

(121)

**Shivesh Singh - Fwd: NSW Department of Planning, Major Projects:**

**From:** "ElectorateOffice Ryde" <ElectorateOffice.Ryde@parliament.nsw.gov.au>  
**To:** <Plan\_comment@planning.nsw.gov.au>  
**Date:** 28/02/2011 7:39 PM  
**Subject:** Fwd: NSW Department of Planning, Major Projects:

>>> On 2/28/2011 at 7:07 pm, in message <000701cbd71e\$8b1326f0\$a13974d0\$@net.au>, "ajgreen" <ajgreen@iinet.net.au> wrote:

To whom it may concern

RE: MP09\_216 Concept Plan - Mixed use - Commercial Residential/Retail Development Meadowbank & Ryde

MP09\_219 Project application - Residential Development, Ryde

I am writing this email to voice my objection to the process and decisions that are being made regarding the future developments proposed for the Meadowbank foreshore (Reference the major Projects above)

The ability for large developers to bypass the local council requirements and direct their 'demands' direct to the State Government Department under the Environmental Planning and Assessment Act 1979 Part 3A for the development of this area is simply another example of the despicable management practises of this elected Government. Far too much development is being performed with little evidence of infrastructure and transport planning being effectively performed. The surrounding Sydney developments west of Parramatta and around the Parramatta River foreshores are exemplars of this ineffectiveness .

With the development that has already occurred on the Meadowbank foreshore, problems are already being experienced with respect to road transport bottlenecks onto both Victoria Road and Devlin Street. The local facilities are already being stretched with little or no planning in conjunction for the increase in these services and support capacity. The local Ryde Council is an elected body and acts on behalf of the residents of the area. The decisions of council are in the interest of this population and in all cases these representatives have a sound understanding of the local issues. Unfortunately, the same cannot be said for those who attempt to function in the best interest of the State but have failed dismally in recent past (10 years). Requirements set by councils on behalf of the local residents should not be over turned by Departmental bureaucrats and / or elected State Government officials.

Finally, the ICAC finding regarding the application of Part 3A processes would have signalled to other successful businesses that there was a problem to be addressed and whilst that occurred – no further applications through that process would occur (or you would address the problem immediately and re-design the process to address the findings).

I cannot say any more other than the Government of NSW has continues to let the people of NSW (in this case the Ryde residents) down and show no remorse for the inept management of this State.

A copy of this email has also been sent to the Premier of NSW.

Good luck

Tony Green

Meadowbank resident

**Shivesh Singh - Fwd: MP09\_216, MP09\_219**

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**From:** "ElectorateOffice Ryde" <ElectorateOffice.Ryde@parliament.nsw.gov.au>  
**To:** <Plan\_comment@planning.nsw.gov.au>  
**Date:** 28/02/2011 7:39 PM  
**Subject:** Fwd: MP09\_216, MP09\_219

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>>> On 2/28/2011 at 7:01 pm, in message <002b01cbd71d\$b982c690\$2c8853b0\$@com>, "Rowenna Brown" <rowenna@rowenna.com> wrote:

Hi there,

These developments are going to put many more cars on already congested roads and also more people on the ferries. As it is I have a very difficult journey to drop my son off at child care and then get to work. On days when I need to take the ferry it can often be very crowded by Kissing Point and this will be exacerbated by more people getting the ferry from Meadowbank. I do not believe the road infrastructure can cope with a rise of over 4,500 new cars without severe improvement to manage the flow of traffic. I would therefore like to register my objection to these projects.

