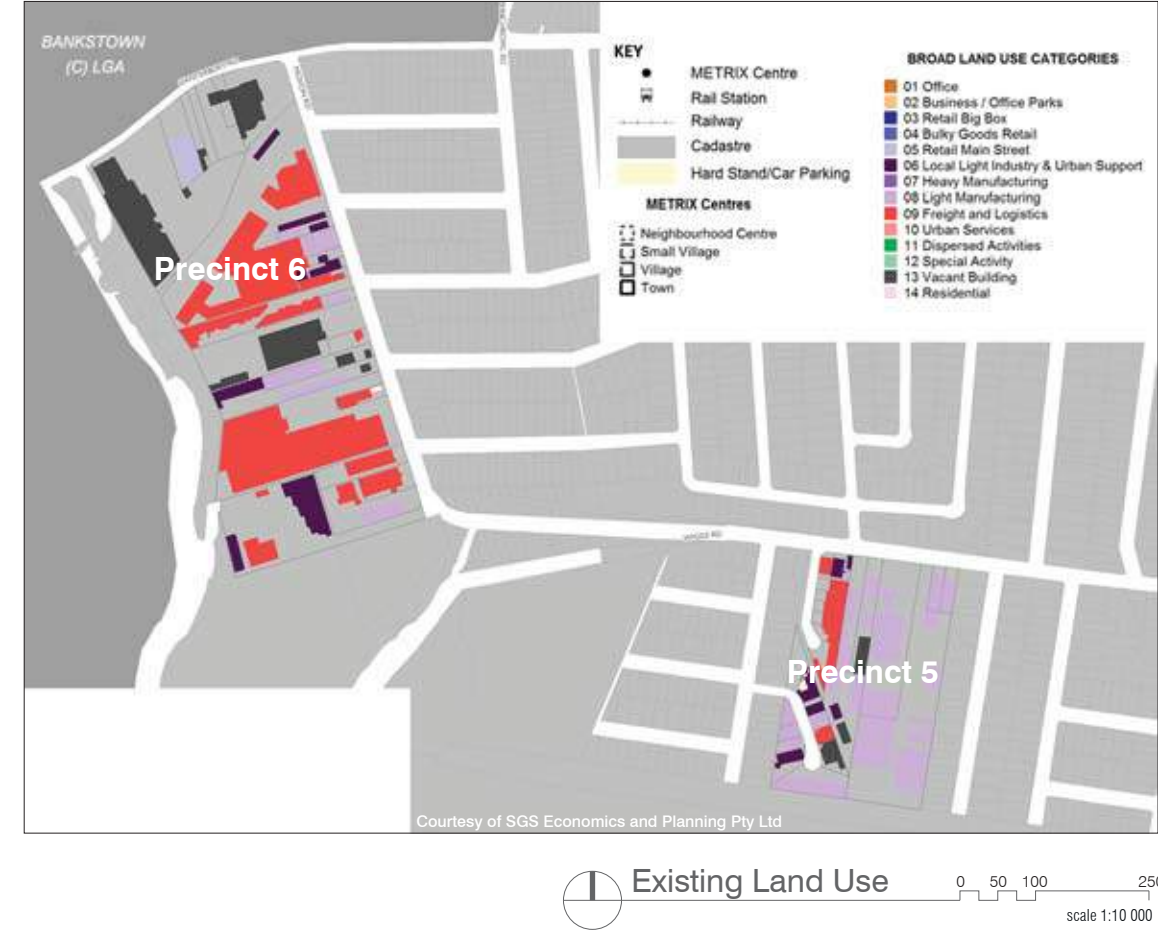
3. Investigate synergies with adjoining Bankstown Industrial Estate.

4. Three storeys to Canterbury Road for showroom uses.

5. Start up/niche Industrial location offset by higher quality on Canterbury Road that conforms to built form controls in new industrial DCP.

6. DCP controls to encourage frontages and staff amenity onto open space.

7. Potential employee amenity retail.

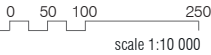




Location Plan



Proposed Strategy

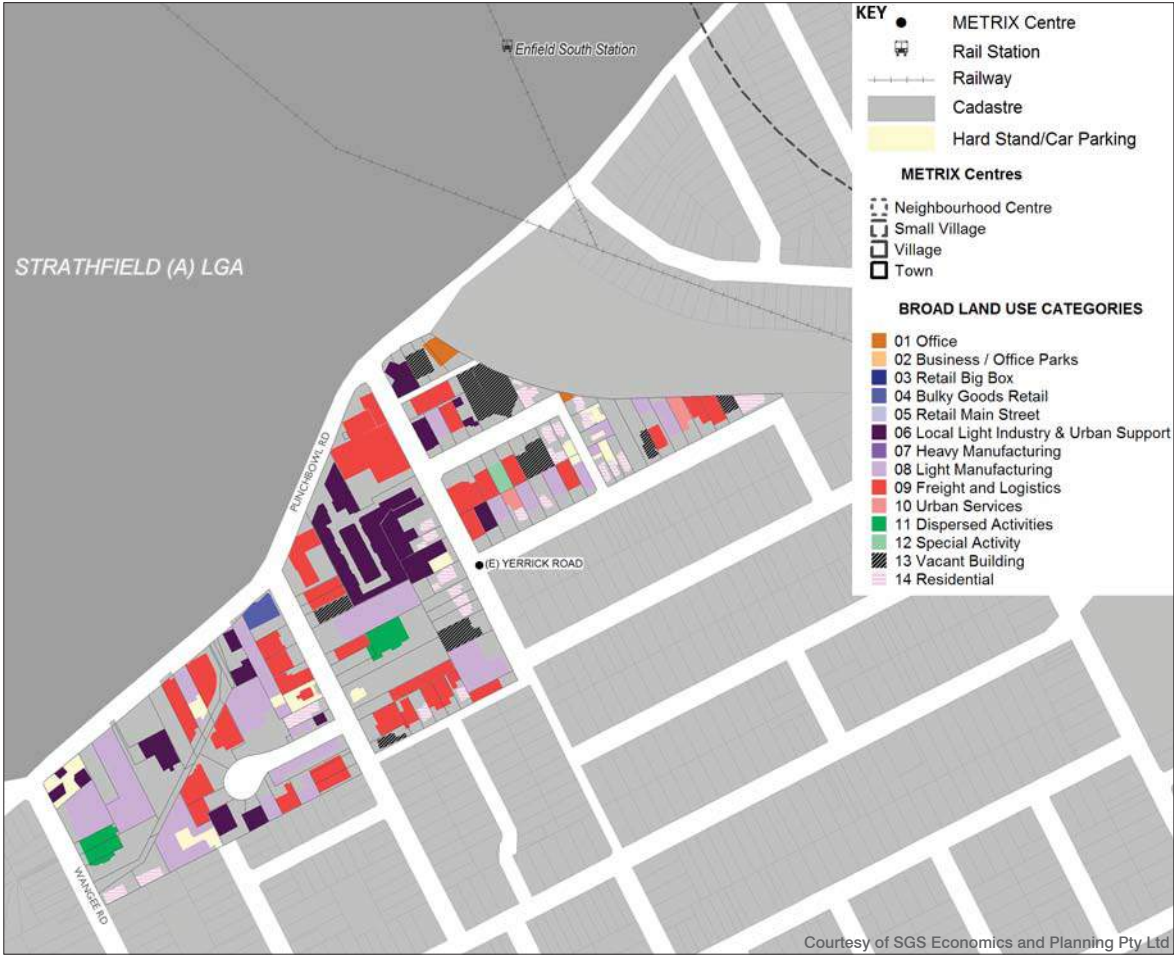


Precinct 7 - Yerrick Rd, LAKEMBA

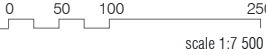
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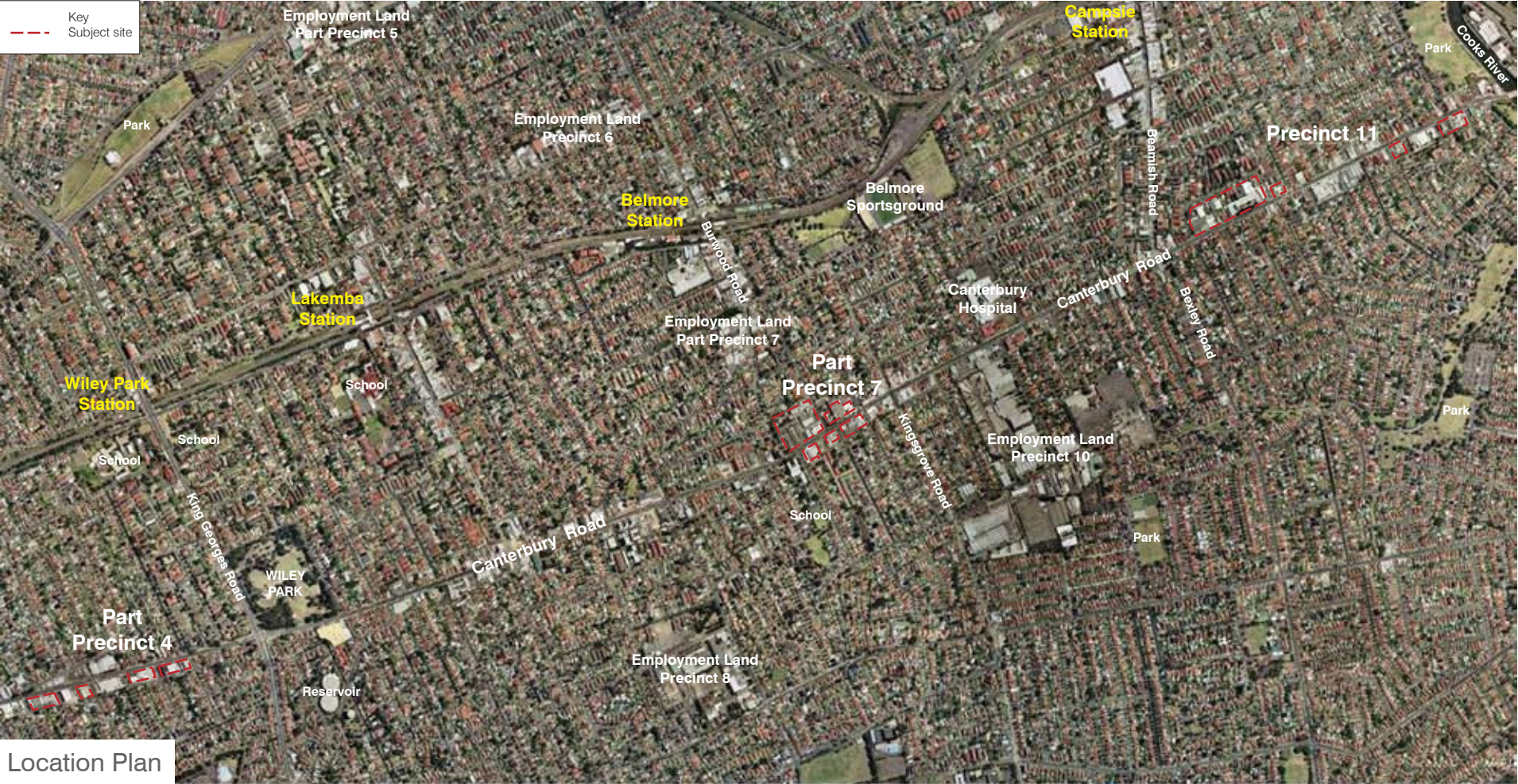
PRECINCT 5	Existing Provision	Proposed Provision
Zoning	4 (a) Light Industrial	IN2 (Light Industria)
FSR	1.5:1	1.5:1
Height	2 storeys	2 storeys/ 3 storeys on Punchbowl Rd
Site Coverage	66% of site area	

- Note:
1. Investigate / facilitate synergies with Enfield/Greenacre Industrial area to the north.
 2. Employee amenity fronting canal to increase surveillance so canal can be used as open space recreational area and linkage between two industrial areas on either side of Punchbowl Road.
 3. Canal as pedestrian/cycle linkage between 2 Industrial areas either side of Punchbowl Road with good lighting and active frontages to adjoining development to increase surveillance.
 4. Live/work or 'home industry' to provide transition between residential and industrial on Hugh Street.
 5. LEP overlay with DCP controls.

