

The Director
Metropolitan and Regional Projects-South
Major Projects Assessment,
Department of Planning & Infrastructure,
GPO Box 39,
SYDNEY NSW 2001

6 July 2012

Dear Sir/Madam,

Department of Planning
Received
10 JUL 2012
Scanning Room



**PREFERRED PROJECT REPORT FOR CONCEPT PLAN APPLICATION-
RESIDENTIAL DEVELOPMENT AT 74-76 BELMORE STREET, RYDE
(MP10_0110)**

I refer to your letter dated 8 June 2012 regarding the Response to Submission and Preferred Project Report for a Part 3A Concept Plan application within the Meadowbank Employment Area, Meadowbank.

The City of Ryde has reviewed the documentation placed on exhibition. It is noted that the proponents have addressed the comments made by Council on 22 September 2011. Whilst Council is not opposing the concept plan, the following recommendations are made for consideration in the determination of the application:

Statement of Commitments

Council notes that the 'Updated Statement of Commitments' tabled in section 6 and in Appendix 10 of the 'Response to Submissions and Preferred Project Report' (PPR) addresses the issues raised by Council by a letter to the Department of Planning and Infrastructure on 22 September 2011. It is recommended that any approval granted to the concept plan should include a condition to ensure that these commitments with the relevant modifications as suggested in this submission, are appropriately reflected in any future development applications for the proposal.

Building Height

Whilst building heights should be considered on a case by case basis for individual buildings at the time of development approval, it is suggested that the proposed building envelope is consistent with the building height controls contained in the Draft Local Environmental Plan 2011 i.e., 21.5m and 15.5m from the respective existing ground levels.

Floor Space Ratio

Council is concerned that the Floor Space Ratio (FSR) being averaged across the site given that no building plans are proposed at this time and the high level nature of the concept plan. It is recommended that any approval of the

concept plan ensures compliance with Council's proposed floor space ratio controls of 2.0:1 and 2.3:1 applicable to the respective land parcels.

Building Envelope

It is noted that the building depths have been reduced in the amended plans, given the high level of concept plan, any approval granted should ensure that the proposal complies with the maximum building depths identified within the Residential Flat Design Code.

Environmental and Residential Amenity

Council agrees that the central circular driveway should be retained and refurbished, however Council does not agree that the use of the central circular driveway for service and maintenance vehicles would not detract from the adjacent heritage item and would not be detrimental to the amenity of central landscaped area.

It is recommended that any approval granted to the concept plan must ensure that the central circular driveway not be used by service and delivery vehicles under any circumstances and that all vehicular servicing for the residential units should occur through the basement level.

Contributions

It is recommended that full payment of section 94 contributions be a condition of consent for the concept plan. The contributions are to be calculated in accordance with the provisions contained in the City of Ryde Council's Section 94 Contributions Plan 2007 with no offset for any land dedications, public domain improvements, infrastructure provisions, access and pedestrian/cyclist amenity works that are to be carried out as required under Part 4.2- Shepherds Bay, Meadowbank of the Draft Development Control Plan 2011, notwithstanding any potential developer agreements that might eventuate from the future negotiations.

Heritage

An archival recording of the current heritage listed building known as 'Tellaraga House' (heritage item) in accordance with the NSW Heritage Office Guidelines should be undertaken. The Archival recording must be lodged with the State Archives and the City of Ryde Council in two hard copies and an electronic copy.

A detailed Conservation Management Plan (CMP), Heritage Impact Statement and proposals for conservation works must be submitted for the conservation of the Heritage Item and curtilage, the retention of the gardens, and the significant trees along Belmore Street.

The CMP must include a fabric analysis and details of what stage the conservation works will occur, details of how the protection of the heritage item and significant landscaping during construction will be undertaken, and

an assessment of suitable uses for adaptive re-use of the heritage item must also be provided.

An Archaeological assessment is required and depending on the outcome of the report, an archaeologist may need to be on site during construction.

It is suggested that Building A be redesigned so that the heritage item will not be obscured by the new development and can be seen, in full, from Belmore Street.

It is strongly recommended that the egress, driveway and turning circle adjacent to the heritage item are not permitted to be used by service and delivery vehicles under any circumstances with the exception for such vehicles associated with the use of the heritage item. All vehicular servicing for the residential units should occur through the basement levels.

Pedestrian/Bicycle Connectivity

Council acknowledges the proponent's commitment that a 3m wide through site link along the southern edge of the site would be provided. Council insists that this through site link within the subject site should be provided irrespective of the provision of through site link within the adjoining development site at 2-4 Porter Street.