Kind regards

Rowenna Brown

7 Eagle Street

Ryde

NSW 2112

0410 027676

123

**Shivesh Singh - Fwd: Shepherds Bay overdevelopment**

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**From:** "ElectorateOffice Ryde" <ElectorateOffice.Ryde@parliament.nsw.gov.au>  
**To:** <Plan\_comment@planning.nsw.gov.au>  
**Date:** 28/02/2011 7:18 PM  
**Subject:** Fwd: Shepherds Bay overdevelopment

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>>> On 2/27/2011 at 10:24 pm, in message  
 <AANLkTimCP49Ym4UDp1iMLe25qcXLEvGrcD0Dx+GuZeO=@mail.gmail.com>, Louise Haynes  
 <haynes.louise@gmail.com> wrote:

Dear Victor

Please find below comments regarding the Shepherds Bay development.

The current traffic conditions, for example along Constitution Road and Bowden Street are not as depicted in the snapshot taken on 25 June 2010.

- Peak hour traffic along Constitution Road is often back-ed up the length of Constitution Road east of the train station. How will this be improved?

- Peak hour traffic along Bowden Street (south) is often backed from Victoria Rd back to Constitution Road. This traffic will increase dramatically and has not been truly represented in the traffic Report.

There needs to be more modeling of transport provided to show a true reflection of issues.

The trains, buses and ferry journeys from Meadowbank during peak hour are currently packed to overflowing. What is being done to alleviate overcrowding with the volume for new residents planned. The current transport infrastructure is not sustainable.

The fact that the traffic study only sees issues occurring in 2026 is totally unrealistic and needs to be urgently reviewed.

As a resident of Macpherson Street, this street is used as a 'rat-run' between Church Street and Victoria Road. In the past 4 years, the traffic has increased exponentially and at times we wait three minutes just to drive out of our driveway during peak hour. This will increase with the increased population in Shepherd's Bay. There is no documentation to provide evidence of plans to mitigate this increase traffic in surrounding streets.

With one child at Meadowbank Primary School and Meadowbank Multi purpose Learning Centre in Thistle Street, this street is already located on a rat run between Church Street and Victoria Road. At peak hour (ie outside of 40km/h school zone times), the cars speed in an effort to get to their destination faster. There is no information from the consultation session to determine how the traffic conditions will be made safer for our children, given the increased volume of traffic. This street is located within 200 metres of the new development.

Parking constraints within the suburb of Meadowbank have already caused the installation of '2P' parking. The planned developments will cause parking congestion in surrounding streets with inadequate onsite parking.

The study report into traffic indicated that the new residents would be replacing the traffic from the current industry. As can be clearly seen, the industry in many of the buildings in the area planned has been vacant for over ten years (eg Hoover Building). This is an unrealistic statement and needs to be carefully reviewed.

Has there been consultation with the Principal of Meadowbank Public School regarding the increased number of students who will be coming to the area and requiring education? Please advise steps taken to plan for educating future residents

The Meadowbank landscape does not require an 18 story tower within 300 metres of the waterfront. Similar developments of land along the Parramatta River have been undertaken without the development of a tall tower. This will be an ugly blight on the landscape. Many residents have compared it to the Blues Point Tower (Blues Point) which is not in keeping with the landscape. This 18 storey building must be reconsidered.

Similarly, the 12 storey buildings are not needed. This is higher than the current development in Shepherds Bay. The new development must be kept in line with existing developments.

There was not enough time for residents to be alerted of the development and to provide appropriate consultation for such a large development which will impact all local residents. Two sessions (on a Saturday and a Tuesday) were not enough for people to attend to ask questions.

Local council stripped of veto planning powers. The council have already set out their reasonable plans as part of the Meadowbank Employment Area study. This has not been taken into consideration. An explanation must be provided as to why the 3A plans are able to override an in-depth study which

had provided a sustainable development in keeping with the landscape and current infrastructure.

There needs to be more usable open space for children and families to use. A visit to the 'pirate ship park' at the end of Belmore St on weekends shows it is already over-crowded. There are no plans in this development for new playgrounds for children. The idea of open grassed spaces has been mentioned however this does not lend itself to a play area for children. It is imperative that children have sufficient, uncrowded playgrounds.