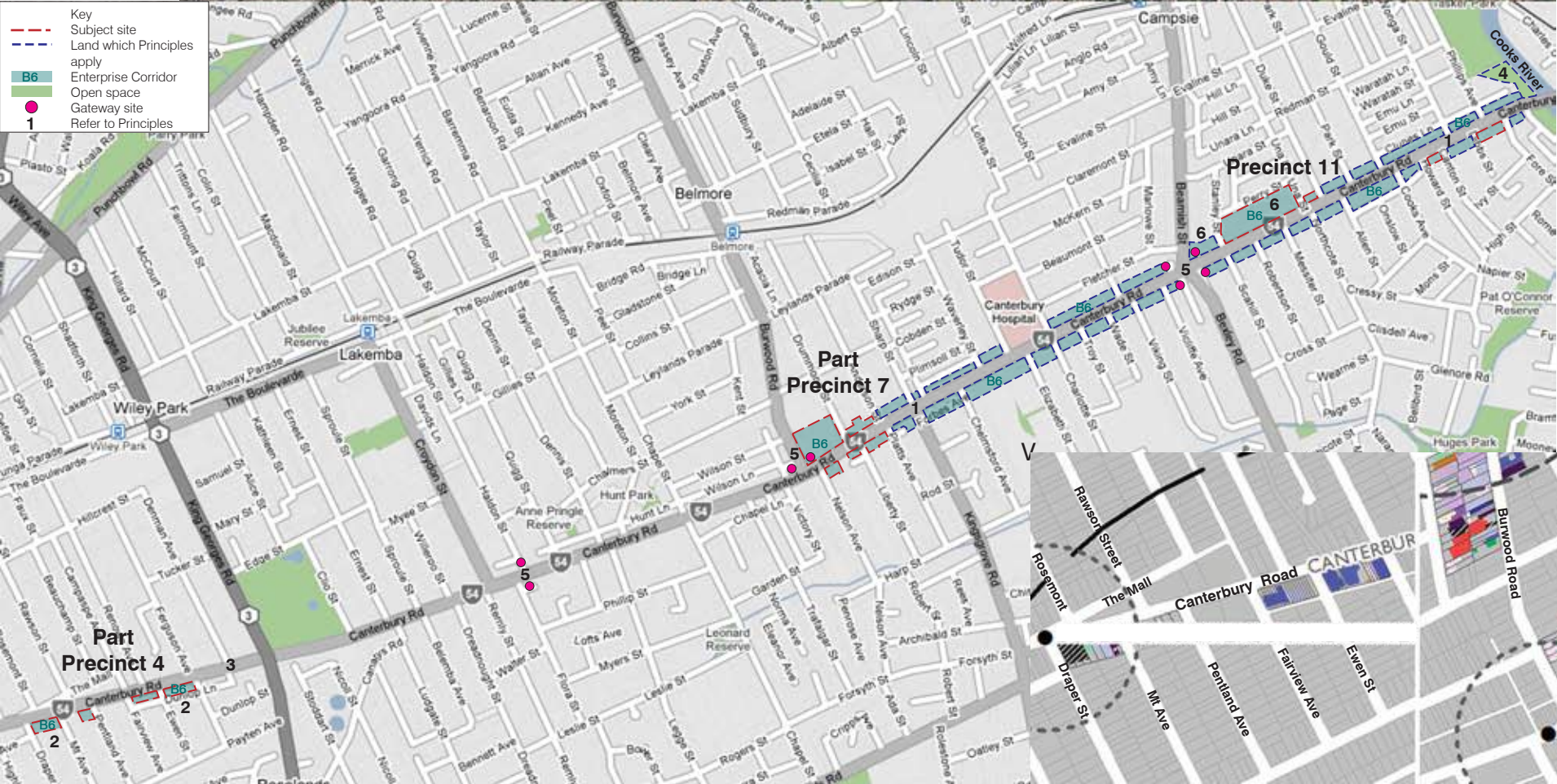


Existing Land Use





Location Plan



Precinct 8 - Canterbury Rd, WILEY PARK



Precinct 8 - Canterbury Rd, BELMORE



Precinct 8 - Canterbury Rd, CAMPSIE

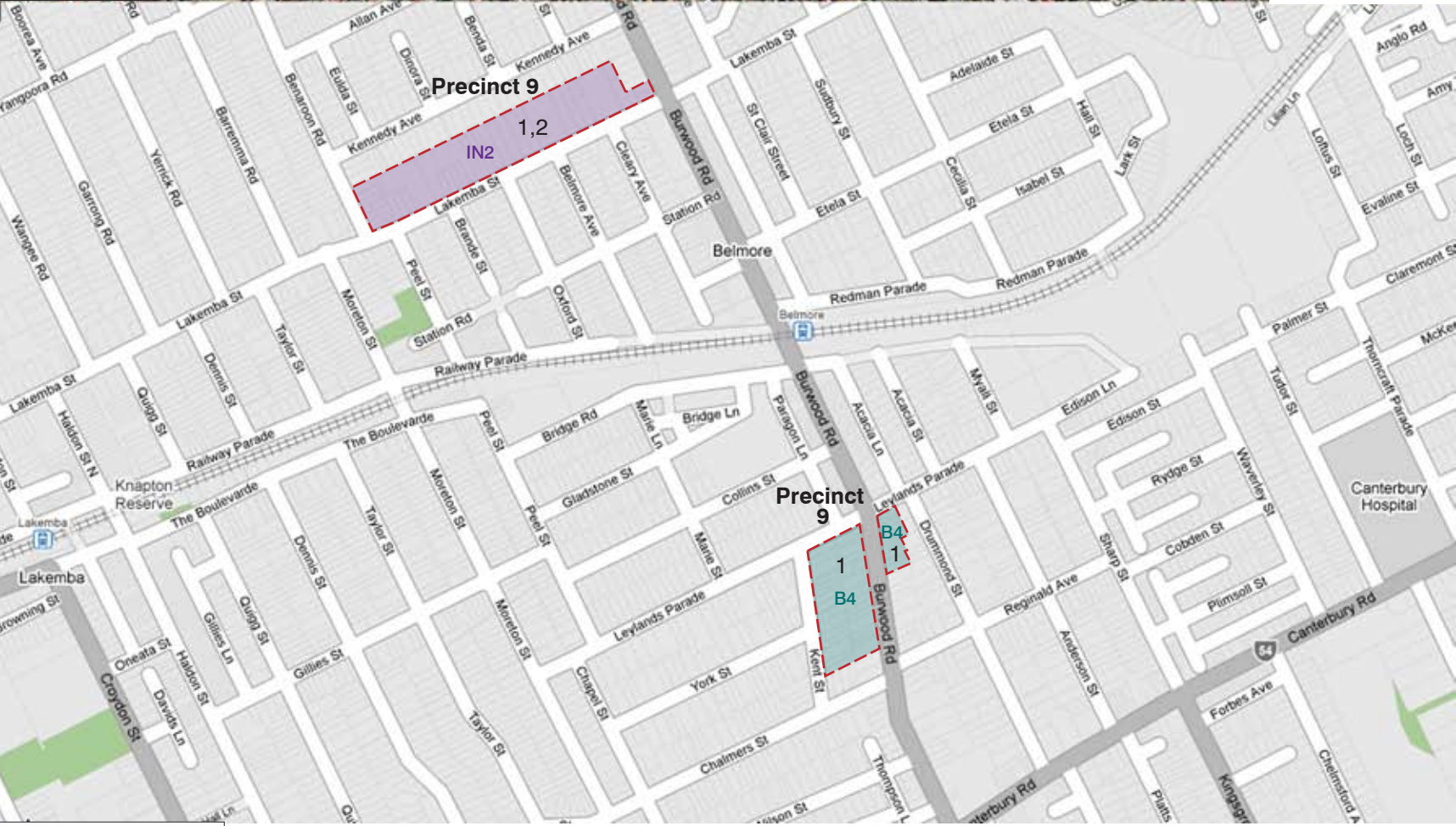
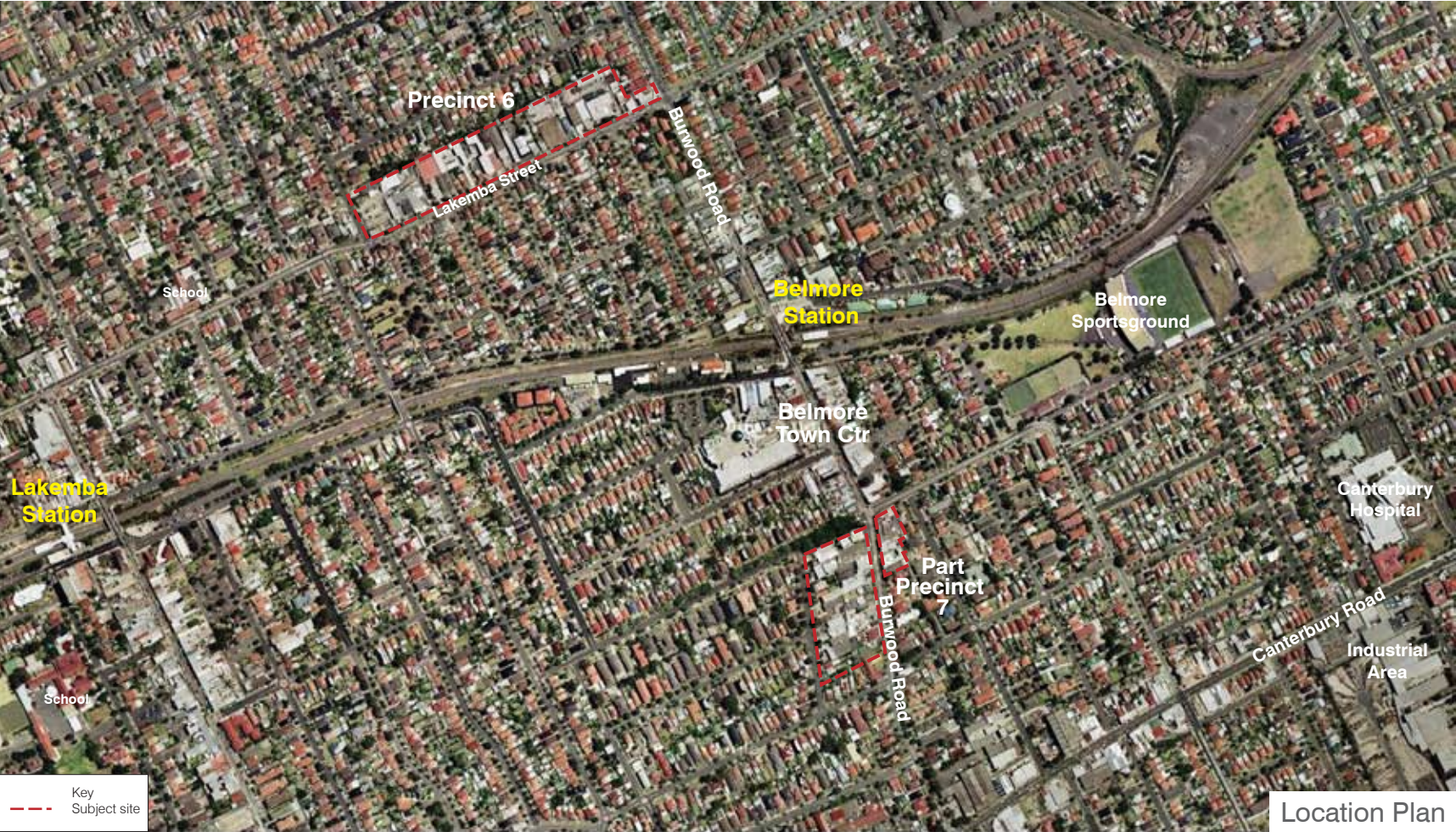


CANTERBURY ROAD

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Canterbury Rd	Existing Provision	Proposed Provision
Zoning	4(a) and 4 (b) Light Industrial	IN2 (Light Industria) / B6 (Enterprise Corridor)
FSR	1.5:1	
Height	2 storeys	3 storeys (fronting Canterbury Rd)
Site Coverage	66% of site area	

- Principles** - for blocks fronting Canterbury Rd. :
1. East of Burwood Rd. to Cooks River - should become Enterprise Corridor (B6), including Part Precinct 7 and Precinct 11.
 2. PART PRECINCT 4 - land currently zoned Industrial on west of Burwood Rd should be zoned Enterprise Corridor (B6).
 3. Other zoned land on West of Burwood Rd - consideration should be given in the future to rezoning other blocks on west of Burwood Rd. to Enterprise Corridor.
 4. Land at the corner of Canterbury Rd and Cooks River should be rezoned to open space to enhance the Cooks River foreshore.
 5. Possible other 'gateway' sites included those at the corner of Burwood and Canterbury Rd, Croydon and Canterbury Rd, and Beamish St. and Canterbury Rd.
 6. Prepare structure plan and development proposal for blocks between Beamish and Una St. (northern part of Canterbury Rd.). This proposal includes medium density residential fronting Perry St., business and showroom uses to Canterbury Rd and centralized podium parking for whole development. The proposal should include a financial appraisal of redevelopment option and illustrate a 'pooled development' scheme whereby individual owners are able to benefit from the comprehensive redevelopment. This would be a 'model' development for a 'gateway' site and could be utilised elsewhere along Canterbury Rd.



Key

Subject site

B4Mixed use

IN2Light Industrial



Precinct 9 - Lakemba St, BELMORE

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PRECINCT 6	Existing Provision	Proposed Provision
Zoning	4 (a) Light Industrial	IN2 (Light Industria)
FSR	1.5:1	1.5:1
Height	2 storeys	
Site Coverage	66% of site area	

Note:

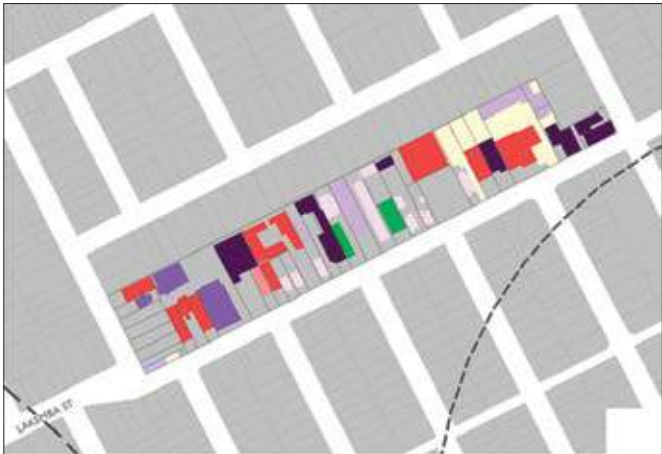
- Allow Light Industrial uses that do not conflict with residential but take advantage of proximity to Belmore Town Centre.
- DCP controls to address amenity and impacts that are detrimental to residential area.