It is therefore, recommended that the commitment No. '32-Pedestrian connection' under the heading 'Pedestrian Connectivity' as noted in Appendix 10 of the 'Response to Submissions and Preferred Project Report' be amended by deleting the sentence which refers to the through site link within 2-4 Porter Street.

It is noted that the commitments have been made for the provision of bicycle parking for the visitors only. It is therefore recommended that any approval granted to the concept plan should be conditional so as to ensure that the proponents make commitments for the provision of bicycle parking for the residents and the visitors, and demonstrate its connectivity with the surrounding areas with any future development application lodged with Council.

Traffic Implications

Council's Traffic Consultants have reviewed the *Supplementary Traffic Modelling Analysis Report* prepared on 14 March 2012 by Halcrow. Their comments are summarised below for consideration in the determination of the concept plan application:

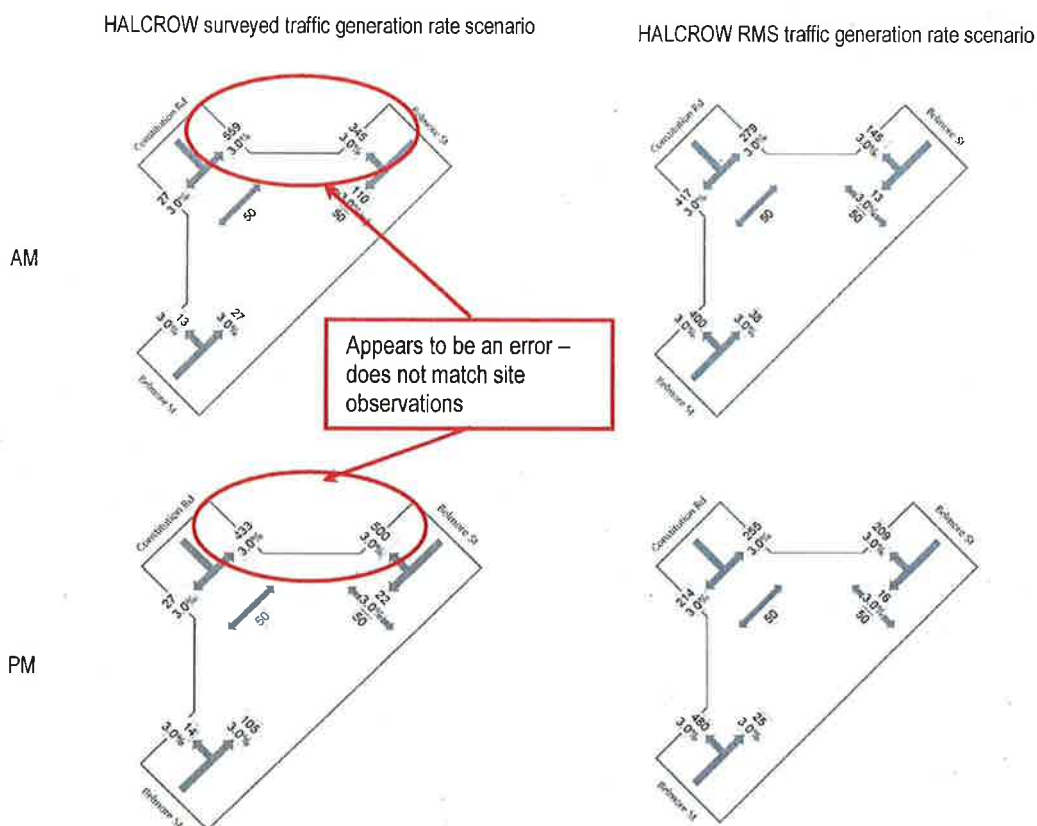
- The reasoning provided by Halcrow for the use of the reduced traffic generation rates derived from survey data in their initial report appear sound (i.e. based on surveyed developments), however no details were provided of the surveyed developments in terms of their size or specific location.
- The model results tabulated in Table 2-4 and Table 2-5 appear to have some inconsistencies with the results contained within the SIDRA models themselves.

Some of the key points to arise from the interrogation of the models and results are as follows:

Constitution Road/Belmore Street intersection

The intersection was run as vehicle actuated in the PM peak hour for the surveyed traffic generation rate scenario which is inconsistent with the other model runs for the intersection which ran it with a fixed cycle time of 90 seconds.

