



PCU52753

Submission on Carter Street Urban Activation Precinct

From Geoffrey and Audrey Green, 7/3 Heidelberg Avenue, Newington 2127

The first thing to be said about the Carter Street UAP proposal is that an increase in the population of about 10,000 people (in 5,500 homes) is not a matter to be considered in isolation.

The suburbs of Newington, Wentworth Point, Sydney Olympic Park and the Carter Street area form a highly interrelated, interdependent group. A change that affects one is likely to affect all. It is on this integrated group that the effects of a large population increase need to be considered.

For the integrated group, the residential population increase over the next few years seems to be something like the following:-

	<u>Homes</u>	<u>People</u>
Wentworth Point UAP	2,300	4,500
Wentworth Point, current and projected developments	4,000*	7,000
Sydney Olympic Park, high rise projects	800*	1,500
Carter Street UAP	5,500	<u>10,000</u>
Total		<u>23,000</u>

* Estimated

What has to be considered is the effects of increasing the present population of the integrated group from about 9,000 to about 32,000.

The integrated group is ALREADY severely stressed in a number of ways and some examples are given below. Before doing so, it needs to be noted that the group has at its centre the Sydney Olympic Park. It caters for football and cricket matches, concerts, swimming carnivals, tennis tournaments etc. and the Easter Show. These attract large crowds (up to 80,000) and, since most people seem to come by car, worsen the traffic congestion on the roads in the area.

Road Traffic

People living in the integrated area are aware that most parts of Sydney experience traffic congestion. However, in the integrated area they seem to be much worse than elsewhere and the prospect of a very large increase in its population also using the roads is horrifying.

For example, on Wednesday morning my wife and I were returning home on the 80 k.p.h Homebush Bay Drive when we noticed a long line of stationary cars ahead in the left hand lane. We quickly realised that the line led to the ramp off the freeway down to the very large roundabout at the DFO, slowed down and joined the line. Twenty or thirty minutes later we could see that the roundabout was barely operational, with queues of cars wanting to leave or enter its clogged-up arms and unable to do so.

Department of Planning
Received
22 APR 2014
Scanning Room

This roundabout is daily the cause of long traffic holdups which ALREADY seriously delay scheduled bus services as well as cars and trucks. The last thing it needs is more cars.

Again, on last Thursday night we were wanting to travel by car from Newington to Lidcombe. On the way it took us 25 minutes to travel 400 metres on Hill Road to its junction with Parramatta Road. Traffic congestion the cause.

Public Transport

Public transport is poor. There are two bus services that travel through the integrated area. They are the Parramatta-Strathfield-Burwood and the Sydney Olympic Park Wharf-Strathfield- Burwood buses. Because of traffic congestion in the Strathfield area and elsewhere, they are frequently 10 to 15 minutes behind schedule. It would be difficult to improve their running times. A large population increase will put a lot more cars on the local roads and worsen the situation.

From Carter Street there is no ready direct access to rail travel. The ferry service from Sydney Olympic Park Wharf does not pick up many passengers.

Employment

The proposed UAP development at Carter Street will have a very serious effect on the local workforce. Scores of small businesses, including some with newly constructed premises, will be forced to close or relocate to other places. Hundreds of employees will lose their jobs. Some will have to travel to distant locations. Sydney should be trying to keep as many well-located small business jobs as possible, not losing them.

Education

There is no secondary school in the integrated area or within walking distance of it. All secondary students have to travel to Burwood or Strathfield by bus or car for their education. A large population increase will make things worse.

The only primary school in the integrated area is Newington, which is very seriously overcrowded. The overcrowding will ease in 2017 when a new school is expected to open at Wentworth Point. However, the decline in numbers from that source will probably be offset by an increase from adjoining Silverwater, with its increasing residential building.

Conclusion

There are so many inadequacies associated with the Carter Street UAP that it should be removed from the list of UAPs. If it were to be proceeded with it would be an antisocial disaster for the government of the day.

A handwritten signature in black ink, appearing to read "Greens".