Part Precinct 9 - Burwood Rd, BELMORE

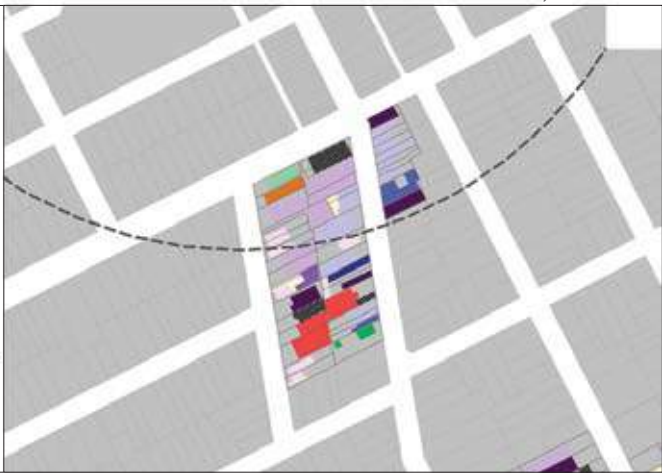
PRECINCT 7	Existing Provision	Proposed Provision
Zoning	4 (d) Industrial Business	B4 (Mixed Use)
FSR	1:1	0.8 - 1:1
Height		3 storeys
Site Coverage	66% of site area	

Note:

- Rezone to mixed use to facilitate expansion of Belmore Town Centre.

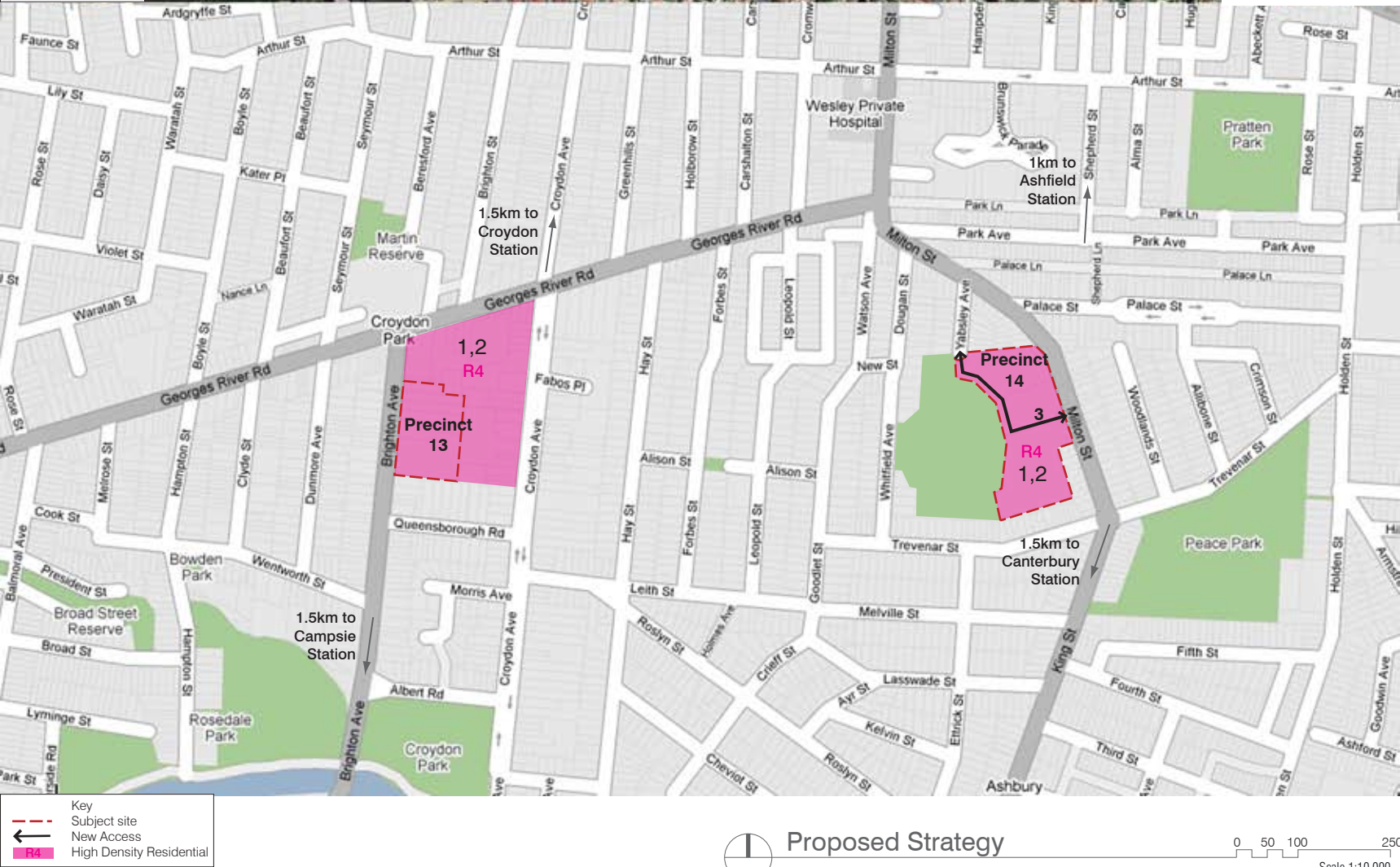


Precinct 9 - Lakemba St, Belmore



Precinct 9 - Burwood Rd, Belmore





Precinct 9 - CROYDON PARK architectus™

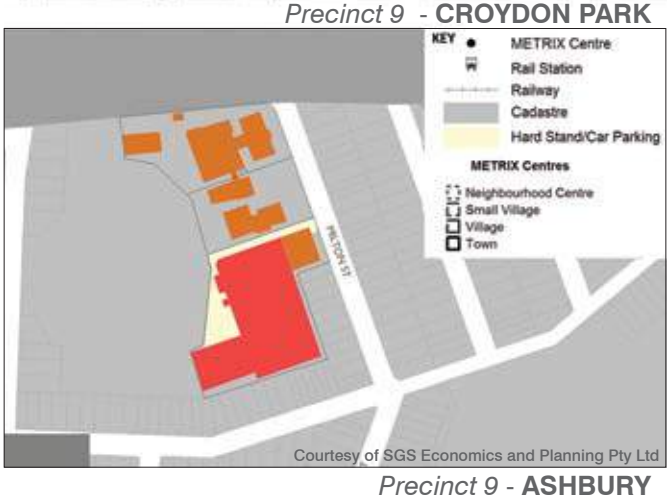
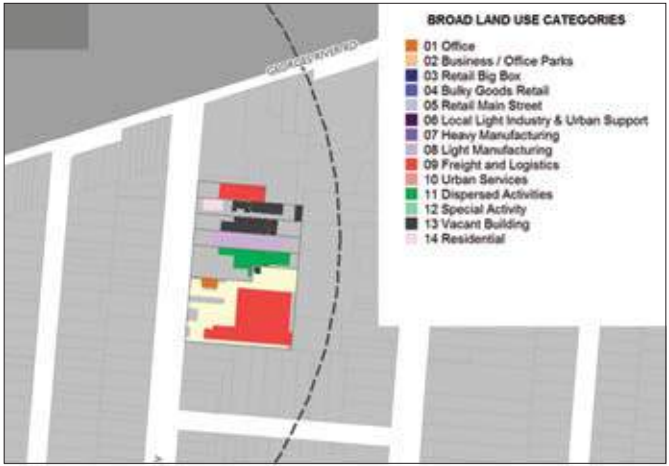
PRECINCT 13	Existing Provision	Proposed Provision
Zoning	4 (d) Industrial Business	R4 (High Density Residential)
FSR	1:1	0.6 - 0.8:1
Height		3 storeys
Site Coverage	66% of site area	50% of site area

Note:
1. Rezone for mixed use residential in accordance with the recommendations of the Canterbury Residential Strategy, which would resolve conflicts between industrial and residential area.
2. Additional residential zones will assist in achieving Metro Strategy targets for Canterbury LGA.

Precinct 9 - ASHBURY

PRECINCT 14	Existing Provision	Proposed Provision
Zoning	4 (a) Light Industrial	R4 (High Density Residential)
FSR	1.5:1	0.8:1
Height	2 storeys	3 - 4 storeys
Site Coverage	66% of site area	50% of site area

Note:
1. Rezone as high density residential development site in accordance with the recommendations of the Canterbury Residential Strategy. Good proximity to Ashfield Station. Backs onto open space. Direct access to Canterbury Road.
2. Building height allowed - 3-4 storeys as per existing Chubb building on site (3 storeys plus tower setback).
3. Investigate opportunities for permeability and public access to the park from Milton St, with pedestrian connection to Yabsley Ave.



Public domain and streetscapes



Fig 1. Open space fronting canal for worker amenity



Fig 2. Active frontage, worker amenity, landscaping



Fig 3. Landscaping - acts as buffer from main street



Fig 5. Amenity - retail shops and plaza



Fig 6. Landscape feature within industrial area

PUBLIC DOMAIN AND BUILT FORM DESIGN GUIDELINES

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1. Public domain and open space

1.1 Streetscapes

- Ensure that built form establishes a strong relationship to the street by providing activated frontages to streets and by incorporating generous landscaped front setbacks to both primary and secondary street frontages.
- Ensure that development contributes to cohesive streetscapes and desirable pedestrian environments.
- Ensure a safe environment by promoting crime prevention through good urban design.
- Encourage pedestrian use of streets to enhance pedestrian safety and security.

1.2 Landscape treatment

- Use landscaping to create a distinctive public domain character in industrial areas.
- Retain and integrate existing trees.
- Develop a landscape expression which is founded on the principle of water capture and passive re-use.
- Emphasise a clear road hierarchy.
- Provide a safe and efficient circulation system for vehicles, cyclists and pedestrians.
- Contribute to effective management of stormwater, energy efficiency; and to improve visual amenity.

1.3 Street tree planting

- Ensure high quality street tree planting is provided throughout the industrial areas of Canterbury as a means of delineating them from other land uses and linking with other industrial areas.
- Retain and integrate existing trees into the streetscape where possible.
- Provide a foreground of vegetation to built form.

1.4 Public domain signage

- Extend the signage strategy that characteristic of Canterbury LGA to the industrial areas to create an identifiable, marketable and appropriate character for Canterbury's industrial areas.
- Facilitate the design and erection of an array of imaginative and innovative signage that brings vitality and interest to the estate.
- Ensure that signs contribute to the safety, legibility and amenity of Canterbury's industrial areas both by day and night.
- Ensure that all signage is of a high quality of design and construction and integral of the built environment and landscape setting.
- Ensure that visual clutter is minimised by limiting unnecessary duplication of signage.

1.5 Canterbury Road signage

- Generally all signage should be located below the parapet line.
- Signs should be coordinated in size and placement with the design of the shopfront. Signs that obscure the shopfront are to be avoided.
- Signs with overly large text or overly bright colours are not permitted.
- Signage can be located in three areas of the facade only, with the number of individual signs in each area being limited to a maximum of two only on the shopfront and the façade above the awning. The three main areas of the façade are on the shopfront, on the leading edge of the awning, or on the face of the building above the awning and below the parapet. Signs that obscure architectural features on the building are to be avoided.
- Locations along Canterbury Road that are highly visible may be suitable for prominent signage, for example, facing bends in the road or at the top or bottom of hills. This sort of signage should be treated as if it was a building being put in that location. The design, size, height, placement and graphic treatment should be highly considered. Only signs for well recognised companies with a high standard of corporate branding should be considered for these types of locations.

1.6 Street furniture and lighting

- Use street furniture and lighting to ensure a high quality, functional, safe and attractive public domain.
- Use street furniture and lighting to contribute to the character of the public domain, improve amenity for workers and pedestrians, and to establish links between the industrial areas and open space and parks.

Home industry and Live/work character images



Fig 7. Row of rear loaded home occupation residential at Justin St., Lilyfield



Fig 8. Office on ground level and living on upper levels



Fig 9. Live/work precedent at Lilyfield Rd, Lilyfield fronting railway line



Fig 10. Separate entries to living and office - Lilyfield



Fig 11. Home Industry residential retrofitting to existing industrial area in Lakemba



Fig 12. Studio on ground level with garage roller doors and living on upper levels - Redfern

2. Interface issues

2.1 Residential/industrial mid-block interface

- No truck or car movements including parking areas are to be located along the adjoining boundary.
- Locate a solid wall with no openings facing adjoining residential development.
- Building envelope to boundary with adjoining residential development is to have a transition in scale down to the scale of the adjoining residential building, by means of a building height plane control.
- Provide a landscape setback of at least 5-10m to accommodate large trees between the wall to the industrial building and the boundary with adjoining residential development.

2.2 Home industry and live/work typologies

- Residential building with detached industrial building at rear with rear access is appropriate for situations where the residential character of a street is to be retained and where rear access is feasible.
- Residential building with detached industrial building accessed from frontage down a side driveway is appropriate where the residential character of the street is to be retained but rear access is not feasible.
- Single building with industrial use below and residence above is appropriate within established industrial areas.

Built form character - Industrial buildings



Fig 13. Active use on frontage, good architectural design



Fig 15. Eaves overhang, fins articulate facade



Fig 17. Eaves overhangs, good architectural design



Fig 14. Quality architectural, signage and fencing design



Fig 16. Quality corporate branding compensates for bland building



Fig 18. Coloured panels and awnings add interest

PUBLIC DOMAIN AND BUILT FORM DESIGN GUIDELINES

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3. Built form

3.1 General design principles

- Promote energy efficient building orientation and envelopes.
- Avoid street views of long building elevations not screened by landscaping or that display monotonous building forms and design.
- Encourage the provision of a range of distinctive building forms that promote the identity of each tenancy.
- Encourage a high quality built form by encouraging activity on elevations fronting streets, ensuring buildings address streets and emphasising vertical forms with landscape, buildings and street lighting.