The mangroves along the shoreline are a necessary component of the ecosystem. The excessive development will naturally cause stress on the mangroves and the quality of marine life in the Parramatta River. What will be done to preserve the waterfront ecosystem.

There is considerable interest from residents as evidenced by petitions against the development. The public interest in the planned development must be taken into consideration. Residents are not against development. It is the over-development which residents are concerned about.

Kind regards

Louise Haynes

5 Macpherson St

Meadowbank NSW 2114

Phone: 0422 005 352

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**romalda**

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**From:** "romalda" <romalda@iprimus.com.au>  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Sent:** Monday, 7 March 2011 8:06 AM  
**Attach:** Shepherds Bay Urban Renewal Dept Planning Feb 2011.doc  
**Subject:** Shepherds Bay Renewal Concept Correction to Original Submission

Attention Shivesh Singh

Shivesh,

If it is not too late, I have made a correction to a street name, ie Rothesay Avenue, in my submission regarding the proposed Shepherds Bay Renewal Concept. I incorrectly said 'Nancarrow Avenue' instead of 'Rothesay Avenue'. This correction makes a difference to the point I am making.

I am attaching a copy of my submission with the correction included on Page 2, Item 4. Maybe you could just insert the correct copy of page 2 into my original submission.

Thank you for your assistance.

Romalda Cvetkovic

7/03/2011

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## Shivesh Singh - Fwd: Shepherds Bay Urban Renewal Concept Plan

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**From:** "ElectorateOffice Ryde" <ElectorateOffice.Ryde@parliament.nsw.gov.au>  
**To:** <Plan\_comment@planning.nsw.gov.au>  
**Date:** 28/02/2011 7:39 PM  
**Subject:** Fwd: Shepherds Bay Urban Renewal Concept Plan  
**Attachments:** Shepherds Bay Urban Renewal Dept Planning Feb 2011.doc

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>>> On 1/4/1980 at 1:58 am, in message <003601a8e9af\$c35b3040\$061032d2@romalda>, "romalda" <romalda@iprimus.com.au> wrote:

I am attaching a copy of my letter dated 28 February 2011 with my comments regarding the above proposed residential development (closing date 28.02.11).

Romalda Cvetkovic  
Ph: (02) 9807 4540  
Mob: 0406 732 30



16/21-22 Bank Street  
Meadowbank NSW 2114

28 February 2011

Director Metropolitan Projects  
Major Projects Assessment  
Department of Planning  
GPO Box 39  
Sydney NSW 2001

Dear Sir/Madam,

Ref: Shepherds Bay Urban Renewal Concept Plan  
NSW Department of Planning, Major Projects  
MP\_ 216 Concept Plan - Mixed Use – Commercial  
Residential/Retail Development Meadowbank & Ryde  
MP\_ 109 Project Application – Residential Development Ryde

I wish to express my objection to and concern that the above proposed development is being considered under Part 3A of the Environmental Planning & Assessment Act 1979 and to express my objection to the construction of the proposed 2,600 – 2,800 new dwellings along the Meadowbank / Shepherds Bay foreshore area.

I am opposed to the large number of new dwellings (ie approx 2,800) on the following grounds:

1. Ryde Council's plans for the area in question allowed for approx. 1,300 dwellings & now a developer is proposing up to 2,800 via the NSW Government under Part 3A. I think this is a high density gone too far – it is too dense. The Meadowbank / Shepherds's Bay river foreshore already supports more than enough high density and it is becoming unsightly & monotonous.
2. I object to building heights of 12 – 18 stories. Meadowbank / Shepherd's Bay is a village style suburb and high rise of this kind & height is unsuitable and alienating. I for one, do not want to walk along the Parramatta River foreshores (eg along Nancarrow Avenue) and look over at high rise buildings and to experience the additional traffic they will bring. Our presently quiet walk along the river and the enjoyment of nature that it brings will be ruined, especially by the additional traffic.
3. I have lived in Meadowbank (on the western side of the railway line) for 26 years and have enjoyed the quiet, green & leafy (plenty of mature trees & shrubs) and the village environment. Twenty-six years ago the remaining industrial / commercial buildings that hogged prime river views and surrounds, were the scourge of the area and its main source of ugliness. Now, it is becoming the incredibly dense, rabbit warren style high rise developments that are taking over every available piece of land near the river.

