

THE GREENS TEAM

Council election: 4th September 2021



Charles Jago, a current Greens councillor and candidate for mayor, leads the Greens team. A long-term local resident, he understands local issues such as transport, childcare, libraries and sustainability. His professional experience includes the energy, information technology, adult education and community development sectors.

Pauline Tyrrell, during her 12 years as a Greens Councillor on Canada Bay Council, championed residents' rights, promoted community programs and lobbied for a new primary school for Concord West. She is now a Canada Bay Bushcare volunteer.



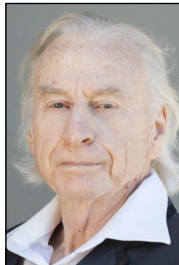
Alice Mantel's diverse career as a lawyer has included work in the criminal, civil, and family areas of law. She now writes professionally on women, aged care, retirement and the law.

Sundar Mahtani is a tenant advocate from Concord West with a background in community groups like the King Street Area Residents' Group.



Jan Finkelstein is a retired primary school teacher who has lived in Concord West for nearly 40 years.

Steve Maxwell, a retired plumber, artist, soapbox orator and writer, has lived in Chiswick for 32 years.



CAUSES OF OVERDEVELOPMENT

CAUSE DI SVILUPPO ECCESSIVO

过度开发的原因

The NSW Government has tilted the planning rules in favour of developers and greater development, and has removed many of councils' powers:

- ◆ Large developments go to government panels
- ◆ The NSW government must approve all key council planning documents, and imposes changes on them.
- ◆ The government sets compulsory targets for councils to approve new dwellings. It required Canada Bay Council to approve a target of 21,150 new dwellings between 2016 and 2021, and more to come. Yet councils are starved of the funds to build infrastructure for the growing population.
- ◆ The system of private certifiers.
- ◆ Councillors no longer approve developments. Decisions are now made by a "local" panel appointed from a list of government approved experts, who must follow government rules. Council appoints one community representative who can be outvoted.
- ◆ The rules for "complying development" and "exempt development" reduce the time for approvals, but can also lock in inappropriate development.

OVERDEVELOPMENT:

The *number one issue* in Canada Bay Council area.

首要问题

Il problema numero uno!

The NSW Government is imposing unsustainable development on this area. We have overloaded infrastructure like crammed trains, roads, schools, hospitals and open space.

Yet the NSW Government plans even more development, with 20-storey or more high-rise developments for Rhodes, and for Concord and Five Dock along Parramatta Road.



The Greens support good development, with the infrastructure the community needs.

The Greens speak for the community, not developers. We don't take developer or corporate donations.

The Greens want a complete overhaul of NSW planning laws to reflect the interests of residents and the environment, rather than following the dictates of developers.

GET IN TOUCH

联系我们

For more information:

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"If we want a liveable city that isn't overwhelmed by rows of apartment blocks linked by traffic-jammed private motorways, we must fix the rigged planning system."

"Our planning system has little vision for the future, no voice from the community and prioritises profit. It's time for that to change."

David Shoebridge MLC



PLANNED DEVELOPMENT

This map includes current rezoning as of June 2021 (stage 1). Note that the NSW government plans additional rezoning (stage 2) in 2023.

1. RHODES EAST

In the area between the railway line and Concord Road north of Mary Street East in Rhodes, the NSW Government has announced plans for 3,600 dwellings in place of the existing ~140 dwellings, plus an additional 600 new dwellings west of the railway line – a 75% increase in the population. The government's transport proposals (including a ferry wharf) are inadequate for current residents' needs, let alone the future needs of Rhodes and Wentworth Point residents.

2. CONCORD WEST & 3. NORTH STRATHFIELD

Key issues raised by locals are recurrent flooding and restricted access via George Street, already causing traffic problems. The new Metro station at North Strathfield, connecting to the existing rail line, will be used to justify substantial additional development. Rezoning of the PRCUTS precinct to the west of Concord West station to allow town houses and terrace housing will increase low-rise density, while former industrial zones will see medium density housing of 4-6 storeys.

4. BAKEHOUSE QUARTER

The owners of the Bakehouse Quarter intend to redevelop a significant part of the area between Parramatta Road and Pomeroy Street, currently zoned for ~7 storeys.

5. STRATHFIELD TRIANGLE

The Strathfield triangle is that part of Canada Bay Council LGA south of Parramatta Road. The area between Leicester Ave and the railway line will include high-rise of at least 20 to 30 storeys. This area has less open space and fewer services than other parts of Canada Bay LGA.

6. CONCORD & 7. KINGS BAY

Rezoning is now under way in two PRCUTS precincts along Parramatta Road:

- **Concord** precinct from Broughton Street to Loftus Street, up to Burton Street.
- the **Kings Bay** precinct from Walker Street nearly up to Courland Street, up to Queens Road and also sections on Kings Road, excluding Rosebank College and Lucas Gardens School.

Both will include areas with medium density and high-rise up to around 20 storeys (possibly much more), plus more local changes when rezoned.

8. FIVE DOCK

While Five Dock has been kept to medium density in areas around Great North Road in the Five Dock CBD, pressure will mount for greater density due to the new Metro station at Fred Kelly Place. The Metro will also expand Five Dock's role as a transport hub for buses.

PARRAMATTA ROAD CORRIDOR URBAN TRANSFORMATION STRATEGY (PRCUTS)

The NSW Government's Parramatta Road Corridor Urban Transformation Strategy (issued in 2016) plans to enormously increase housing density along Parramatta Road from Parramatta to Sydney CBD. This plan fails because the area lacks key infrastructure, especially for **transport** and **schools**:

TRAFFIC CONGESTION

- a. **"Prior to any rezoning commencing, a Precinct-wide traffic study and supporting modelling is required to be completed"...*** This was promised in 2016 and still not delivered. Yet rezoning is under way right now in parts of Concord West, Concord and Kings Bay (shown in purple).
- b. The NSW government has **twice promised a Rapid Transit system using buses or light rail**. Delivery was planned to commence in 2019-20, in line with the opening of Westconnex M4 East. Only Rapid Transit can abate Parramatta Road congestion. While the Metro will be welcome, it cannot do that.

OVER-CROWDED SCHOOLS

- c. The NSW government has fallen far short in delivering **public school places, especially in high schools** with long waiting lists. The promised Sydney Olympic Park High School due in three years will not be enough.

* Parramatta Road Corridor Urban Transformation Implementation Plan 2016 – 2023, pages 27, 31 & 35 (available online)