3.2 Building envelope

- Ensure the creation of a distinctive streetscape character and hierarchy of streets.
- Ensure that building forms are consistent with the desired urban character and are of an appropriate scale for an industrial area.
- Mitigate the visual impact of relatively large scale industrial development on the street and adjoining residential areas, parks and open spaces.
- Provide adequate distance between buildings and street alignments for landscaping, vehicle manoeuvring and noise impact attenuation.
- Provide adequate sight distance for safe traffic movement.
- Create a strong street presence encouraging pedestrian activity and slower traffic speeds.
- Create a strong landscape setting to the street frontage.
- Encourage passive surveillance of the street.
- Encourage a high standard of architectural design for industrial buildings.
- Allow for the efficient use of land.
- Provide areas on private land for tall trees to shade roofs and parking areas and to allow cross ventilation between buildings.
- Provide for view sharing across blocks to streets, parks and open spaces.
- Encourage attractive and visually coherent streetscapes.
- Encourage the use of building materials which are durable and which maintain a high standard of appearance over time.
- Ensure the economic and energy efficient use of materials in the construction of industrial buildings.
- Ensure land uses likely to produce noise are located away from adjoining residential areas.

3.3 Daily convenience shops

- Provide for retail shops that serve the daily convenience needs of the workforce employed within industrial areas.
- Co-locate daily convenience shops with public transport facilities, major roads, prominent street corners and/or pedestrian/cycle routes to ensure the commercial viability of daily convenience shops.
- Ensure the design of daily convenience shops is integrated with the design of other development on the allotment.

3.4 Parking

- Ensure that adequate provision is made on each lot for parking.
- Improve the appearance of car parking areas in order to minimise the visual impact of car parking areas on the streetscape by incorporating landscaping and/or by locating parking areas within the lot or on side or rear boundaries rather than on the street frontage.
- Allow for shared car parking arrangements between neighbouring allotments.
- Provide shade for car parking areas.
- Provide for bicycle parking areas.

Built form character - Industrial buildings



Fig 19. Bold colour and articulated facades



Fig 20. Bold colour, articulated facades to street frontage



Fig 21. Eaves overhang, colour, landscaping



Fig 22. Shading devices and bold colour used



Fig 23. Well-landscaped, well-signed, activated street frontage



Fig 24. Building material reflects use

PUBLIC DOMAIN AND BUILT FORM DESIGN GUIDELINES

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3.5 Loading and servicing

- Encourage the optimum efficiency of land use through the provision of shared parking, turning and access routes between neighbouring lots.
- Minimise the visual impact of loading and servicing areas by locating them at the side or rear or within the site, rather than on the street frontage.
- Maximise the area available for landscaping.
- Ensure adequate provision is made on each development site for access by cars and trucks and for the loading and unloading of materials and goods.
- Ensure that site facilities are functional and accessible and easy to maintain.
- Ensure that site facilities are integrated into development and are unobtrusive.
- Ensure trucks and cars are separated to maximise on site safety.

3.6 On-site landscape design

- Use on site landscaping to contribute to effective management of stormwater, biodiversity and energy efficiency and to improve visual amenity.
- Encourage the use of native flora and low maintenance low water demand drought tolerant landscape materials.
- Use on-site landscaping to establish boundaries to industrial sites.
- Mitigate the visual impact of industrial buildings and hard stand areas through the use of mounds and screen planting.

3.7 On-site signage

- Accommodate the need to identify and promote industrial development whilst preventing the unnecessary proliferation of advertising signs or structures.
- Encourage signage that is imaginative, innovative and consistent with the quality of Council's public domain signage.
- Ensure signage is of a high quality of design and construction and an integral element of the built environment and landscape setting.
- Give careful consideration to the size and proportion of signs on building facades.

3.8 Fences and walls

- Ensure fences and walls improve amenity for employees and development and that they contribute positively to adjacent buildings.
- Ensure fencing does not detract from the streetscape by locating fencing behind the main building alignment.
- Encourage pedestrian access to businesses from the street.
- Ensure materials used in fences and walls are of a high quality and consistent with the character of the industrial area.
- Ensure fences and walls respond to the topography.

3.9 Safety

- Ensure that the siting and design of buildings and spaces contributes to the actual and perceived personal and property safety of workers and visitors and decreases the opportunities for committing crime in an area.
- Ensure development encourages people to use and interact in streets, parks and other public spaces without fear or personal risk.
- Increase the perception of safety in public and semi-public space including streets, car parks and parks.
- Maximise actual and perceived safety.
- Encourage the incorporation of principles of crime prevention through urban design and landscaping into all developments.

3.10 ESD

- Incorporate best practice energy management.
- Promote energy efficient building envelopes.
- Achieve high levels of indoor thermal comfort.
- Minimise the energy required for heating, cooling and lighting.
- Reduce the amount of waste going to landfill.
- Encourage the recycling of industrial waste.
- Minimise the use of potable water through use of efficient fixtures and through use of collected rainwater for toilet flushing and landscape irrigation.
- Minimise adverse impacts on air quality through the implementation of appropriate mitigation measures.
- Mitigate the environmental and visual impact of external processing and storage of materials.



Fig 25. Eaves overhangs and active frontages



Fig 26. Landscaping and design element to corner



Fig 27. Landscape setback, active frontage, footpath



Fig 28. Activated frontage to showroom



Fig 29. Quality architectural treatment, activated frontage to car showroom



Fig 30. Prominent and well-defined signage on street frontage



Fig 31. Contemporary built form addressing street corner



Fig 32. Articulated facade and landscaped setback to Kingsgrove Rd



Fig 33. Quality architecturally designed car showroom



Fig 34. High quality existing industrial building should be retained



Fig 35. Tree-lined main street and hedges improve pedestrian amenity of Canterbury Rd



Fig 36. Well-landscaped pedestrian link along M5

M5 EAST FREEWAY (Validated)

December-14

DATE	F1						M1					
	NO ₂ ug/m ³ (ppm)			CO (ppm)		PM ₁₀ (µg/m ³)	NO ₂ ug/m ³ (ppm)			CO (ppm)		PM ₁₀ (µg/m ³)
	Daily Av. Of the 24 1HR Avg's NO ₂	Max. 1HR Av. During the 24HR period	Daily Av. of the 24 8HR Avg's CO	Max. 1HR Av. During the 24HR period	Daily Av. of the 24 1HR Avg's PM ₁₀	Daily Av. Of the 24 1HR Avg's NO ₂	Max. 1HR Av. During the 24HR period	Daily Av. Of the 24 8HR Avg's CO	Max. 1HR Av. During the 24HR period	Daily Av. of the 24 1HR Avg's PM ₁₀		
		MUAP goal is 256 µg/m ³ (0.125ppm)			MUAP goal is 50 µg/m ³		MUAP goal is 256 µg/m ³ (0.125ppm)			MUAP goal is 50 µg/m ³		
1/12/2014	29 0 014	47 0 023	0.20	0.35	21 6	36 0 017	55 0.027	0.19	0.27	25.5		
2/12/2014	29 0 014	77 0 038	0.18	0.63	19.7	37 0 018	71 0.035	0.20	0.45	26.8		
3/12/2014	40 0 020	86 0 042	0.26	0.44	26.1	48 0 023	87 0.042	0.25	0.44	28.6		
4/12/2014	37 0 018	81 0 040	0.24	0.55	16.4	52 0 025	81 0.040	0.28	0.81	21.9		
5/12/2014	54 0.026	92 0.045	0.30	0.59	15 5	56 0.027	88 0.043	0.29	0.47	15.5		
6/12/2014	38 0 018	70 0 034	0.33	0.60	15 6	41 0 020	74 0.036	0.28	0.55	14.6		
7/12/2014	29 0 014	57 0 028	0.29	0.49	12.4							
8/12/2014	37 0 018	68 0 033	0.36	0.68	14.7							
9/12/2014	34 0 017	64 0 031	0.27	0.59	21.0	39 0 019	65 0.032			23.1		
10/12/2014	28 0 014	57 0 028	0.19	0.57	15.4	32 0 015	54 0.026	0.20	0.38	19.3		
11/12/2014	32 0 016	46 0 023			12 6	31 0 015	52 0.025	0.28	0.63			
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28/12/2014	16 0 008	37 0 018	0.14	0.24	10.0	23 0 011	43 0.021	0.16	0.73	11.8		
29/12/2014	23 0 011	48 0 023	0.15	0.57	10.5			0.15	0.24	15.7		
30/12/2014	39 0 019	71 0 035	0.23	0.54	26 9			0.24	0.59	33.9		
31/12/2014	16 0 008	39 0 019	0.11	0.14	34 5	23 0 011	45 0.022	0.17	0.29	35.6		
Monthly Average	28 (0.013)	52 (0.025)	0.23	0.53	19.1	33 (0.016)	59 (0.029)	0.21	0.49	23.4		
% of valid data	95.4		95.4		99.7	86.3		89.4		95.0		

Notes:

Sample Days
Week Ends

Lowest values for month in **bold italic** type
Highest values for month in **bold** type

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]

Content:
Please see attached

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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■

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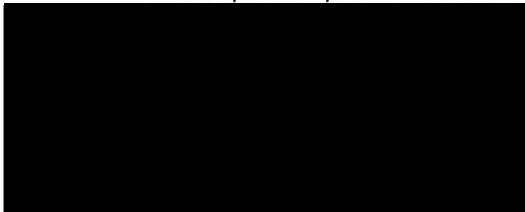
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ADD YOUR OWN COMMENTS HERE:

---I am very concerned by this project. The area can be already very congested and I agree with all the comments raised above. In addition, this area is very residential including Euston Road. The new M5 is likely to impact on all the residents with increased traffic, pollution, noise etc.-----

-I am surprised that Roads like O'riordan street or Bourke Road have not been considered instead. Indeed those roads are in my opinion better suited for high level of traffic and quicker traffic. Also, there seems to be a lot of warehouses and companies on those streets, so that would mean less impact on the area residents-----

-----Thank you for your consideration-----



I have / have not made a reportable political donation. (Circle the option that applies to you. If yes, you need to attach a Political Disclosures Donation Statement, available from the Department of Planning website).

[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Margaret O'Connor
[REDACTED]

Address:
[REDACTED]

Alexandria, NSW
2015

Content:
See attached objection to WestConnex M5.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

▪

SUBMISSION TO M5 EIS

Name *Margaret O'Connor*
Full address *Alexandria NSW 2015*

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ADD YOUR OWN COMMENTS HERE:

Sydney Park should be the quiet
hungs of Erskville / Alexandria.

Too many cars on Euston Road in
this proposal (WestConnex express)

I have / ☒ have not made a reportable political donation. (Circle the option that applies to you. If yes, you need to attach a Political Disclosures Donation Statement, available from the Department of Planning website).

Morone

27 Jan 16

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Gemma Rigby

[REDACTED]

Address:

[REDACTED]

Kingsgrove, NSW
2208

Content:
Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 14_6788

Submission to WestConnex New M5 EIS, project number SSI 14_6788

I strongly object to this project and the entire WestConnex of which this is part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

Global experience and research has shown conclusively that these kinds of toll road mega-projects are hugely expensive and counterproductive. WestConnex will increase air pollution, traffic, noise and vibrations to my property at 131 Staples St Kingsgrove.

I also strongly object to a number of specific aspects of this EIS, and I expect you to publish this submission and send me a written response to each of the objections I have outlined below.

The New M5 would cause costly traffic chaos throughout Kingsgrove and specifically at my residence 131 Staples St, Kingsgrove. It is unacceptable that no traffic modeling was done for Kingsgrove. Particularly as the suburban streets are being used by large trucks and heavy traffic to enter the M5. The increase in traffic is of particular concern during the night where heavy traffic use Shaw St when the M5 is closed. This issue will no doubt increase immensely with the M5 upgrade causing greater environmental impact to my street.

The roads around the Kingsgrove and Bexley North interchange are already at an unacceptable Level of Service and are getting worse. There is no evidence that this EIS has factored in this huge increase in level of service.

My residence is directly affected by the Tunnelling process. The tunneling fact sheet November 2015 states that some properties may experience vibration and noise where the tunneling is less than 40 metres deep and directly below the property. My property, 131 Staples St Kingsgrove is projected to be 26 metres above the tunnel. I am therefore very concerned about the ongoing noise and vibrations caused by the tunnel. I was unable to access any further information on the ongoing environmental impacts of the tunnel when I spoke to representatives at the information session. A male representative directed me to "read the thousands of pages in Appendix J". This was not an acceptable response to my inquiry and the information that Westconnex has provided me has not allayed my concerns at all.

I am greatly concerned that my family will be exposed to negative health impacts due to demolition, earthworks, construction and removal activities. I am also concerned about the 'Development Fatigue' that are already directly affecting my quality of life. The developments that affect our property include the current M5 which can be heard from our house, the four track rail expansion, major gas line under the current rail line and the Transgrid MetroGrid cable. These projects all impose a greater health risks to

myself, my family and my neighbours. Although having attending an information session at Kingsgrove RSL club, absolutely no information can be provided to me on the projected health risks, environmental impact and social impact that further development fatigue will so obviously have on my community. This is completely indefensible and communities cannot be forced to accept this. Scientific experts agree there is no safe level of fine particle pollution. Rather than aiming to shift dangerous pollution from area to another, the government should be finding cleaner transport solutions that do not leave residents living beside polluted roads or unfiltered pollution stacks - no matter where they live.

The entire WestConnex, including this project, has been characterised by poor governance, and a complete lack of transparency and accountability. Community consultation has also taken place only after detailed plans have been drawn up, so the general public has little to no input on a project that will affect hundreds of thousands of people's lives for many years to come. The first time that we were officially informed of the project was in November 2015 when we received a flyer in our letter box. Two days later, an information session was held at Kingsgrove RSL club which many of my neighbours were disappointed that they were not given enough notice to attend. I was able to access the meetings from a community meeting on 3 July in which I was not informed. The minutes provided me with the following information:

*On 25 June 2015, community update brochures were letter box dropped to 27,000 residences and businesses in the Kingsgrove, Beverly Hills and Bexley North.

*On 25 June and 2 July 2015 WDA community engagement representatives door knocked more than 200 residences in Kingsgrove and Beverly Hills surrounding the surrounding the location of the proposed temporary construction sites and permanent facilities.