It is known anecdotally that motorists use Constitution Road and Belmore Street to gain access to/from the M3 to the south of the development hence, there is expected to be a high right turn volume into Belmore Street (south) from Constitution Road in the AM peak and a high left turn volume from Belmore Street (south) into Constitution Road in the PM peak. This is reflected in the volumes for the RMS traffic generation rate scenario but not for the surveyed traffic generation rate scenario as shown in Figure 2.1. These volumes have been extracted from the SIDRA files provided with the exhibition materials.



The reasoning for the inconsistency in the turning movement volumes used for the analysis of this intersection is not explained in the *Supplementary Traffic Modelling Analysis Report*. Moreover, based on our local knowledge and counts undertaken in the area, the volumes in the “surveyed traffic generation scenario” do not appear to be correct. However, the volumes used in the most recent round of analysis under the RMS traffic generation rate scenario better reflect observed conditions on-site and are acceptable.

Intersection Phasing - A check of the models for the scenario with the dual right turn from the Belmore Street (east) approach indicated that the correct phasing plan was adopted for this option with no conflict between the pedestrians on the Constitution Road leg of the intersection and right turning vehicles from the Belmore Street (east) approach occurring during the cycle.

Intersection Layout Considerations - The Halcrow analysis suggests that the right turn from Belmore Street into Constitution Road is the critical movement at the intersection however there are other movements at the intersection which are higher and which are the dominant movements for intersection capacity considerations.

Halcrow has suggested that either the dual right turn lane from Belmore into Constitution or an extended right turn pocket will both provide sufficient capacity at the intersection. The issue with the dual right turn lane (shared through-right kerbside lane) is that Constitution Road queues back from the rail line through to the Belmore Street intersection. Therefore, changing the southbound through lane on Belmore Street to a through and right turn lane will stop through movements when a right turner is blocked from entering Constitution Road.

Accordingly the preferred mitigation measure at this intersection is the extension of the right turn pocket in Belmore Street by 45m to 90m.

Victoria Road/Bowden Street intersection – the traffic volumes through the intersection increase significantly between the two scenarios with 3,401 and 3,576 vehicles through the intersection in the AM and PM peak hours for the surveyed traffic generation rate scenario compared with 5,548 and 4,907 vehicles through the intersection in the AM and PM peak hours when using the RMS traffic generation rates; and

Junction Road/Church Street intersection – the volumes through this intersection decreased between the two scenarios with the model volumes using the RMS traffic generation rates lower than those for using the surveyed traffic generation rates. In addition, the DoS values tabulated in Table 2-4 and Table 2-5 for the RMS traffic generation rate scenario differ to those contained within the models (i.e. approximately 0.83 for the AM and PM peak hours compared with 0.88/0.89 reported in the tables).

Council requests that any approval of the concept plan should be conditioned to extend the right turn pocket for turns from Belmore Street into Constitution Road to a length of 90m, and all road works and intersection improvement works should be carried out at no cost to Council and the RMS.

Social Impact issues

Council notes from the course of events so far that current residents of the site and their families have expressed concerns regarding their relocation and the level of consultation undertaken. Council suggests that the Department of Planning & Infrastructure take this matter into consideration in determining the application.

Drainage and Flooding

Council is satisfied with the commitments made in this respect.

City of Ryde thanks you for the opportunity to comment upon the Response to Submissions and Preferred Project report.

Yours sincerely,



Dominic Johnson
Group manager, Environment and Planning
City of Ryde Council



Transport
for NSW



PCU035220

27

Alan Bright
A/Director Metropolitan and Regional Projects South
Department of Planning & Infrastructure
GPO Box 39
SYDNEY NSW 2001

Department of Planning
Received
29 JUN 2012
Scanning Room

Attention: Simon Truong

Dear Mr Bright,

**Preferred Project Report for Concept Plan Application – Residential Development at 74-76
Belmore Street, Ryde (MP10_0110)**

I refer to your letter dated 4 June 2012 regarding the above application.

Transport for NSW (TfNSW) has reviewed the Response to Submissions and Preferred Project Report for the above Concept Plan Application and is satisfied that its comments raised in the letter of 4 October 2011 have been adequately addressed by the applicant.

Should you have any further questions, please contact Eva Cermak on 8202 2212 or eva.cermak@transport.nsw.gov.au.