4. A major concern for myself and I believe many residents in the Meadowbank / Shepherd's Bay area would be the inevitable increase in traffic congestion that an additional 2,800 new dwellings would result in. There would be the likelihood of an extra 4,000 cars using the local streets.

Regardless of the proximity of a railway station, a ferry wharf and some bus services, it is foolish and unrealistic to think that each new dwelling would not have at least one car and possibly two. Sydney's public transport system is not an integrated one and depending on your destination, it takes 2-3 times longer to reach your destination by public transport than by driving.

In my own local street, ie Bank Street and Meadow Crescent, a visit in the evening will show that almost every available parking spot in both streets is being used by locals (some residents park their 'work' vans / trucks in the street at night). This is despite the close proximity to Meadowbank Railway Station and the fact that every unit in this area has at least one parking spot or garage provided on their premises.

I presently drive to my workplace at Macquarie Hospital in Wicks Road, North Ryde, and avoid using Constitution Road and Bowden Street due to the heavy congestion and poorly planned traffic lights (ie no right arrows provided & extensive delays due to traffic building up in right turning lanes) at Victoria Road which do not allow traffic to flow. This is also the case at the intersection of Station Street and Victoria Road.

Traffic congestion is already unacceptable along Constitution and Railway Roads (especially the 'dog-leg' over the railway) particularly during peak times. I shudder to think what the opening up of Rothsay Avenue will do to increase traffic along the presently quiet areas of Shepherd's Bay - it will allow 'rat runners' to turn off from Church Street and Ryde Bridge (which are well known for their traffic congestion) and to turn into Nancarrow and make their way up to Underdale Lane and join Constitution Road near the railway bridge / or Bowden Street.

Added to the increase in traffic congestion, local residents have been forced to endure increased noise and exhaust pollution and resulting effects on their health and quality of life.

5. Another concern is the lack of useable open space for children and families to use. Landscaped gardens and water features are all very well to admire as one walks by or sits nearby but children need some open space to run around in and to kick a ball etc.

The little park near the Bay One residential development in nearby Belmore Road is very well patronised due to BBQ facilities and play equipment provided for children. However, it is quite small and will be woefully inadequate if 2,800 more dwellings will be built. We will need more such facilities to cater for an increased population in the area. But where will the space come from with every piece of available foreshore land being devoted to such intense, high rise development.

6. I believe that the Ryde area and particularly the Meadowbank / Shepherd's Bay / Bay One residential developments have provided their fair share of additional housing for Sydney's rising population. Couldn't we now have some less dense development such as town houses, semi-detached housing and terrace house accommodation that served Sydney's inner suburbs so well for so many years. This would add some variety to our building landscape and would allow some fortunate children and families to enjoy the privacy, space and pleasure of a small yard of their own. I wonder if children cooped up in unit dwellings with no yard and with computers and TV's as their main form of entertainment is contributing to the present problem of child obesity & associated poor health prognosis in the present generation.

I agree that some form of development on this land is required, but it needs to be considered very carefully and sensitively with the input of the local residents and Ryde Council who know the area so well and whose quality of life will be affected by the decisions made.

