SUBMISSION REGARDING THE
MEADOWBANK FORESHORE DEVELOPMENT

Modification 1 to MP09_0219 - Project Application

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PREAMBLE
This submission is made with reference to Modification 1 to MP09_0219 - Project Application, which relates to the first stage. The comments and concerns are listed under the appropriate headings such as Traffic, Utilities (water, sewage, electricity), Community Services and Transport Services.

TRAFFIC
At present, both Constitution and Belmore Roads are narrow and frequently lined on both sides with parked vehicles, some often trucks. Belmore Road, south of Constitution Road is also very lumpy, uneven and a problem for drivers. These roads provide the means for drivers to get to or from Church Street - Concord Road (travelling both north and south) to get to the Meadowbank overpass - only to be held up by the pedestrian crossing on Bank Street at Meadowbank Station. It can take over 15 minutes to drive from Concord Road to the roundabout at Meadow Crescent, due to the intersection with Bowden Street, the pedestrian crossing at the Railway Street side of the station and the overpass - also with a roundabout.

Assume that some residents decide to walk to the station. There are no safe footpaths on the western side of Belmore Road, nor on Constitution Road to get them there. Are there any plans to widen either or both roads and build footpaths to keep pedestrians safe? Both roads must be widened. Those who decide to drive to the station will face the fact that the streets around it are already fully parked out quite early in the morning.

I suspect that another 230 or so residents trying to drive in or out of the area will make a significant difference to the traffic, it clearly will not improve or reduce the problem for the peak time drivers.

UTILITIES
The water supply could be a problem. Sydney has in recent memory, had severe water restrictions due to the low levels in Warragamba Dam. Adding another 246 units to this small area will exacerbate the problem: more users, but no more water. It could be mentioned that the water supply system is ancient and has trouble managing the demand at present.

Sewage? How can the 100 year old sewage system continue to cope with high density housing? This development, Stage 1, is only 246 units. but is the equivalent of 246 houses, several streets of houses. The problem of sewage disposal for Stage 1 is bad enough, but the addition of Stages 2 to 5 could create a huge problem.

Electricity and gas are not such an obvious problem but if this development and the others to follow it continue to put 500 to 600 consumers in an area that was occupied by only two or three factories, there must be a significant addition to the load on supplies. Can the infrastructure support it?

COMMUNITY SERVICES

Having seen what was done in Mt Druitt and St Clair as those areas were developed, there is some hope that lessons have been learned by planners. While Stage 1 need not have any community services, as the development proceeds, there must be some consideration given to providing some. To not do that is to create a virtual ghetto that will extend from the railway line to Concord Road, from Constitution Road to the river.

The Stage 1 development could bring 500 to 600 people to that small area. Is there anywhere in the plan provision a crèche, or a pre-school to help support the families? How will children get to school? Driving them will only add to the traffic chaos.

Will there be a play area? An area set up for children to play games and enjoy being out in the air? Would it suffer from the general restriction on play toys such as skateboards and skates? No dogs, no cats and no fun? Children need a place to play.

SCHOOLS

There are about twelve schools located within a six or seven kilometre radius of the Stage 1 site. Of these, the majority have a religious base. There are few High Schools and only a few Public schools in that area. Most of them are close to capacity; where are the new children to go? There are no state schools close to the Meadowbank Foreshore Development site. The children cannot walk to school, so that could produce another 300 cars on the road in both peak time periods.

TRANSPORT

The Stage 1 development is located well off the main bus routes and it is a long walk to the ferry. The concern is that the residents will have to drive to either the ferry or Meadowbank Station. At present, both of those locations are currently fully parked out during the working day. There is nowhere for new residents to park, even going to Rhodes is not an option as it has its own high rise problems.

As Stage 1 and later developments take place, the transport authorities should make provision for the development by providing a sufficient and convenient parking and transport system. This would mitigate some of the problems mentioned earlier and reduce the volume of traffic on the inadequate roads.

SUMMARY

The Stage 1 development can be seen as the thin end of the wedge. The area already has three substantial high density developments, Station Precinct, Faraday Park and the Church Street Precinct. Adding Stage 1 will contribute to the traffic, the lack of childcare facilities apart from putting more load on the utilities. As mentioned above, both Constitution Road and Belmore Roads are at full capacity in peak hours at present. Adding another 200 or 300 vehicles will only create more chaos. Both roads should be widened to ensure a safe journey for the motorists.

I would like to add that the MajorProjects Planning web site and that of RydeCity appear to have been constructed in a way that will dissuade or prevent residents with an interest from exploring the proposed developments or making a submission regarding them. I have a lot, 25 years of experience with computers, and found it difficult to get to the information I wanted. In addition; RydeCity's documents are well out of date and of no real help.