My neighbours and I did not receive the brochure on the 25 June 2015 and nor were we spoken to by community engagement representatives. This lack of community consultation is deplorable.

I therefore ask that you reject this proposal, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Gemma Rigby

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]

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Content:
see attached

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This proposed extension merely moves the gridlock to another venue.

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2. The New South Wales Government has acknowledged the need to house our increasing population by facilitating changes to zoning to allow higher density housing in areas including Alexandria.

What the New South Wales Government has failed to do in that exercise is insert a reasonable road/transport infrastructure to cope with the extra people.

The New South Wales Government now seeks to compound that by adding traffic from further out with no real attention to the local road infrastructure.

The proposed model outlines large road converting, without any infrastructure, to smaller roads, a gridlock can be the only outcome.

3. With the gridlock will come noise and pollution, and soon thereafter ill health for those living in the highly populated area, particularly the elderly and young.

This will drive up health costs as a good part of the local population will rely on hospitals for care.

I do not think this indirect cost has been included in the modelling and should be, to weigh up the true benefits/burdens of this project, particularly having regard to the format for the "benefits" set out in the Environmental Impact Statement.

4. The gridlock will be both ways, with cars and trucks backing up to get onto the Motorway waiting in small roads which are the exit/entry to the Motorway.
5. The use of this Motorway will be short-term, the New South Wales Government is treating those coming in from outer Sydney with disrespect.

Those travellers will pay their fee, go quickly through the Motorway, but still end up taking the same time for their journey when they come to the gridlock once out of the Motorway.

They will have to look at other options rather than pay \$100.00 per week (minimum to start) for no real improvement.

6. The ever increasing higher density housing in the Alexandria area has meant the importance of open space areas has become more critical, including the flora and fauna that exist in those open spaces.

Aside from the noise and pollution aspect of this project, the implementation of this project removes a substantial portion of the only real open space area for the public of Alexandria and removes substantial flora and fauna which have been present for years and can never be replaced.

In all, this project is ill conceived and without proper and detailed thought as to the negative outcomes to the residents of Alexandria and the users of the Motorway extension.

Therefore, I would request the project be reconsidered and scrapped.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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What the New South Wales Government has failed to do in that exercise is insert a reasonable road/transport infrastructure to cope with the extra people.

The New South Wales Government now seeks to compound that by adding traffic from further out with no real attention to the local road infrastructure.

The proposed model outlines large road converting, without any infrastructure, to smaller roads, a gridlock can be the only outcome.

3. With the gridlock will come noise and pollution, and soon thereafter ill health for those living in the highly populated area, particularly the elderly and young.

This will drive up health costs as a good part of the local population will rely on hospitals for care.

I do not think this indirect cost has been included in the modelling and should be, to weigh up the true benefits/burdens of this project, particularly having regard to the format for the "benefits" set out in the Environmental Impact Statement.

4. The gridlock will be both ways, with cars and trucks backing up to get onto the Motorway waiting in small roads which are the exit/entry to the Motorway.
5. The use of this Motorway will be short-term, the New South Wales Government is treating those coming in from outer Sydney with disrespect.

Those travellers will pay their fee, go quickly through the Motorway, but still end up taking the same time for their journey when they come to the gridlock once out of the Motorway.

They will have to look at other options rather than pay \$100.00 per week (minimum to start) for no real improvement.

6. The ever increasing higher density housing in the Alexandria area has meant the importance of open space areas has become more critical, including the flora and fauna that exist in those open spaces.

Aside from the noise and pollution aspect of this project, the implementation of this project removes a substantial portion of the only real open space area for the public of Alexandria and removes substantial flora and fauna which have been present for years and can never be replaced.

In all, this project is ill conceived and without proper and detailed thought as to the negative outcomes to the residents of Alexandria and the users of the Motorway extension.

Therefore, I would request the project be reconsidered and scrapped.

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[REDACTED]

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Content:

Submission: WestConnex New M5 Environmental Impact Statement (SSI 14_6788)

To the Director, Major Planning Assessments, Department of Planning

I write to express my strong objection to the WestConnex New M5 motorway proposal.

Global experience of major toll road construction has demonstrated conclusively that these projects are enormously expensive and counter-productive. WestConnex will increase air pollution and encourage more car use, quickly filling the increased road capacity. It is not a long-term solution to Sydney's congestion problem.

The fact that the State Government has already signed multi-billion dollar contracts for WestConnex before this EIS was even placed on public exhibition undermines community confidence that this is a genuine consultation process.

This EIS considers benefits for all stages of the project but doesn't address the negative impacts along the whole route.

I object to this proposal because:

- 1) The New M5 will have devastating impacts on our local communities and local amenities.
- 2) The New M5 will be a massive contributor to greenhouse gas emissions, while destroying important habitat and greenspace.
- 3) WestConnex and the New M5 is a financial black hole that won't solve Sydney's traffic congestion.
- 4) The WestConnex project including the New M5 lacks transparency and accountability.
- 5) The WestConnex project comes with no real evaluation of alternative options such as world class public transport.

I agree that I have not donated more than \$1000 to any political party, elected member, group or candidate within this financial year.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

■

Name: Judy Finlason

Address:

Undercliffe, NSW
2206

Content:

From
Judy Finlason

Undercliffe NSW 2206

To
Secretary, Department of Planning and Environment, NSW Department of Planning and Environment, GPO Box 39, Sydney NSW 2001

Dear Sir/Madam,

Re: WestConnex New M5 EIS, project number SSI 14_6788

I write to lodge my objections to the New M5 EIS. Overall I would like to say that I cannot believe that with the knowledge we have today in relation to the ineffectiveness of motorways in solving transport problems that the NSW government is spending billions of dollars in construction of what is an outdated solution. Why are we not implementing the effective and environmentally sound practices that are being used elsewhere in the world, that focus on public transport and sustainable options that provide the flexibility needed to adapt to changing needs of the city of Sydney.

In particular I object for the following reasons:

Effect on biodiversity

The removal of most of the Critically Endangered Cooks River Ironbark forest at Kingsgrove will cause the destruction of the habitat of the Vulnerable Green and Golden Bell Frog population at Arncliffe. Removal of these trees will deprive the Vulnerable Grey-headed Flying-fox, which has a camp of substantial size in the Wolli Creek Valley, of a valuable food source. Road construction must not come at the expense of our precious pockets of bushland that support the flora and fauna so essential for Sydney's biodiversity.

Loss of recreational green space

I object to the degradation of green recreational spaces at Kingsgrove, Bexley North, Kogarah Golf Course at Arncliffe, and at St Peters. With the increasing density of Sydney there will be an associated urban heat island effect which will intensify with the removal of our all too rare green spaces. It is imperative that our green spaces be increased and enhanced, not decreased and degraded.

Impact of traffic on local roads

I object to the increased traffic the NewM5 will bring to local roads. When complete, King Georges, Stoney Creek, Canterbury, Forest and Moorefields Roads, will carry increased traffic as motorists avoid the new tolls. These roads, already carrying numerous diesel-fuelled dangerous goods vehicles, will not cope with additional traffic, posing dangers for all using such local roads, in particular school children.

1

Air Quality

The three new unfiltered, emissions stacks proposed for Kingsgrove, Arncliffe and St Peters will negatively affect air quality in all surrounding suburbs. This is compounded for the densely populated suburbs of Wolli Creek and Arncliffe, which are already

affected by the unfiltered M5 stack at Turrella; they will now also be affected by the new stack on the Kogarah Golf Course at Arncliffe. The planners of the road admit that any new developments proposed after the stacks are built will need to carefully assess where the exhaust pollutants are going because they do not know. More and more of these pollutants are diesel particles which in 2012, were upgraded by the World Health Organisation to the highest cancer warning level because they are particularly dangerous for the lungs of growing children. I strongly object to planners and the government exposing residents to such a risk to their health from which they will be unable to escape.

Urban design

It appears that there has been little consideration given to the overall effects that the building of these new roads will have on our urban environment as a whole.. Where will the increased number of vehicles be parked when they reach their destinations? By 2031, the New M5 is predicted to accommodate 81,500 vehicles per day, which will require lots of new carparks to be built on land in our city centres to accommodate the cars moving from residential suburbs on a daily basis.

Traffic modelling

Why has the Sydney Motorway Corporation failed to publicly reveal the peer review of the traffic model and the assumptions on which their findings are based so that independent traffic planners can test its results? I object to this essential information not being publicly available.

Poor analysis of alternatives

I strongly object to the bias of the project objectives towards road infrastructure, and the exclusion of other potential solutions such as demand management or public transport infrastructure. The EIS confirms that the project will have significant societal, environmental and economic impacts and these could be avoided by pursuing other approaches. Sydney's population is forecast to increase but increasing private vehicle usage is not a sustainable solution to support this population growth.

Yours sincerely, Judy Finlason

NOTE: I have not donated more than \$1,000 to a political party in the current financial year. I confirm that my name and suburb but not my full address nor email address can be published on the Major Project website where all submissions will be published.

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[REDACTED]

■

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Larry Singer

[REDACTED]

Address:

[REDACTED]

Blackheath, NSW
2785

Content:

I have recently moved out of Surry Hills to the Blue Mountains. I therefore have two quite different perspectives on driving in Sydney.

While living in Surry Hills for more than 20 years I observed traffic increasing very significantly and making tasks, such as going to the hardware store, much more time consuming. Travelling distances of a few kilometers can take 20 minutes or longer. The local roads are no longer able to handle the traffic of either the locals, or of those who visit the city. Peak hours see traffic at a standstill, and the rest of the day is not much better. Weekends now have peak hours that last half the day. I strongly object to directing more traffic onto roads that are already at capacity for significant parts of the day. I object to funneling more vehicles into the densely populated inner city. I further object to the pollution that all the extra vehicles travelling into the city will bring.

As a resident of the Blue Mountains I appreciate the time saved by freeways and good roads. But the time is saved only when I avoid certain times of day, and steer well clear of the city. Public transport is my preference when travelling to the city or inner suburbs. Adding more freeways or more lanes will not make a difference, because it will just encourage more people to drive. The freeways will just fill up with more cars and trip times will get worse, not better. I am sure your analysis shows this. I object to more freeways converging on the city.

The answer to congestion is not to build more roads, but to provide alternate methods for people to travel. Improve public transport, and make it cheaper. Improve facilities for cyclists and make it safer for cyclists use those facilities. Provide more park and ride facilities, so that people don't need to drive into the city or inner suburbs. Encourage businesses to move out of the city and into suburban or regional areas. With current technologies should be getting easier.

In summary, I object to this development as it will produce very little benefit, but will expend money that could be better spent elsewhere making Sydney easier to get around.

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[REDACTED]

[REDACTED]

[REDACTED]

Name: Ignacio Garcia

[REDACTED]

Address:

[REDACTED]

Newtown, NSW
2042

Content:

I oppose the New M5 St Peters Interchange. I believe it will be a disaster to our city. The money spent on it would be better spent on public transport.

[REDACTED]

[REDACTED]

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[REDACTED]

[REDACTED]

■

Content:
SUBMISSION TO M5 EIS

I strongly object to the proposed New M5.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not allowed for by the EIS:

- * Green Square: 61,000 residents
- * Ashmore: 6,000 residents
- * Waterloo Estate: 30,000 residents
- * Central 2 Eveleigh: 56,000 residents, 25,000 workers

With an extra 150,000 people in an area of a few square kilometres, this is going to be the most densely populated area in Australia.

There is no evidence that the traffic models have factored in this huge increase in density that will occur in the area.

The EIS clearly demonstrates that the traffic on roads in the Alexandria area will deteriorate as a result of WestConnex. But it also predicts that Level of Service will improve at many intersections even if nothing is done - in the case of Euston Rd/Sydney Park Rd, from D to A, in the PM peak. This is clearly wrong - so wrong that it suggests that the traffic modelling is broken (the EIS does acknowledge that "modelling is probably optimistic") and it suggests that the level of service on local roads will be several levels worse than predicted, either with or without the project.

According to the business case, Euston Road is supposed to handle 61,000 cars on 3 lanes each way. This is almost 10 times what it can handle on 2 lanes. There is no way it can handle 61,000 cars, however many lanes are added to it. Adding extra lanes to Euston will not help because the roads that Euston Road feeds are also gridlocked. Traffic does not simply dissipate once it leaves the M5. It will only increase the damage done to the area and cause rat-running.

Meanwhile, usage of the M5 is not growing, and has not grown for some years. This project only makes an existing road more expensive for commuters. It will save little time, if any, and at an exorbitant price. As the EIS acknowledges, the tolls are going to force drivers off the M5 and onto local roads, and no wonder. The Updated Strategic Business Case shows that for almost all of its

users, the Value of Time saved is less than the cost of using WestConnex.

This project will carve 11,000 square metres from Sydney Park and expose the rest of the park to vehicle fumes and noise. This damage is particularly felt, because this area already has one the lowest amounts of public open space per person in Australia, even without considering the future in-fill projects that are already in progress.

Alexandria residents are already exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen.

The new M5 is an unfair waste of taxpayers' money that could be better used elsewhere, such as on projects that improve transport infrastructure out west or in the regions, or in our area to help us cope with the massive rise in density that we are facing over the next ten years.

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that will occur in Alexandria, and there is also conflicting information on possible mitigation strategies. Although the diagrams in the EIS show right-hand turn lanes in all four directions at the Sydney Park Road/Euston Road intersection, the text of "New M5 EIS Vol 2B App G Traffic and Transport" instead indicates that there will be a "banned right turn from Mitchell Road into Sydney Park Road [because of] the banned right turn southbound at the Sydney Park Road / Euston Road intersection". The text also indicates that there will be a "north-bound lane [which] will go as far as Maddox Street, where it becomes a new left-hand turn lane", but the diagrams do not show this. Not having clarity on which of these two scenarios is planned makes informed consultation impossible. If these right-hand turns into Sydney Park Road are not permitted, there will be enormous volumes of traffic on local roads as drivers try to rat run. Likewise, the extra left-hand turn lane, if it is actually planned, seems destined to drive traffic onto local roads.