Yours faithfully



Romalda Cvetkovic

Cc Ryde Council

Cc Meadowbank West Progress Association

Cc Victor Dominello, State Member for Ryde

**Shivesh Singh - Fwd: NSW DoP Major Projects MP09\_216 and MP09\_219**

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**From:** "ElectorateOffice Ryde" <ElectorateOffice.Ryde@parliament.nsw.gov.au>  
**To:** <Plan\_comment@planning.nsw.gov.au>  
**Date:** 28/02/2011 6:20 PM  
**Subject:** Fwd: NSW DoP Major Projects MP09\_216 and MP09\_219

>>> On 5/26/2011 at 3:48 pm, in message <9041012CF9B241B79357233068B30876@guyclone>, "Guy Stockwell" <pud\_1@optusnet.com.au> wrote:

Guy Stockwell  
 3 Wade St  
 Putney NSW 2112

26<sup>th</sup> Feb 2011

The Department of Planning  
 Director Metropolitan Projects  
 Major Projects Assessment  
 Department of Planning  
 GPO Box 39  
 Sydney NSW 2001

Dear Sir/Madam

Re: Application Numbers MP09\_216 Concept Plan-Mixed Use-Commercial Residential/Retail Development Meadowbank & Ryde and MP09\_219 Project Application-Residential Development Ryde

Regarding the above applications, I wish to make some comments on the proposals.

- 1) I am not against considered development in the Ryde/Putney area. It is a social requirement that affordable housing be provided in all areas around Sydney.  
 They key word here is considered; and it doesn't seem to me that these applications have received or will receive due consideration in terms of traffic movement in and out of the development; the visual impact; the consequences on public transport; and the affect on local community infrastructure such as schools, parks, and storm water drainage as well as sewerage disposal.
- 2) I have lived at the above address for 30+ years and have noticed an extraordinary increase in traffic in the Putney area and particularly in our street and surrounding streets as well as traffic across the Ryde Bridge in both directions. Until recently this has just been a natural increase in traffic as there had been no major developments in the area. But with the completion of developments at the old Plessey site together with massive developments on the Rhodes Peninsula traffic has increased alarmingly and delays have grown exponentially longer. Our once quiet street has developed into a major "rat-run" with frequent traffic queues waiting to get onto Church St southbound.  
 Under this development, there is to be parking for some 4500 vehicles which is laudable however I wonder how much consideration has been given as to how the local roads are to cope with this increase. Our local roads such as Morrison Road and surrounding roads are already 300% over RTA guidelines; a fact to which they admit. Traffic along Concord Rd/ Church St is already choked both ways am and pm and access to and from this arterial road will cause even more "rat-runs" in quiet local streets.  
 On top of this proposal, there is also the additional traffic load generated by the impending developments in the old Ryde Rehab site along Morrison Rd and Charles St. Ryde Council would no doubt take into account the effects of both developments. Has the NSW Govt? Has the developer? I can't see much evidence of it.
- 3) I am very concerned that the development has bypassed Ryde City Council. The Councils plans for the area allows for 1300 dwellings plus Council resolved that it would have a 6 storey limit on the development. That would seem to be visually appealing.

However the developer is seeking to have approval for 2600 dwellings and up to 18 storeys from the NSW Govt under Part 3A of the EP&A Act 1979. I imagine that the view from the river of an 18 storey development would be an eyesore. Lets be honest, the Plessey development isn't anywhere near 18 stories but is not particularly attractive.

- 4) In terms of public transport, southbound peak hour trains to the City are usually full by Concord. The trains are generally of the older style with many not air conditioned. The Rivercat service is sometimes full by the time it gets to Cabarita and also has very odd timetables for Circular Quay and Darling Harbour especially for getting to and from evening entertainment. The bus services from the area to the CBD are reasonable but are comparatively slow in peak hours and will remain so until the RTA enforces the Bus Lane rule along Victoria Road through Drummoyne and Rozelle. For some reason they seem loathe to book people.  
What consideration has been given to these issues?
- 5) With regard to community infrastructure, there seems little in the way of provision for open space; and little assessment of the impact on local schools and even less assessment of the affect on roads during construction of the development.

To reiterate, I am not against development in the area. I ask that due consideration be given to all aspects of the development and that these considerations are made public; and also a valid reason why Part 3A of the Act is even in existence.

