

Key Issues	Summary of Concerns	Comments
Height	- Excessive increase in height from previously approved 10 to proposed 24 storeys, with concern regarding overdevelopment of Shepherds Bay area - Disregards the previous PAC 2005 dwelling number cap - Vastly inconsistent with the original concept approval - Stage A building height cannot be justified by drawing comparisons to Sydney CBD and associated growing skyline - Exceedance of the approval by 14 storeys may set an undesirable precedent for all future development in the area - Proposal will create pockets of high density with low density and a lack of a transition - Potential for overlooking and loss of privacy onto surrounding properties - Language used in justifying new height limit (comparison to Sydney CBD) is inconsistent with the physical layout of Meadowbank	The Jury Report of the Architectural Design Competition prepared by City Plan Strategy & Development noted that the final designs' height impact "is considered appropriate by the provision of the proposed public square and in relation to the surrounding area. While much of the development in Meadowbank is of the horizontal 6 to 8 storey built form, this needs to be offset by at least one vertical tower as has happened across the river at Rhodes. To have this vertical building also related to the linear form of the bridge will provide a good urban design solution". Provision of open spaces offsets any potential lack of translation from high to low density. The precedent for height of buildings in the area has already been set by existing residential buildings at Rhodes, Wentworth Park & Top Ryde. Ryde Council were enthused by the design and were very encouraged that the design competition had created such an innovative and quality design, and noted the potential to improve views from the north, and establish view impact.

View loss	- Modification would spoil water view for all residents in Meadowbank area - Will result in a loss of value for the surrounding properties	The View Analysis prepared by Cox Richardson & Kennedy Associates concludes that, as a result of the recent urban form of Rhodes, East Rhodes & Top Ryde that "a building of the type being proposed could be justified for the site and in fact seen to be providing a valuable, attractive and important addition to the urban landscape".
Overshadowing	- Loss of sunlight access on surrounding properties and edges of Parramatta River & Shepherds Bay - Impact on the foreshore / wetland / mangrove area – no analysis made	The View Analysis prepared by Cox Richardson & Kennedy Associates concludes that the proposed building envelope will not create additional overshadowing impacts on neighbouring properties. This overshadowing is directed onto Ryde Bridge.
Solar Access	Reduction of solar access of surrounding properties	Refer to above
Parking	- Height increase will lead to demand for additional on street parking. It is been identified that there is minimal level of on street parking currently available - Parking for commuters at the station is already at capacity, and there are minimal parks for visitors to the current landowners	The Stage A Parking Assessment prepared by Thompson Stanbury concludes that "the proposed alterations to the approved development are envisaged to be satisfactory".
Traffic	- Increasing of congestion and loss of efficient traffic flow - Impact on local road network, with increased waiting times at intersections	The Traffic Impact Assessment prepared by Varga Traffic Planning, as submitted with the original concept approval concludes that "will not have any unacceptable traffic implications in terms of road network capacity, and does not generate a need for

	- Victoria Rd, Church St, Ryde Bridge have significant traffic congestion, with constantly increasing peak hour times - Proposed 14 storey increase would add to the already gridlocked roads and create traffic related issues for the area	any upgrades or road improvements, other than the upgrading of Constitution Road".
Educational facilities	- Meadowbank Public School nearing capacity, increase of 25% enrolment between 2014-2016. Two (2) demountables added, consuming current green space for students - Proposed 24 storey tower would highly increase demand for schooling, and would require at least another primary school - Concern for safety of children given worsening road conditions	Educational facilities are under the jurisdiction of the NSW Department of Education
Community facilities	- Reduction from 1000sqm to 500sqm insufficient to accommodate extra capacity - Should be relocated and not reduced in size - Demand for more parks, cafes, restaurants etc. highly increased due to 24 storey tower and no provisions to meet demand - Open space, family areas (e.g. public seating) etc. are becoming rare commodities and increase in population would exacerbate issue	Ryde Council requested the community facility moved to Stage A of development, and requested its downsizing in lieu of smaller but more accessible location.

Infrastructure	- Trains at full capacity travelling in peak hour, with significant wait times between 15-30 minutes - Bus & ferry services not proposed to be bolstered despite growing demand - Road upgrades required to accommodate capacity - Pedestrian services (e.g. bus shelters) currently at capacity, with significant wait times for pedestrians at intersection lights - Concern about overdevelopment of Shepherds Bay - Overall, concern for increasing local population without consideration for additional community facilities to handle extra capacity	Train patronage along the Northern Line via Strathfield increase is a result of the recent growth of Macquarie Park; the increase in public transport patronage has little correlation with independent development sites such as Shepherds Bay or Rhodes Peninsula. The distance of the proposed Stage A development to Meadowbank Station is approximately 850m. This is considered an acceptable distance for commuters to walk, or to carpool, and would have no direct impact on additional parking at the station.
Character of the area	- Stage A building will look out of place of the Meadowbank/Shepherds Bay area - A suburban area, not high-rise inner city - Provide precedent to change the character of the area in the future - For other concerns relating to the character of the area, please refer to previous Submission table	Shepherds Bay suits the surrounding built form of Rhodes and Wentworth Park Apartment living is the most common form of residential accommodation in recent years

Noise	Construction costs and ongoing noise associated with development would further noise pollution in the area	The area will remain quiet post - construction
Pollution	- Air pollution from construction - Increased car usage, affecting public health - Local wetland / mangrove area may deteriorate	The area will remain vibrant and healthy post - construction The Biodiversity Impact prepared by Molino Stewart concludes that <i>"the development will not impact on potential threatened species"</i>.
Stormwater	Increased run-off and high flood level concerns	Stormwater plans
Social	- Concern about 'ghetto' look - No Crime Risk Assessment submitted - Concern about overdevelopment, developer greed and lack of concern about wellbeing of residents - Concern about increase in daily crime activity and social health about the community - Concern regarding lack of localised jobs and services and amenity - River breeze would be spoiled for local residents	The median house price for Ryde in 2016 is \$1.4 million (Real Estate 2016). The area is deemed safe and vibrant. Crime Risk Assessment submitted and considered with concept approval Commercial component of Stage 8 will provide local employment in the medical field Ryde was listed as the safest area, with the lowest number of major crimes and robbery in 2014 (NSW Recorded Crime Statistics 2014)

The above responds to public submissions made regarding the modification to Stages 3, 9 & A of the original concept approval to the development at Shepherds Bay, as of August 2016. Response to public submissions regarding the original concept approval of the same development was previously sent out to relevant stakeholders in March 2016. Please refer to this document regarding submissions relating to the original concept approval.