

Submission Objecting to Modification Request Application For The Concept Plan (MP09 0216 MOD1)

The reasons for our objection to the modification request application for MP09_0216 are appended below:

1 Objection to Additional Storeys and Dwellings Applied For

The additional storeys and dwellings applied for (in addition to those approved by the Planning Assessment Commission) is unwarranted and will only further worsen the over-development already evident in the approved Concept Plan. The building of additional dwellings and storeys will further worsen the envisaged traffic congestion and traffic gridlock arising from the approved Concept Plan as well as further degrades the environment, especially noise and air pollution.

2.2 Objection to Removal of the B2A Condition Stipulating the Provision of Contiguous Open Spaces of a Minimum of 3000 Square Metres Prior to the Issuing of the Occupation Certificate For Stage 1

We object to the application for the removal of the B2A condition contained in the approved Concept Plan. The Planning Assessment Commission in its wisdom has been crystal clear in insisting on the provision of a contiguous open space of a minimum of 3000 square metres prior to the issuing of the Occupation Certificate for Stage 1. The B2A condition should stay and be complied with by the developer.

2.3 Worsening Traffic Congestion Concerns

A regular vehicle user of Constitution Road will attest to the need to broaden the Constitution Road and install a set of traffic lights at the Bowden Street-Constitution Road to cater for the ever-increasing traffic along Constitution Road and other nearby roads/lanes, in particular Underdale Lane. The traffic congestion and gridlock as currently experienced especially during peak hours is getting worse by the day. The first traffic study undertaken identified the need to broaden Constitution Road, among other traffic improvement measure. Strangely, the second traffic study initiated and paid for by the developer to accompany their re-submitted mix use residential and commercial development application came to a different conclusion. What is puzzling is the conclusion that the first traffic study has been superseded by the second traffic study and as such, no road improvement measure are needed.

Given the road traffic generated by an additional 2000 apartment units approved to be built under the Meadowbank Foreshore Development alone, we do unconvinced that the present Constitution Road and the present intersection of Constitution Road and Bowden Street can support the increased vehicular traffic generated by the said development. We are firmly of the believe that traffic gridlock and worsening traffic congestion will ensue especially during the peak

hours, leading to more traffic accidents along Constitution Road, Bowden Street and surrounding roads/lanes unless road improvements measures, in particular the broadening of Constitution Road on the Meadowbank TAFE side and the installation of a set of traffic lights installed at the Constitution-Bowden intersection.

Presently, vehicular traffic from the junction of Belmore Street and Constitution Road are avoiding the congested Constitution Road and Railway Road by either turning at the Constitution Road-Bowden Street roundabout into Bowden Street and then onwards into Underdale Lane or turn into an earlier side street, Hamilton Crescent West before the said roundabout. This is particularly evident during 3.30 pm – 6.30 pm. on business week days. This diverted traffic will then proceed to travel into Underdale Lane to rejoin Railway Road. The diverted traffic is already causing traffic congestion and gridlock at the junction of Underdale Lane and Bay Drive and at the Railway Road roundabout during peak hours. With the completion of two new high rise residential apartment blocks, there will be traffic gridlock in Underdale Lane and more traffic woes in surrounding streets. During business week days, we are already witnessing lengthening vehicular traffic queue that currently stretches from Railway Road to Constitution Road on the TAFE College side and overflowing into Belmore Road.

The above-mentioned traffic woes are set to worsen once the two residential apartment blocks along Underdale Lane are completed and occupied. The Meadowbank Foreshore Development will expectedly further worsen the traffic congestion problem, with the prevailing daily vehicular queue along Constitution Road spilling over into Parsonage Street, Porter Street, Wells Street and even into Church Street. There will be complete traffic chaos and traffic gridlock once the ridiculously high-rise multi-storey residential block enclosed by the above-mentioned roads is completed and occupied.