Yours sincerely,

27/6/12

Mark Ozinga
**Manager Land Use and Transport Planning
Planning and Programs**

CD12/09651



**Office of
Environment
& Heritage**



PCU034943

Contact: Tracy Appel
Telephone: (02) 9873 8559
Email: Tracy.Appel@heritage.nsw.gov.au
File: 11/16823
Your ref: MP_100110

Mr Alan Bright
Acting Director
Metropolitan and Regional Projects South
Department of Infrastructure & Infrastructure
GPO Box 39
SYDNEY NSW 2001



Dear Mr Simon Truong

Mr Bright

RE: Notice of Preferred Project Report for Concept Plan Application for 74-76 Belmore Street, Ryde

Thank you for your recent correspondence, dated 6 June 2012, seeking comment on the preferred project report for 74-76 Belmore Street, Ryde. The Heritage Branch has previously commented on the proposal in October 2011.

It is noted that the site is a locally listed heritage item and it is considered by the Branch that Ryde Council have the resources and expertise to provide an appropriate level of assessment for the heritage impacts of the proposed development. Should any items of State significance be present on the site, the Branch would appreciate the opportunity to assess the heritage impacts of the proposed works.

If you have any further enquiries regarding this matter, please contact Tracy Appel on (02) 9873 8559.

Yours sincerely

14/06/2012

Vincent Sicari

Manager

Conservation Team

Heritage Branch, Environment and Heritage, Policy and Programs Group
Office of Environment & Heritage

DELEGATE OF THE HERITAGE COUNCIL

Working with the community to know, value and care for our heritage

Heritage, 3 Marist Place, Parramatta NSW 2150 | Locked Bag 5020, Parramatta NSW 2124 | DX 8225 PARRAMATTA
Phone 61 2 9873 8500 Fax 61 2 9873 8599 Email heritage@heritage.nsw.gov.au Website www.heritage.nsw.gov.au

29

Our Reference: SYD12/00684
SYD10/00749/03
Your Reference: MP10_0110
Contact: Jana Jegathesan
Telephone: 8849 2041



Transport
Roads & Maritime
Services



PCU036008

The A/Director
Metropolitan and Regional Projects South
Department of Planning and Infrastructure
GPO Box 39
SYDNEY NSW 2001

Attention: Simon Truong

**PROJECT REPORT
74-76 BELMORE STREET, RYDE**

Department of Planning
Received
24 JUL 2012
Scanning Room

Dear Sir/Madam,

I refer to your letter dated 4 June 2012 (Ref M10_0110) with regard to the abovementioned development application, which was referred to the Roads and Maritime Services (RMS) for comment.

RMS has reviewed the report and raises no objection to the proposed development as the proposal will have minimal impact on the classified road network.

In addition, RMS provides the following comments to the Department of Planning and Infrastructure for its consideration in the determination of the preferred project:

1. The swept path of the longest vehicle (to service the site) entering and exiting the subject site, as well as manoeuvrability through the site, shall be in accordance with AUSTROADS.
2. The swept path plans are to be submitted with the development application showing that the longest vehicle servicing the site can safely manoeuvre through the Belmore Street and Junction Street intersection.
3. The proposed development should be designed such that traffic noise from adjacent public roads is mitigated by durable materials and comply with requirements of Clause 102 of State Environmental Planning Policy (Infrastructure) 2007 – Impact of road noise or vibration on non-road development.
4. Referring to Planning Guidelines for Walking and Cycling (Department of Infrastructure, Planning and Natural Resources, 2004), p29. Design of pedestrian/bicycle pathways should encourage surveillance from adjoining dwellings and should make these spaces as wide and visually attractive as possible.

Roads and Maritime Services

LEVEL 11, 27-31 ARGYLE STREET PARRAMATTA NSW 2150
PO BOX 973 PARRAMATTA CBD NSW 2124 DX 28555
www.rms.nsw.gov.au | 13 22 13

5. When pedestrian/bicycle connection between Constitution Road and Riverside Avenue is realised, it would be necessary to relocate the mid-block pedestrian signal near Church Street/Well Street intersection closer to Church Street/Riverside Avenue, to form part of the pedestrian network. Developer should contribute to this signal relocation.
6. The traffic report submitted with the development application is to also include an assessment of the cumulative traffic impact from the Shepherd's Bay Urban Renewal Project.
7. RMS grants in principal approval to the right turn bay extension, subject to detail design. This detail design is to address the additional traffic for Shepherd's Bay Urban Renewal Project.

Should you require any further clarification in this matter, please call the contact officer named at the top of this letter.

Yours sincerely,



Owen Hodgson
Senior Land use Planner
Transport Planning Section, Roads & Maritime Services

19 July 2012