Yours faithfully

Guy Stockwell

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## Shivesh Singh - FW: Objection to Concept plan and Stage 1 Project Application Meadowbank and Ryde (MP09\_0216 and MP09\_0219)

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**From:** '  
**To:** <plan\_comment@planning.nsw.gov.au>  
**Date:** 28/02/2011 6:01 PM  
**Subject:** FW: Objection to Concept plan and Stage 1 Project Application Meadowbank and Ryde (MP09\_0216 and MP09\_0219)

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**From:**  
**Sent:** Monday, 28 February 2011 6:00 PM  
**To:** 'plan.comment@planning.nsw.gov.au'  
**Cc:** 'premier@nsw.gov.au'; 'ryde@parliament.nsw.gov.au'; 'mayor@ryde.nsw.gov.au'  
**Subject:** Objection to Concept plan and Stage 1 Project Application Meadowbank and Ryde (MP09\_0216 and MP09\_0219)

### Notice of Objection

As a local resident living only a short distance from the proposed development I am objecting to the scale and nature of the developer's plan on the following grounds:

#### 18 Story Tower

- The 18 story tower proposed close to the Ryde bridge is much higher than anything else in that part of the river.
- It is out of character with the area and would become another 'Blues Point Tower' eyesore.,
- Our local Ryde Council resolved that a maximum of 6 stories should be the limit on the development; this proposal is three times that.
- Its' proposed footprint is far too large for the site. There will be insufficient usable open space around the building.,
- It is already in a busy traffic area and the addition of many units and the associated traffic from the tower will create traffic jams for local residents who are trying to access Meadowbank or must use the Ryde Bridge underpass to gain access to Church Street when travelling South from Meadowbank or North from Putney.

#### Overall Area

- The Ryde Council's plans for the area allow for approximately 1300 dwellings however the overall proposal is for double that.
- The anticipated increase of some 4500 cars in the area is misleading as it does not allow for the many visitors, business and service vehicles that will be visiting the occupied dwellings.
- There are already acknowledged over capacity choke points in the immediate and surrounding area; eg The Meadowbank Station Bridge, Constitution Road, Morrison Road through Putney.
- While they were probably very good at the theory, the PHD students' written 'traffic study' of the area and the development displayed a lack of practical knowledge of the area.
- The Development plan fails to adequately address the implications of other developments in the surrounding area such as the controversial Royal Ryde Rehabilitation Hospital development.
- Church Street is already one of the busiest thoroughfares in suburban Sydney. Forcing another 4500 cars a day onto this road will create more problems on Concord Road and the busy intersections around Top Ryde.

Deceptive Presentation

- The public presentation on Saturday 12 February at Shepherds Bay was an exercise in PR deception.
- Attendees were told: 'This is just a concept so you don't need to worry now.' 'You will have opportunities to object later on when detailed plans are submitted.'
- Attendees were shown pretty pictures of 'artists' impressions' that were not to scale in most cases.
- There were volumes of studies on the table but were poorly indexed and difficult to read. 'Just look at the summary in the front' we were told.
- The only information about the Tower development was a deceptively small depiction of the building on an artist's impression of the general area.
- They were unable to provide any information about the Tower development itself.
- Interestingly, none of the personnel admitted to living anywhere near the area. They all claimed to come from either the central or south coast.

While not opposed to sensible development in the area, this proposed development will impose hardship on the local population if approved in its present form.

I request it be rejected as a Part 3A Development.

(Address not for publication :

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**Shivesh Singh - Fwd: Proposed Meadowbank development see references below**

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**From:** "ElectorateOffice Ryde" <ElectorateOffice.Ryde@parliament.nsw.gov.au>  
**To:** <Plan\_comment@planning.nsw.gov.au>  
**Date:** 28/02/2011 5:16 PM  
**Subject:** Fwd: Proposed Meadowbank development see references below

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>>> On 2/28/2011 at 4:54 pm, in message <471311.21238.qm@web76812.mail.sg1.yahoo.com>, Ms laura drake <lauragipsydrake@yahoo.com> wrote:

NSW Department of Planning, Major Projects

MP09\_216 Concept Plan - Mixed use - Commercial RESidential/REtail Development  
Meadowbank & Ryde

MP09\_219 Project Application - RESidential Development, Ryde

Dear Sirs,

I wish to register my grave doubts and strong opposition to this development as per the planning documents recently shown at short notice to residents in the Meadowbank area.

