

**From:** [noreply@feedback.planningportal.nsw.gov.au](mailto:noreply@feedback.planningportal.nsw.gov.au) on behalf of [Planning Portal - Department of Planning and Environment](#)  
**To:** [DPIE PDPS Glenfield Precinct Mailbox](#)  
**Cc:** [DPE PS ePlanning Exhibitions Mailbox](#)  
**Subject:** Draft Glenfield Place Strategy  
**Date:** Friday, 12 February 2021 11:50:51 PM  
**Attachments:** [glenfield-strategy.pdf](#)

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Submitted on Fri, 12/02/2021 - 23:48

Submitted by: Anonymous

Submitted values are:

**Submission Type**

I am making a personal submission

**Name**

**First name**

████

**Last name**

████

**I would like my submission to remain confidential**

Yes

**Info**

**Email**

████████████████████

**Suburb**

████

**Postcode**

████

**Submission file**

[glenfield-strategy.pdf](#)

**Submission**

\*submitted as PDF

**I agree to the above statement**

Yes

To whom it may concern

RE: DRAFT GLENFIELD PLACE STRATEGY

I am very concerned about the strategy and the way in which it will be delivered, especially the changes made at Wentworth Point. I am very concerned about the shift in residents in our area which are anticipated to go from a population of near 10,000 to a population of around 17,000. That is a lot of people crammed into this area. With this new population, what is to become of the local schools? My daughter's primary school already has 6 demountables. It will be exhausted with the already limited resources they have in such an old school which has problems occurring on a regular basis with basic building and plumbing issues. Where will these new students attend primary and high school?

1. Pre-covid, there were traffic problems with the single lanes from Glenfield Road and the problem it creates when there is an accident. All traffic comes to a halt and is sent around through Ingleburn and Holsworthy. There is no explanation as to how traffic problems will be mitigated.

Bringing in a 70 % increase in population means more vehicles. However, the resulting cumulative traffic volumes when you consider 6,600 additional heavy vehicle movements/day and the 10,000 additional light vehicle movements / day arising from the Moorebank Intermodal Terminal will create adverse impacts for the community, particularly near the northern part of Canterbury Rd.

2. The Strategy does not clarify how it will minimise the risk of the rezoning on the eastern side of the railway line becoming almost ghetto-like.

While the Department has stated that "developers will need to comply with standards of excellence", just how does that contribute to enhanced community development? Rather, does it not detract from community well-being if traffic volumes are vastly increased, if there is less sunlight / more shadowing affecting people, if there are minimal parking spots available, if government is imposing such significant change on people without even attempting to truly involve people in decision making?

3. On social media and talking to many community members, neighbours and colleagues who also reside in this area, it is apparent that there are still many people who are unaware of the proposed seismic change. How will that be really be managed after the plans start to take place? Or will development just commence and the Department will move to the next Wentworth Point style debacle? I don't feel the community has had a real delivery with regards to the proposals beside a few posts on Facebook. I was not notified by mail, email or any other notification, living so close to the concerned area.

You do not live in this community so there is minimal potential that you will truly appreciate the magnitude of your decisions on the community.

We are a small community who have viable, beautiful green agricultural land we are proud to have our children learn in and enjoy. It is has clean air and enough traffic and flow of people from the train station to keep it busy. I don't want that to change. It was bad enough that Hurlstone was about to be taken from us and now the land surrounding it too?

Yours sincerely,

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