Roads, especially tunnels, are expensive, and move relatively few people - perhaps 2,000 vehicles per hour per lane. This is a fraction of what can be moved by heavy rail, or light rail, or bicycles. Even pedestrians can move more commuters per lane than can be moved by car.

The EIS business case says that with toll roads, "losses to investors [are typical] due to traffic demand forecast being overly optimistic. This has led to a situation where it is likely the private sector sponsors will be unwilling [and the NSW Government is likely to have] to take on all or part of the development and start up traffic risk". Why does the NSW government think that WestConnex can be profitable when the private sector does not?

I call for the M5 EIS not to proceed. As a NSW taxpayer, I want better value for money.

I have not made a reportable political donation.

Sincerely,

[Redacted signature]

[Redacted address line 1]

[Redacted address line 2]

[Redacted address line 3]

[Redacted address line 4]

[Redacted address line 5]

SUBMISSION TO M5 EIS

[REDACTED]

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I call for the M5 EIS not to proceed. As a NSW taxpayer, I want better value for money.

ADD YOUR OWN COMMENTS HERE:

I have not made a reportable political donation. (Circle the option that applies to you. If yes, you need to attach a Political Disclosures Donation Statement, available from the Department of Planning website).

How to lodge your submission:

ONLINE: http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6788

MAIL: SSI 6788, NSW Department of Planning and Environment, GPO Box 39, Sydney NSW 2001

IN PERSON: deliver it to the main desk of the Department of Planning, Information Office, 23-33 Bridge Street, Sydney NSW 2000

For more details, see <http://www.arag.org.au>

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Content:

The proposed ventilation facility near the intersection of Canal Rd and Princes Highway is poorly located, too close to adjoining residential properties in St Peters just on the other side of the highway. Given the land area available on the former tip site, a better location which impacts upon residents could have been found.

The flow on impacts on the existing local traffic network especially on Campbell St/Edgeware Rd and Euston Rd/ McEvoy St do not appear to have been adequately assessed and catered for and would appear likely to result in significant congestion of the local network.

The new open space to be created at the St Peters interchange appears to be mainly left-over space of limited value and use given the degree to which it is bisected by major roads.

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[REDACTED]

Content:

As a long term resident at this address since the 1980s, I have seen first hand the M5 East construction and have researched the proposed design of the new M5 to be constructed later in 2016.

I feel the proposed design of the 'see-through' walls in the vicinity of Armitree, Glamis and Rosebank streets should be reconsidered. The existing high earth mound and tree lined vegetation MUST be re-installed after construction of the new M5 for these reasons:

1. The wall has proven to be very effective in eliminating traffic noise. Walls on the southern (Beverly Hills) side of the M5 East do very little to reduce traffic noise for nearby residents, I fear the proposed 'see-through' walls will also prove ineffective for reduction of noise from traffic.

2. The adjacent reserve provides a very natural and aesthetic look at the end of our street, this MUST be considered in the new design!

If having a high earth mound requires losing part of the existing reserve, that is fine. I feel it critical that we have some sort of reserve and most importantly, a high earth mound to dampen out traffic noise.

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[REDACTED]

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2. The adjacent reserve provides a very natural and aesthetic look at the end of our street, this MUST be considered in the new design!
3. Residents in the aforementioned streets have purchased properties on the assumption and expectation that the mound remains erected, along with having an adjacent reserve/park. It ensures property owners continue to enjoy living in a quiet street.

Further, I am flexible and content with losing part of the existing reserve. It is a negligible compromise to ensure we have a high earth wall to ensure we do not have to endure any noise pollution.

[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Alan Maurice

[REDACTED]

Address:

[REDACTED]

Erskineville, NSW
2043

Content:
improving public transport must be a long term solution to the challenges facing a growing population and ever reducing inner west / city residential and commercial space. This cost alone is too high and like suicide, is a long term fix to a short term challenge.
DONT APPROVE WESTCONNEX

[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

Content:

I strongly object to the proposed new M5.

I don't believe this project is a good use of tax payers money. The roads around Newtown, St Peters, Alexandria, Green Square are already congested and with the new developments in the area this congestion will increase. The new project will funnel a large volume of traffic into roads that are not equipped and create a massive bottleneck in the area.

Please do not undertake this project. I strongly urge the government to reconsider.

[REDACTED]

[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Warren Speicher

Address:

Newtown, NSW
2042

Content:

Dear Planners, 27 January, 2016

I am strongly opposed to the Westconnex project for a multiplicity of reasons. Any thinking individual knows that the future of the combustion engine NEEDS to be curtailed, that burning fossil fuels is irreversibly detrimental to our planet and to our very existence. It is well past time for our leaders to readjust our focus on renewable fuels and to create projects which encourage development of alternative energy sources. Westconnex is no such project, in fact it is nothing more than another ugly, L.A. style concrete cathedral to the sacred combustion engine. Shame on our leaders for their lack of vision, for their easy acquiescence to pressure from oil interests and auto manufacturers (which don't even exist in Australia any more). The ridiculous amount of our tax money being spent on this monstrous structure should have been applied to mass transit-the sensible way to reduce traffic in Sydney. But ALL of our leaders seem deaf, dumb and blind when the subject of mass transit is brought up perhaps because there is no mass transit lobby with deep pockets to win their attention. Whatever the reason, it's a sad state of affairs that will reflect badly on the future health of our beautiful planet.

On a more personal neighbourhood level Westconnex is a heartbreaking slap in the face to all the neighbourhoods it disrupts and in particular to Newtown and Alexandria where the giant concrete clover leaf will tower over the beautiful late Victorian architecture that dominates that part of Sydney, raining noise and stinking vehicle fumes into a once beautiful area. Sydney Park, with its historic brickworks towers, will be seriously compromised and rendered nearly unusable by its proximity to this ghastly concrete octopus. Old trees will be destroyed and green spaces gobbled up to make way for something terribly ugly that will be obsolete, God willing, in a decade or so if thinking, caring leaders ever win the battle against those determined to squeeze every last drop of fossil fuel, every last brown bit of killing coal from the ground. The extremely unfortunate citizens unlucky enough to have this thing thrust right next to their homes, in some cases bringing the road dangerously and stinkingly close to their windows have been most unfairly treated. The severely increased traffic volume will bring noise and stench and anxiety to many in the immediate vicinity of the clover leaf. And please do not pretend that property values in the immediate vicinity will not plummet and most likely the depreciation will bleed into adjacent suburbs. One wonders, is this a payback to the new Newtown district for voting in a Green? When I first came to Sydney over twenty years ago politicians were banging on about this very project and many came to the realisation that it was a stupid idea. It still is, but now it's even stupider because it's twenty years on and we are being sold the same dumb rubbish. Only now it's old dumb rubbish. Wouldn't it be wonderful if this dumb dinosaur of a project were scrapped and the millions applied to a REAL solution to our transportation challenge? Wouldn't it be great if a majority of citizens actually had more influence on their leaders than a handful of lobbyists? But that might be too much like a real democracy.

This one very concerned citizen is asking you, please, not to proceed with this very wicked and detrimental Westconnex. Remember, I vote.

Sincerely,

Warren D. Speicher

[REDACTED]
Newtown, NSW 2042

[REDACTED]

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[REDACTED] [REDACTED]

[REDACTED] [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Paul Lane

[REDACTED]

Address:

[REDACTED]

Erskineville, NSW
2043

Content:
As attached.

[REDACTED]

[REDACTED]

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SUBMISSION TO M5 EIS

Name: Paul Lane

Full address: [REDACTED] Erskineville, NSW. 2043

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Paul Lane

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: john ONeill

[REDACTED]

Address:

[REDACTED]

Alexandria, NSW
2015

Content:

I wish to object to the Westconnex routing into Alexandria.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

SUBMISSION TO M5 EIS

John O'Neill

Alexandria NSW 2015

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ADD YOUR OWN COMMENTS HERE:

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How to lodge your submission:

ONLINE: http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6788

MAIL: SSI 6788, NSW Department of Planning and Environment, GPO Box 39, Sydney NSW 2001

IN PERSON: deliver it to the main desk of the Department of Planning, Information Office, 23-33 Bridge Street, Sydney NSW 2000

For more details, see <http://www.arag.org.au>

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Sean Tooker

[REDACTED]

Address:

[REDACTED]

Tempe, NSW
2044

Content:

I am opposed to this unnecessary addition to Sydney's already congested traffic network. The billions of dollars required to build this monstrosity is reason enough to be rightfully alarmed.

The impact on our environment and health will be substantial and why at a time when other countries are abandoning further construction of these major road projects in favour of mass public transport solutions are we pressing ahead with Westconnex?

And why are we actively encouraging the greater use of fossil fuels with the knowledge that increasing their use will tip us into dangerous climate change?

I'm appalled by our current state Government's relentless pursuit to continue with this project even though their own planning department had advised them that it will provide no real net benefit for the people of Sydney

If this project is ever built it will forever be remembered as the most expensive blunders ever constructed. I can think of 17 billion reasons not to proceed with Westconnex.

Regards,

Sean Tooker.

[REDACTED]

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[REDACTED]

Content:
The money that will be spent on this project should have been earmarked for improved public transport. Not only is this not the case, but the WestConnex project during its development lifecycle will make the Inner West, the cultural heart of Sydney, a user hostile environment. This is a lose-lose situation for everyone - a cure that's worse than the illness.

[REDACTED]

[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Melissa Merritt
Organisation: UNSW (Senior Lecturer)

[REDACTED]

Address:

[REDACTED]

Newtown, NSW
2042

Content:

I am writing to oppose the M5 St Peters Interchange. It is poorly planned, and is not a solution to Sydney's transport problems. It will effectively cut local residents off from Sydney Park, as it will create even larger roads running along its perimeter. It will also take some land from Sydney Park, and ruin the cherished peaceful atmosphere -- a green haven in a busy and sprawling city. It will dump thousands of additional vehicles onto already congested local roads. Drivers will speed through on rat runs on local streets to avoid paying tolls. Families live on those streets, children walk to school on those streets. The character and viability of the commercial heart of Newtown -- King Street -- will be negatively impacted.

The proposed budget for this project keeps expanding; it is a poor use of funds that can be better spent in other ways -- on our schools, on our parks, on public transport, on our hospitals.

Please do not destroy the character of this area of Sydney. Please do not make Sydney Park inaccessible to local foot traffic. Please do not build this road and this interchange. Spend the funds on something genuinely positive for our communities instead.

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[REDACTED]

Content:

I live in Erskineville and my business is based in Alexandria. My business day involves driving to various parts of Sydney. It is not unusual to spend around 5 hours per week stuck in traffic congestion in the inner west. This is 15% of my week and a 15% loss of my productivity / business.

I support the westconnex motorway to St Peters. I do not accept the claims that it will make traffic congestion any worse than it already is our area.

I have one suggestion. The proposed twin pedestrian bridge across Campbell Street should be divided into two separate bridges with one located at the northern end and one located at the southern end of the M4/M5 work area (future park) to enable better access to the new park from Sydney Park. It is also better for walking dogs / jogging in a circuit through the park.

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[REDACTED]

Content:

This project lacks appropriate consideration of the traffic implications with limited benefit to road users. The project should be cancelled and the money spent on public transport. Its an example of poor vision for the future of our city. London for example has improved city traffic through the use of a congestion tax which gives incentives to travellers to use modes of transport that cause less congestion.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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The EIS business case says that with toll roads, "losses to investors [are typical] due to traffic demand forecast being overly optimistic. This has led to a situation where it is likely the private sector sponsors will be unwilling [and the NSW Government is likely to have] to take on all or part of the development and start up traffic risk". Why does the NSW government think that WestConnex can be profitable when the private sector does not?

I call for the M5 EIS not to proceed. As a NSW taxpayer, I want better value for money.

ADD YOUR OWN COMMENTS HERE:

This project lacks appropriate consideration of the traffic implications with limited benefit to road users. The project should be cancelled and the money spent on public transport. Its an example of poor vision for the future of our city. London for example has improved traffic through the use of a congestion tax which give incentives to travellers to use modes of transport that cause less congestion.

PLEASE DO NOT PUBLISH MY NAME ON THE WEBSITE!

I have **not** made a reportable political donation. (Circle the option that applies to you. If yes, you need to attach a Political Disclosures Donation Statement, available from the Department of Planning website).

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Pete Eckford

[REDACTED]

Address:

[REDACTED]

Camperdown, NSW
2050

Content:

I object to westconnex and the new M5 because it will cut a swathe through local communities and amenities including crucial parkland. It will increase traffic congestion in an already traffic-logged city and also increase air pollution and carbon emissions. There has been a lack of transparency and accountability throughout the planning process and a definite sense that the proposals will be pushed through at all costs without heeding the serious concerns of those who live in the path of the new roads. Safer, cleaner, more sustainable alternatives have not been properly considered and the current plans are out of step with twenty-first century urban planning in the rest of the developed world where the endless expansion of artery roads has been proven to exacerbate traffic problems and devastate the communities in their path. Westconnex and a new M5 would be a massive waste of public money and are not in the best interests of a modern Sydney.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:

To whom it may concern,

After being a resident within the jurisdiction of The Council of the City of Botany Bay (for over 13 years) and now a resident within Bankstown City Council (for over 5 years), and being a regular user of all the major toll roads and motorways in Sydney, notably the M5 East; I strongly oppose many aspects of the proposed WestConnex project.

It is of great concern to me, as a citizen of this country, that the people of NSW continue to be governed by public officers and tax payer funded departments who seem to show a complete and utter lack of understanding of the effects of a major infrastructure project such as this over and above the short sighted "impact" statements and modelling commissioned to support the political agendas of the governing party.