Infrastructure to support such a large development, which would mean an extra 4,000 cars does not and cannot exist in the area, given its geography. The 'traffic study' which accompanies the plan ignores this reality and speaks of problems arising in 2026

Problems of bottlenecks and intolerable loads on public transport, in particular the ferries, would arise instantly and there is little evidence that the impact on public transport has been modeled.

I believe development on this site would be a good idea, but not in the proposed manner, which is way too large for the area. An 18-storey building, apart from the density problems it would bring, is totally out of character with this low-key area.

A more sympathetic low rise development with adequate public space - there is virtually no usable space for children and families in the proposed plan - could be a great asset to the community and a reasonable number of new



residents absorbed into the community.

I have always voted Labour, but if this plan, which bears all the hallmarks of a developer's get rich quick scheme, is approved by the Labour government and goes through, that will certainly change my loyalties.

Patricia Drake 37 Meadow Crescent, Meadowbank

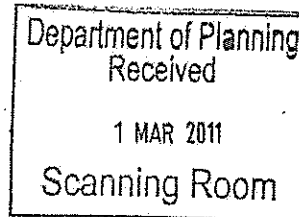


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David & Kerry Edwards  
PO Box 3146  
Rhodes NSW 2138  
0419 405 934  
david@dedwards.id.au

28 February 2011

Director Metropolitan Projects  
Major Projects Assessment  
Department of Planning  
GPO Box 39  
Sydney NSW 2001  
[Plan.comment@planning.nsw.gov.au](mailto:Plan.comment@planning.nsw.gov.au)



## **Shepherds Bay Urban Renewal Concept Plan**

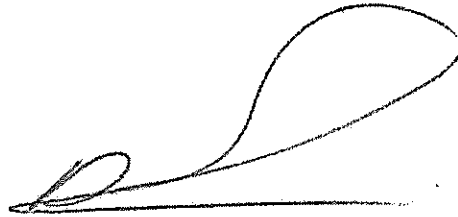
**MP09\_216 Concept Plan – Mixed use – Commercial/Retail Development,  
Meadowbank & Ryde  
MP09-219 Project Application – Residential Development, Ryde**

Dear Sir,

We live in Unit 9, 21/27 Meadow Crescent, Meadowbank NSW 2114, and we have major concerns with the proposed development at Shepherds Bay, as outlined below:

- The proposed tower block is too high, and does not match the existing developments in the area. This proposal is not in accord with the existing planning guidelines set by the City of Ryde.
- No provision has been made for the proposed large increase in the number of residents. Specifically, Meadowbank train services are already at full capacity. The impact of the proposed population increase on rail, ferry and bus operations has not been considered.
- Local roads (Constitution Avenue and the railway overpass to Bank Street) are already used as a "rat run", and the proposed linking of Nancarrow Avenue to Belmore Street and Rothsay Avenue to Bowden Street will also become "rat runs", leading to further deterioration in the amenity of local residents.
- Local streets in Meadowbank are already fully utilized for parking, as the existing developments do not provide sufficient parking. The proposed new development will only exacerbate this problem.
- The proposed change to the Shared User Path along the Parramatta River foreshore to accommodate the extension of Rothsay Avenue to Bowden Street will impact on the protected mangroves, and cause much disruption to cyclists and pedestrians.
- Constitution Road should not be improved, as this will just allow an increase in "rat running", and will lead to a deterioration in residential amenity. If money is to be spent on improving thru traffic access, this should be done on Victoria Road, which reduces from 6 to

4 lanes at the railway underpass in Ryde. Increasing the width of this underpass, and removing all parking on Victoria Road would greatly improve traffic flow and reduce the amount of "rat running".