In the light of the foregoing, we therefore implore the approving authority to insist on an independent, impartial and proper traffic study and the necessary road improvements be undertaken as the Meadowbank Foreshore Development gets underway.

2.4 Objection to the Extension of Rothesay Avenue to join up with Bowden Street

The residents of the Shepherds Bay village is gravely concerned with the proposed extension of Rothesay Avenue to join up with Bowden Street as this will enable vehicular traffic to bypass the congested Constitution Road by travelling along the Rothesay Road-Bowden Street-Bay Drive-Railway Road route to go to the other part of Constitution Road leading to Melrose Park and Emington. The joining up of Rothesay Avenue with Bowden Street will definitely invite more vehicular traffic that normally use Victoria Road to go to Melrose Park, Emington and Parramatta to cut through the peaceful and serene suburb of Meadowbank with the availability of Rothesay Avenue-Bowden Street-Bay Drive-Railway route if the Rothesay Avenue is joined up with Bowden Street.

Also, as Rothesay Avenue, Bowden Street and Bay Drive are rather narrow streets built to handle light traffic, the dramatic increase in vehicular traffic in these said roads will give rise to traffic congestion and even traffic gridlock as well as noise pollution, air pollution and other environmental degradation right into the heart of the normally quite, peaceful, serene, unpolluted and environmentally friendly Shepherds Bay village. For the residents living in apartment units in Shepherds Bay village facing the Rothesay Avenue-Bowden Street junction, night time can be living hell as vehicular lights shine into their homes and peace and tranquility replaced by the annoying sounds from speeding vehicles, vehicle honking and loud music blaring from vehicles. The living conditions and quality living of Shepherds Bay village residents will definitely suffer a huge blow.

Furthermore, if Rothesay Avenue joins up with Bowden Street, the environmental degradation brought about by the dramatic increase in vehicular traffic along Rothesay Avenue, Bowden Street and Bay Drive will expose cyclists, joggers, walkers, runners, families doing leisurely strolls and others doing fitness exercises along the Shepherds Bay stretch of the Parramatta River to air, noise and other pollutions.

In the light of the above observations, we therefore implore the approving authority to take heed of grave concerns on the proposed the joining of Rothesay Avenue with Bowden Street. We propose instead the extension of Rothesay Avenue should stop short of joining up with Bowden Street. Access to the 146 Bowden Street residential development can be provided with a new short lane built to join up with Bowden Road. This will effectively stop vehicular traffic bound for Victoria Road, Melrose Park and Emington from using the extended Rothesay Avenue. This will spare the Shepherds Bay village, the residential apartments of the Meadowbank Foreshore Development fronting Rothesay Avenue as well as the 146 Bowden Street residential development from unwelcome traffic woes and environmental degradation, particularly noise and air pollution.

2.5 Application Adversely Affects the Interest of the Community.

The modification request application for additional dwellings and storeys is clearly not in the interest of the community in the light of the above-mentioned over development, increased density and additional dwellings and storeys together with accompanying traffic woes and environment degradation. The winner is the developer who comes away with greater profits. The Planning Assessment Commission has in approving the Concept Plan considered the interest of the community and the expectations and rights of the developer. As such, the application for additional dwelling should be refused.

2.6 No Good Reason To Amend An Already Approved Concept Plan

We are unable to appreciate why the developer is squeezing in more dwellings except making more money at the expenses and against the interest of the community. The application to build additional dwellings in order to improve the

developer's bottom line does not constitute good grounds for changes to an already approved Concept Plan. It is, in fact, an abuse of the process. The message needs to be sent out to any developer that requesting modifications to approved developments on such grounds is frowned upon and will not be entertained.

3. Conclusion

In the light of the foregoing, the removal of the B2A condition stipulated in the approved Concept Plan and the application for additional dwellings and storeys should not be approved. In conclusion, we suggest the Shepherds Bay village development be promoted as the type of mix use residential and commercial development to emulate and be used as a template to plan and develop the rest of the foreshore of Meadowbank.