The M5 East must be one of the greatest disappointments to those who supported it all those many years ago, just like the WestConnex project will be to those who push it through now. A recommendation from a 2012 commissioned State Infrastructure Strategy paper should not be the be all and end all of what Sydney requires 10 years from the date of the report. It's decisions like these that lead to the need for a M5 East duplication, instead of creating the road we actually needed in the first place such that it could handle the growth of the population on and around that route. The government harps on about the benefits of skipping traffic lights and having more time to spend with ones family, yet it's a shame that on every given day of the week and weekend, the poor planning in the construction of the M5 East results in hours and hours of lost productivity and lost time with families due to the constant car park faced from South Dowling Street, in Paddington, all along the Eastern Distributor all the way through to the King Georges Road exit and even further up the M5 itself when trying o navigate traffic coming back into the city.

Similarly, you expect us to believe that short sighted government comments regarding the benefits of the WestConnex project to be true when in fact you are doing the exact same thing again.

I list out a few of my objections below:

- There has been no argument made for WestConnex by any transport experts except for this 2012 strategy paper.
- Traffic on Euston Rd to increase from 5000 to 60000 cars/day (not a typo) under government modelling. There is no way for the extra 55,000 cars to get to the city because those roads are not being prepared for the increased traffic flow. What do you expect this to do to the area? Why have WestConnex employees been forbidden from discussing what happens to traffic after that 60,000 point as it is "not in the scope of project". So you will create some more road duplications in the future I assume?
- How is a cost of \$13-\$17 dollars for a trip across the whole WestConnex toll roads loop sustainable for families or individuals who you expect to use these roads on a daily basis? Or does your modelling not take this into consideration for traffic numbers, much like the success that was the Cross City Tunnel right?
- Environmental impact statements conducted so far assess the project in 4-5 individual parts and each conclude that the impact of

that specific part is reasonably minor. That's great but what about the impact of the whole project to all the communities and suburbs being affected? The Westconnex official government business case states that only 1% of NSW residents will benefit from shorter commuting times and average traffic speeds in inner Sydney will increase by 1km/h. How are these benefits for the majority of the people?

I for one use the M5 East from the King Georges Road entry and exit every single day on my commute into the Eastern suburbs for work; and although I love the idea of another M5 East, I must say I have no faith in the NSW government having the foresight to build a duplicate road which doesn't become obsolete, due to traffic congestion, by the time it is completed because the planning failed to consider the growth in the population around the areas feeding into the road.

I implore the NSW government to postpone their push to build the WestConnex project, undertake some more planning and feasibility studies considering future infrastructure needs for the areas around the roads and for once, show some leadership in how the government of NSW will actually look after the people of NSW by providing something that remains useful to the majority of people; instead of just another infrastructure project that can be easily marketed but is not future proofed at all and becomes obsolete by the time it is completed.

Sincerely,
Fed up with poor infrastructure planning!

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Content:
Submission attache in PDF

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Director Infrastructure Projects

Planning Services

NSW Department of Planning and Environment

Application Number SSI 6788

Dear Director,

I am in favour of infrastructure projects for Sydney and despite living in an area of St Peter that will be directly affected by the road changes, I was hoping to find some interesting suggestions and evidence in the EIS showing how the project will improve traffic, avoid bottlenecks, provide greater safety for all users and “give back the streets to the local communities by reducing through traffic” as promised in some other earlier documents.

Unfortunately, the EIS provides evidence that the current conditions will just get worse and I would like to raise my concerns for the area that I know best and believe to be a key street to consider carefully for the overall efficiency of Westconnex: **May Street.**

My concerns are about increased traffic, safety and parking.

Increased traffic:

- Currently at peak hours (particularly in the morning), many cars coming from the South towards the city, exit the busy Pacific Highway and enter the parallel “short cut” via Gannon Street (across Tempe Tyres) and then Unwins Bridge Rd all the way to the top of May Street. This combined with all the other streets leading to Unwins Bridge Rd and May Street create huge bottlenecks
- Because of its location, proximity to the St Peters interchange and despite being only about 500m, May Street alone could make the entire area a nightmare for everyone
- One suggestion was made in the documents to remove the right hand turn into May Street, from Princes Highway (heading Southbound). I believe this would be the type of measures that could reduce traffic congestion at the new Bedwin, May, Campbell and Unwins Bridge Road intersection and should be implemented
- The shared right and left turns into Princess Highway at the Northern end of May Street is another reason for the current congestion and I believe this should also be looked into. Making May Street a one way street could allow for more alternatives at this end of the street

Speed limit and safety

- It is proposed in the EIS, that the speed limit in all streets including May St, becomes 60.
- Currently limited to 50, the safety conditions on May St are extremely bad and because the street is not flat, drivers tend to go already much over the limit when driving down, or up the street. Making it 60 would be completely unnecessary and even more dangerous for residents, Camdenville Park visitors and Kids using the playground

- Modifying the speed limit would only be usefull if drivers could benefit from it at the right times, but at peak hour, their speed on May Street is mostly between 0 and 5km per hour. Making it 60 would only encourage more speeding in a narrow 2 lane street outside of peak hours...
- Considering the park use and future upgrades, the speed limit should be reduced, not increased
- In terms of safety, the small island near 94 May Street, is probably the most dangerous area. The island does not provide any security for pedestrians that are stuck, sometimes with prams, in a 50cm space between cars and trucks that don't reduce speed as they often cannot even see the island. An increased traffic would make things worse.
- Increased safety conditions should be considered for pedestrians on May Street

Parking

- Half of May Street is residential and locals are already struggling to find parking near their properties
- The EIS suggests that many spaces will be removed, many permanently
- May Street residents are being refused parking permits to park on other streets such as Hutchinson, Council or Goodsell Streets meaning these streets are not no options for May Street terraces and houses. The question is simple; where can residents park during and after the roadworks?

Thank you for the consideration of the above points

Kind Regards,

May Street Resident

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Murry Carson
[REDACTED]

Address:
[REDACTED]

NSW, NSW
2015

Content:
I disagree wholeheartedly with the proposal. Please see my attached submission

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

SUBMISSION TO M5 EIS

NameMurry Carson.....

Full address [REDACTED] Alexandria NSW 2015.....

I strongly object to the proposed New M5.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not allowed for by the EIS:

- * Green Square: 61,000 residents
- * Ashmore: 6,000 residents
- * Waterloo Estate: 30,000 residents
- * Central 2 Eveleigh: 56,000 residents, 25,000 workers

With an extra 150,000 people in an area of a few square kilometres, this is going to be the most densely populated area in Australia.

There is no evidence that the traffic models have factored in this huge increase in density that will occur in the area.

The EIS clearly demonstrates that the traffic on roads in the Alexandria area will deteriorate as a result of WestConnex. But it also predicts that Level of Service will improve at many intersections even if nothing is done – in the case of Euston Rd/Sydney Park Rd, from D to A, in the PM peak. This is clearly wrong - so wrong that it suggests that the traffic modelling is broken (the EIS does acknowledge that "modelling is probably optimistic") and it suggests that the level of service on local roads will be several levels worse than predicted, either with or without the project.

According to the business case, Euston Road is supposed to handle 61,000 cars on 3 lanes each way. This is almost 10 times what it can handle on 2 lanes. There is no way it can handle 61,000 cars, however many lanes are added to it. Adding extra lanes to Euston will not help because the roads that Euston Road feeds are also gridlocked. Traffic does not simply dissipate once it leaves the M5. It will only increase the damage done to the area and cause rat-running.

Meanwhile, usage of the M5 is not growing, and has not grown for some years. This project only makes an existing road more expensive for commuters. It will save little time, if any, and at an exorbitant price. As the EIS acknowledges, the tolls are going to force drivers off the M5 and onto local roads, and no wonder. The Updated Strategic Business Case shows that for almost all of its users, the Value of Time saved is less than the cost of using WestConnex.

This project will carve 11,000 square metres from Sydney Park and expose the rest of the park to vehicle fumes and noise. This damage is particularly felt, because this area already has one of the lowest amounts of public open space per person in Australia, even without considering the future in-fill projects that are already in progress.

Alexandria residents are already exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen.

The new M5 is an unfair waste of taxpayers' money that could be better used elsewhere, such as on projects that improve transport infrastructure out west or in the regions, or in our area to help us cope with the massive rise in density that we are facing over the next ten years.

Finally, I strongly object to the quality of the EIS. There is too little information on the traffic volumes that

will occur in Alexandria, and there is also conflicting information on possible mitigation strategies. Although the diagrams in the EIS show right-hand turn lanes in all four directions at the Sydney Park Road/Euston Road intersection, the text of "New M5 EIS Vol 2B App G Traffic and Transport" instead indicates that there will be a "banned right turn from Mitchell Road into Sydney Park Road [because of] the banned right turn southbound at the Sydney Park Road / Euston Road intersection". The text also indicates that there will be a "north-bound lane [which] will go as far as Maddox Street, where it becomes a new left-hand turn lane", but the diagrams do not show this. Not having clarity on which of these two scenarios is planned makes informed consultation impossible. If these right-hand turns into Sydney Park Road are not permitted, there will be enormous volumes of traffic on local roads as drivers try to rat run. Likewise, the extra left-hand turn lane, if it is actually planned, seems destined to drive traffic onto local roads.

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I call for the M5 EIS not to proceed. As a NSW taxpayer, I want better value for money.

ADD YOUR OWN COMMENTS HERE:

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Robert Nash

[REDACTED]

Address:

[REDACTED]

Erskineville, NSW
2043

Content:

What is this enormous and expensive project actually for ? Its stated aim is to connect Western Sydney with the port and airport, but it doesn't actually go to either of those places !

(1)

The projected traffic modelling is imperfect and does not take into account the effect on nearby suburbs like Erskineville, Newtown, Ashmore and Alexandria.

(2) The impact on the health of inner city residents by such a project has been glossed over or ignored.

(3) Despite the NSW government's policy on increasing the green cover in the city, this will adversely affect Sydney Park and cut down large numbers of trees in Kingsgrove and along Euston Road

(4) The EIS is a joke and doesn't even mention schools like Erskineville School.

(5) The project flies in the face of world experience with urban motorways: they don't work. Again and again it has been proved that building urban motorways means you create more traffic problems than you solve. It merely encourages more people to use cars, and traffic increases. There are viable public transport alternatives which could solve the people-moving problem.

(6) The cost of this project just keeps going up and up. It will be a massive transfer (\$16 billion at last count) of money from public to private purse, at no real benefit to the people of Sydney.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Rob Taylor-Pyke

[REDACTED]

Address:

[REDACTED]

Ersleville, NSW
2043

Content:

Stop the Westconnex project.

there has been no modelling on the impacts of traffic entering St Peters from the proposed highway.

There is land being taken from Sydney Park and no thought has gone into who would actually use this road and where they would go - there is no approved link to the airport or Port Botany.

It is a gross misuse of funds that could be better spent on improving existing transport links such as light rail.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Matthew Palmer

[REDACTED]

Address:

[REDACTED]

Alexandria, NSW
2015

Content:
I strongly object to the proposed New M5.

The roads around the St Peters interchange are already at an unacceptable Level of Service and are getting worse because of in-fill developments not allowed for by the EIS:

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- * Waterloo Estate: 30,000 residents
- * Central 2 Eveleigh: 56,000 residents, 25,000 workers

With an extra 150,000 people in an area of a few square kilometres, this is going to be the most densely populated area in Australia.

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Meanwhile, usage of the M5 is not growing, and has not grown for some years. This project only makes an existing road more expensive for commuters. It will save little time, if any, and at an exorbitant price. As the EIS acknowledges, the tolls are going to force drivers off the M5 and onto local roads, and no wonder. The Updated Strategic Business Case shows that for almost all of its users, the Value of Time saved is less than the cost of using WestConnex.

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Roads, especially tunnels, are expensive, and move relatively few people - perhaps 2,000 vehicles per hour per lane. This is a fraction of what can be moved by heavy rail, or light rail, or bicycles. Even pedestrians can move more commuters per lane than can be moved by car. While expensive, this infrastructure will not solve Sydney's future transport needs.

The EIS business case says that with toll roads, "losses to investors [are typical] due to traffic demand forecast being overly optimistic. This has led to a situation where it is likely the private sector sponsors will be unwilling [and the NSW Government is likely to have] to take on all or part of the development and start up traffic risk". Why does the NSW government think that WestConnex can be profitable when the private sector does not?

I call for the M5 EIS not to proceed. As a NSW taxpayer, I want better value for money.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

■

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Cameron Murphy
[REDACTED]

Address:
[REDACTED]

Alexandria, NSW
2015

Content:
I object to the Westconnex. It is poorly thought out and will create more problems than it solves. I have uploaded a more detailed objection.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

■

SUBMISSION TO M5 EIS

NameCameron Murphy.....

Full address [REDACTED] Alexandria.....

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I call for the M5 EIS not to proceed. As a NSW taxpayer, I want better value for money.

ADD YOUR OWN COMMENTS HERE:

The St Peters interchange will be a failure as you are funnelling more traffic into already congested roads. Making them wider will do nothing because they still flow into a bottle neck. It just means on Euston Rd there will be 3 lanes of traffic each way going nowhere instead of 2. The road flows up to lights at Botany Rd and then onto South Dowling St. The new 3 line disaster will merge into one lane. This is a nightmare now. You are making it worse.

I have not made a reportable political donation. (Circle the option that applies to you. If yes, you need to attach a Political Disclosures Donation Statement, available from the Department of Planning website).

