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To: [DPIE PDPS Glenfield Precinct Mailbox](#)
Cc: [DPE PS ePlanning Exhibitions Mailbox](#)
Subject: Draft Glenfield Place Strategy
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Submitted on Tue, 15/12/2020 - 13:34

Submitted by: Anonymous

Submitted values are:

Submission Type

I am making a personal submission

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I would like my submission to remain confidential

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Submission

I have studied the proposed Glenfield Place Strategy and would like to comment.

Growth in Sydney's South West is inevitable as the population grows, and land use must adapt to change. However thoughtful planning can minimise the effects, and even enhance community and lifestyle.

I would like planners to consider the needs of future generations and not just the needs of current social requirements. Future proofing and planning for future needs saves time and money as societies needs arise. Communities are more livable if future requirements are planned for and dealt with in advance.

Band-Aid solutions only serve to line the pockets of developers and the greedy.

We need solutions to issues that make the community as a whole better, and solutions that will last the test of time, into the years ahead.

For example..... going carbon neutral in the next 20 years will result in increased public transport such as rail and (electric) buses.

Future rail corridors may need to be reserved, and current rail corridors need to be wide to accommodate future tracks. Developing land close to rail corridors prevents rail expansion. Space needs to be reserved for bigger bus interchanges.

The one glaring omission from this proposal is the allocation of space for commuter car parking.

Road congestion and toll pricing are forcing people into the public transport network. People will be forced to use trains/buses for their daily commute to work.

Already the current commuter car parking at Glenfield is insufficient for the commuter load. Future residential growth means more commuters and the proposal has not allocated any space for this.

Doubling the current car parking would resolve current parking issues, but do nothing to address future needs. At least triple the current car parking spaces would be required for the future needs of Glenfield.

Being a major "Transport Hub" of the region, where multiple rail lines intersect, and a "Primary Stop" on the rail network, means that Glenfield station is going to eventually be equivalent (in size) to Parramatta Station in Sydneys West. If you analyse commuter usage and requirements of Parramatta Station, then apply that to Glenfield, you will see that the current proposal is extremely lacking when it comes to future transport infrastructure.

The road access to Glenfield station is also lacking in this proposal.

Most of the roads on the plan are small and narrow single lane roads, which are sufficient only for low density residential areas - as per the current usage.

As the housing density increases, road use increases, bus frequency increases, school attendances increases, shop patronage increases, all of which has an impact on the local infrastructure. Failure to plan for this growth will create problems within a very short time.

Dual lane roadways, large bus interchanges, space for taxi / ride share parking, commuter parking, these are just some of the future needs of Glenfield, which the proposal has not addressed at all.

For infrastructure to be successful it needs to flow, and the current proposal has the effect of increasing population density without increasing infrastructure or people flow.

There is only one major new road in this proposal, and it links Cambridge Avenue to the Hume Highway. It will bring a high volume of heavy vehicles into the area. These vehicles are currently prevented from Glenfield due to the causeway over Glenfield Creek, and as such Glenfield will go from zero heavy vehicle movements to numerous heavy vehicle movements. This is due to the huge new Intermodal Facility currently under construction at the former Holsworthy Barracks.

Obviously this Intermodal Facility is the primary reason for the sudden interest in development at Glenfield, and the proposed development around Glenfield station is secondary to aiding industry and commerce from the Intermodal Facility.

There is going to be a huge amount of heavy vehicle traffic along the proposed Cambridge Avenue link to the Hume Highway, as this will be the main link to and from the new Intermodal Facility.

This heavy vehicle traffic will result in a vast increase in noise to surrounding residential areas. The proposal does not show any noise abatement measures for existing residents in areas that will be significantly effected, such as those on Minstrel Street, Guardian Crescent, Britannia Drive or Three Bees Drive.

Measures must be taken so as existing residential areas are not adversely effected by noise or reduced property values, due to heavy vehicle traffic now passing very close to what is currently a very quiet residential area. Owners such as myself bought into the area because of it being a "quite pocket" away from such traffic noise. No one wants heavy vehicles roaring past their front door, yet that is what this proposal is going to subject residents to. Property values will fall accordingly.

I believe the development proposal for Glenfield is lacking in many areas, and only serves to aid industry from the new Intermodal Facility. The effects on existing residents has not been considered nor has the requirements for future needs been considered, especially in regards to infrastructure to deal with the population growth of new housing developments.

This proposal is just a "Band-Aid" solution for industry and developers, and does nothing to improve society going into the future. I expect NSW Planning to strive towards honouring its title - namely "Planning". Don't just build for the sake of it - PLAN to improve the liveability of society (not just industry).

I agree to the above statement

Yes