How to lodge your submission:

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IN PERSON: deliver it to the main desk of the Department of Planning, Information Office, 23-33 Bridge Street, Sydney NSW 2000

For more details, see <http://www.arag.org.au>

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Name: Melissa Lane

[REDACTED]

Address:

[REDACTED]

Hornsby Heights, NSW
2077

Content:
Dear Sir/Madam,

Re: WestConnex New M5 EIS, project number SSI 14_6788

I object to the WestConnex New M5 for the following reasons:

DESTRUCTION OF BIODIVERSITY

I object to removal of most of the Critically Endangered Cooks River Ironbark forest at Kingsgrove, to the destruction of the habitat of the Vulnerable Green and Golden Bell Frog population at Arncliffe, and to the removal of the trees that provide food for the Vulnerable Grey-headed Flying-fox, which has a camp of substantial size in the Wolli Creek Valley. The construction of a massive new road must not come at the expense of our bushland; our flora and our fauna.

DEGRADATION OF RECREATIONAL GREEN SPACES

I object to the loss of green recreational spaces at Kingsgrove, Bexley North, Kogarah Golf Course at Arncliffe, and at St Peters. As the density of Sydney increases and the associated urban heat island effect intensifies, our green spaces must be increased and enhanced, not decreased and degraded.

TRAFFIC IMPACTS ON LOCAL ROADS

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TRAFFIC MODELLING

I object to the failure of the Sydney Motorway Corporation to publicly reveal the peer review of the traffic model and their failure to reveal the assumptions on which it is based so that independent traffic planners can test its results.

URBAN DESIGN

I object to the building of new roads without considering the effects these roads will have on our urban environment. Where will all the new vehicles be parked when they get from the suburbs to the centres? By 2031, the New M5 is predicted to accommodate 81,500 vehicles per day, which will require lots of new car parks to be built on land in our city centres.

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air quality in all surrounding suburbs. This is compounded for the densely populated suburbs of Wolli Creek and Arncliffe, which are already affected by the unfiltered M5 stack at Turrella; they will now also be affected by the new stack on the Kogarah Golf Course at Arncliffe. The planners of the road admit that any new developments proposed after the stacks are built will need to carefully assess where the exhaust pollutants are going because they do not know. More and more of these pollutants are diesel particles which in 2012, were upgraded by the World Health Organisation to the highest cancer warning level because they are particularly dangerous for the lungs of growing children.

POOR ANALYSIS OF ALTERNATIVES

I object to the bias of the project objectives towards road infrastructure, and the exclusion of other potential solutions such as demand management or public transport infrastructure. The EIS confirms that the project will have significant societal, environmental and economic impacts and these could be avoided by pursuing other approaches. Sydney's population is forecast to increase but increasing private vehicle usage is not a sustainable solution to support this population growth.

Yours sincerely,

Melissa Lane

NOTE: I have not donated more than \$1,000 to a political party in the current financial year. I confirm that my name and suburb but not my full address nor email address can be published on the Major Project website where all submissions will publish

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Name: Will Saunders

Address:

Newtown, NSW
2042

Content:
Summary

I object to the proposed new M5 and St Peters interchange. These proposals would greatly increase traffic on local streets in St Peters and neighbouring suburbs, cause a modal shift away from public transport, walking and cycling, and lock Sydney into an entirely car-based future. The treatment of induced traffic is completely inadequate, and the quantitative assumptions probably used grossly underestimate the effects. Best worldwide estimates are that induced traffic will amount to about half the extra capacity in the short term, and equal it in the long term, meaning that the new capacity provides no benefit.

Introduction

My name is Dr Will Saunders. I am a resident of Newtown. I have worked as an Instrumental Scientist at the Australian Astronomical Observatory since 2000. I have degrees in mathematics and astronomy, and a doctorate in astrophysics. Throughout the 1990's, I was involved in road schemes in the UK, advising on traffic modelling issues. I appeared twice as expert witness at public inquiries into major road schemes.

In 1990, the Conservative UK government launched 'Roads to Prosperity', the largest road-building scheme 'since the Romans'. In 1995, the same government abandoned virtually the entire scheme, and 'Predict and Provide' road building policies in general, as being unfeasible and unhelpful in congested networks. This was codified in the 1994 SACTRA report, which showed that induced traffic in congested networks invariably destroys the claimed benefits of extra road capacity. New radial urban freeways would now be unthinkable anywhere in Western Europe, and even the USA and Canada are now belatedly trying to improve public transport, rather than build new freeways. Perth and Melbourne have recently abandoned large freeway schemes. I'm not aware of any other city in the west contemplating freeway construction of the scale of West Connex.

I am shocked to see attitudes and models that were already out-dated in the early 1990s still persisting. Specifically, the treatment of induced traffic and modal switching - the key issues for any road capacity increase in a congested urban network - is completely inadequate. No quantitative information is given as to the modelling of induced traffic. If, like the M4 East EIS, it uses methodology taken from the New Zealand Economic Evaluation Manual, then the crucial elasticity parameter used (-0.2 to -0.33) is dramatically smaller than that found by current best practice. E.g., a recent meta-analysis by the Victoria Transport Policy Institute found elasticities in the range -0.5 to -1 (<http://www.vtpi.org/gentraf.pdf>). The World Bank - an organisation generally sympathetic to road building - quotes even stronger Long Run Elasticities. (http://www.worldbank.org/transport/roads/rpl_docs/apbinduc.pdf). A value of -1 means that, once traffic patterns have accommodated to the new road, all of the additional capacity will be absorbed by induced traffic. This effect is common experience - e.g. the existing M5 tunnels are at capacity, just 15 years after opening.

The induced traffic predicted for the new M5 is not quoted, except an aside in Section 10.3.3.1 that it represents a shocking 20% of total peak hour traffic demand! Since the claimed benefits of the scheme depend very sensitively on induced traffic, the robust

modelling of induced traffic is central to the case. The information presented in the EIS does not allow any useful testing of the robustness of the conclusions, and I ask to see further documentation on the assumptions used.

Induced traffic has a disastrous effect on the benefits of a scheme, both economic and operational. By definition, induced traffic consists of journeys with a low benefit (the journey would not have been had the road not been built), but the additional congestion caused by each induced vehicle is just as large that from any other vehicle , and so there is a disproportionate loss of benefit from the whole scheme.

I note also that the modelling appears to take no account of the effects of traffic induced by the proposed scheme, when driving outside the study area. Many induced journeys will originate or end outside the study area. Since many roads in these areas are congestion-limited already, the effects of even small amounts of traffic induced by the proposed scheme are likely to bring disproportionate disbenefits.

So, I believe it is absolutely necessary to (a) include the wider effects of induced traffic on the whole Sydney network, and (b) include a sensitivity test as to the effect of using different (and more realistic) elasticities in that modelling. I believe that without these issues being addressed, the EIS would be open to legal challenge, as not meeting the SEARs as to induced traffic and transport impacts.

Some other issues:

Results from the 'do something (2031)' scenario are routinely quoted as fact, e.g. for travel time or accidents savings. However, as noted in 4.1.1, this scenario depends on as yet unplanned additional harbour crossing. It is also disingenious to include the proposed M4-M5 element of the WestConnex scheme in the 'do something (2031)' scenario, since both Labor and Green state parties are opposed to those elements, and a change of state government is plausible during that timescale. It also has a very poor cost-benefit ratio. If the new M5 is built, but not the M4-M5 link, then a huge tide of traffic is dumped onto King Street. At the least, a sensivity test to dropping those elements is mandatory.

It is predicted (tables 97/98) that peak-period traffic on local streets in the St Peters area will increase by 60-70% as a result of the scheme, and that traffic will be 40-74% faster. That is a monstrous injustice to inflict on an area with strikingly low car ownership and useage, with strikingly high walk/cycle and public transport use, and cycling increasing rapidly. The proposals will lock Sydney into an entirely car-based and unsustainable future.

Yours sincerely

Dr Will Saunders
29/01/2016

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Content:
Secretary, Department of Planning and Environment,
NSW Department of Planning and Environment,
GPO Box 39, Sydney NSW 2001

Dear Sir/Madam,

Re: WestConnex New M5 EIS, project number SSI 14_6788

I object to the WestConnex New M5 for the following reasons:

DESTRUCTION OF BIODIVERSITY

I object to removal of most of the Critically Endangered Cooks River Ironbark forest at Kingsgrove, to the destruction of the habitat of the Vulnerable Green and Golden Bell Frog population at Arncliffe, and to the removal of the trees that provide food for the Vulnerable Grey-headed Flying-fox, which has a camp of substantial size in the Wolli Creek Valley. The construction of a massive new road must not come at the expense of our bushland; our flora and our fauna.

DEGRADATION OF RECREATIONAL GREEN SPACES

I object to the loss of green recreational spaces at Kingsgrove, Bexley North, Kogarah Golf Course at Arncliffe, and at St Peters. As the density of Sydney increases and the associated urban heat island effect intensifies, our green spaces must be increased and enhanced, not decreased and degraded.

TRAFFIC IMPACTS ON LOCAL ROADS

I object to the increased traffic the NewM5 will bring to local roads. When complete, King Georges, Stoney Creek, Canterbury, Forest and Moorefields Rds. will carry increased traffic as motorists avoid the new tolls. These roads, already carrying numerous diesel-fuelled dangerous goods vehicles, will not cope with additional traffic, posing dangers for all using such local roads, in particular school children.

TRAFFIC MODELLING

I object to the failure of the Sydney Motorway Corporation to publicly reveal the peer review of the traffic model and their failure to reveal the assumptions on which it is based so that independent traffic planners can test its results.

URBAN DESIGN

I object to the building of new roads without considering the effects these roads will have on our urban environment. Where will all the new vehicles be parked when they get from the suburbs to the centres? By 2031, the New M5 is predicted to accommodate

81,500 vehicles per day, which will require lots of new carparks to be built on land in our city centres.

AIR QUALITY

I object to the three new unfiltered, emissions stacks proposed for Kingsgrove, Arncliffe and St Peters. These will negatively affect air quality in all surrounding suburbs. This is compounded for the densely populated suburbs of Wolli Creek and Arncliffe, which are already affected by the unfiltered M5 stack at Turrella; they will now also be affected by the new stack on the Kogarah Golf Course at Arncliffe. The planners of the road admit that any new developments proposed after the stacks are built will need to carefully assess where the exhaust pollutants are going because they do not know. More and more of these pollutants are diesel particles which in 2012, were upgraded by the World Health Organisation to the highest cancer warning level because they are particularly dangerous for the lungs of growing children.

POOR ANALYSIS OF ALTERNATIVES

I object to the bias of the project objectives towards road infrastructure, and the exclusion of other potential solutions such as demand management or public transport infrastructure. The EIS confirms that the project will have significant societal, environmental and economic impacts and these could be avoided by pursuing other approaches. Sydney's population is forecast to increase but increasing private vehicle usage is not a sustainable solution to support this population growth.

Yours sincerely,

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[REDACTED]

Name: SALLY HARPER
Organisation: enoteca sydney (General Manager)

[REDACTED]

Address:

[REDACTED]

Alexandria, NSW
2015

Content:

The basis of this project to bring more traffic to local communities is so absurd I cannot begin to express how angry it makes me. The Alexandria community has changed significantly over the last 15 years I have lived and worked here and become a hub of industry, friendly local streets and new apartment complexes. This change has brought an influx of people, including many young families enjoying the community feel it offers (not easy in a inner city environment). This road project and the traffic, noise, pollution and extra chaos to the roads it will bring I strongly object to. Why have you have chosen to dump all this traffic into an already overcrowded road system? Euston Road is already an absolute mess and this road will only dump a whole lot of traffic into an area which will be gridlocked. You have all this industrial and warehouse areas around Bourke Road / O'Riordan St and Botany Road which could be further expanded as major arterials and preserve the residential areas. I strongly object to WestConnex and hope that an alternative solution can be found to stop this roadwork going ahead. Funding into expanding the public transport system is the way forward in this city.

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[REDACTED]

Name: Jennifer Druce

[REDACTED]

Address:

[REDACTED]

Beverly Hills, NSW
2077

Content:
Secretary, Department of Planning and Environment,
NSW Department of Planning and Environment,
GPO Box 39, Sydney NSW 2001

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Yours sincerely,

Jennifer Druce

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[REDACTED]

Name: SALLY HARPER
Organisation: enoteca sydney (General Manager)

[REDACTED]

Address:

[REDACTED]

Alexandria, NSW
2015

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[REDACTED]

Name: Emma Lane

[REDACTED]

Address:

[REDACTED]

Tempe, NSW
2044

Content:
Secretary, Department of Planning and Environment,
NSW Department of Planning and Environment,
GPO Box 39, Sydney NSW 2001

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Yours sincerely,

Emma Lane

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■

[REDACTED]

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[REDACTED]

[REDACTED]

Name: Greg Smith

[REDACTED]

Address:

[REDACTED]

Alexandria, NSW
2015

Content:

I object to the current plans to "disperse" traffic onto local streets when it tries to clear the Westconnex interchange at St Peters.

By the SMC's own admission, the existing roads infrastructure will not be able to cope.

Many of the roads around the proposed interchange are already at over capacity with long delays for standstill traffic.

The EIS clearly demonstrates that the traffic on roads in the Alexandria area will deteriorate as a result of WestConnex.

According to the business case in the Noise and Vibration section of the EIS, Euston Road is supposed to handle 71,000 cars on 3 lanes each way. This is more than 10 times what it currently handles inadequately on 2 lanes. There is no way it can handle the increase. That means traffic will try in vain to ratrun through local, residential streets. Local residential streets were not designed for that. There are important safety as well as amenity issues in allowing such overburden.

Adding extra lanes to Euston will not help because the roads that Euston Road feeds are also gridlocked. Traffic cannot simply "disperse" once it leaves the M5. It will only increase the evident inadequacy of the current road network in the local area and cause rat-running.

I live in a designated local road which now carries pantechnicons as a result of logjam on the main arterial roads. These giant vehicles fell branches on the nature strip trees as they traverse streets which are too small to safely carry their size. They also travel at an unsafe speed to react to local traffic activity such as residents parking and children alighting from parked cars.

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