David Edwards



Kerry Edwards

Cc:

1. The Hon. Kristina Keneally  
Premier NSW  
GPO Box 5341  
Sydney NSW 2001  
[www.premier.nsw.gov.au](http://www.premier.nsw.gov.au)
2. Victor Dominello, MP for Ryde  
PO Box 736  
Ryde NSW 1680  
[ryde@parliament.nsw.gov.au](mailto:ryde@parliament.nsw.gov.au)
3. Ryde Council  
General Manager  
Ryde Council  
Locked Bag 2069  
North Ryde NSW 1670  
[major@ryde.nsw.gov.au](mailto:major@ryde.nsw.gov.au)

David & Kerry Edwards  
PO Box 3146  
Rhodes NSW 2138  
0419 405 934  
david@dedwards.id.au

28 February 2011

Director Metropolitan Projects  
Major Projects Assessment  
Department of Planning  
GPO Box 39  
Sydney NSW 2001  
[Plan.comment@planning.nsw.gov.au](mailto:Plan.comment@planning.nsw.gov.au)

## **Shepherds Bay Urban Renewal Concept Plan**

**MP09\_216 Concept Plan – Mixed use – Commercial/Retail Development,  
Meadowbank & Ryde  
MP09-219 Project Application – Residential Development, Ryde**

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- No provision has been made for the proposed large increase in the number of residents. Specifically, Meadowbank train services are already at full capacity. The impact of the proposed population increase on rail, ferry and bus operations has not been considered.
- Local roads (Constitution Avenue and the railway overpass to Bank Street) are already used as a “rat run”, and the proposed linking of Nancarrow Avenue to Belmore Street and Rothsay Avenue to Bowden Street will also become “rat runs”, leading to further deterioration in the amenity of local residents.
- Local streets in Meadowbank are already fully utilized for parking, as the existing developments do not provide sufficient parking. The proposed new development will only exacerbate this problem.
- The proposed change to the Shared User Path along the Parramatta River foreshore to accommodate the extension of Rothsay Avenue to Bowden Street will impact on the protected mangroves, and cause much disruption to cyclists and pedestrians.
- Constitution Road should not be improved, as this will just allow an increase in “rat running”, and will lead to a deterioration in residential amenity. If money is to be spent on improving thru traffic access, this should be done on Victoria Road, which reduces from 6 to

4 lanes at the railway underpass in Ryde. Increasing the width of this underpass, and removing all parking on Victoria Road would greatly improve traffic flow and reduce the amount of “rat running”.

David Edwards

Kerry Edwards

Cc:

1. The Hon. Kristina Keneally  
Premier NSW  
GPO Box 5341  
Sydney NSW 2001  
[www.premier.nsw.gov.au](http://www.premier.nsw.gov.au)
2. Victor Dominello, MP for Ryde  
PO Box 736  
Ryde NSW 1680  
[ryde@parliament.nsw.gov.au](mailto:ryde@parliament.nsw.gov.au)
3. Ryde Council  
General Manager  
Ryde Council  
Locked Bag 2069  
North Ryde NSW 1670  
[major@ryde.nsw.gov.au](mailto:major@ryde.nsw.gov.au)

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**Shivesh Singh - Fwd: Comment on NSW Department of Planning, Major Project**

**From:** "ElectorateOffice Ryde" <ElectorateOffice.Ryde@parliament.nsw.gov.au>  
**To:** <Plan\_comment@planning.nsw.gov.au>  
**Date:** 28/02/2011 5:03 PM  
**Subject:** Fwd: Comment on NSW Department of Planning, Major Project

>>> On 2/25/2011 at 10:31 pm, in message <SNT113-W307FC0833AAFECD2FD471B2DD0@phx.gbl>, Lee Susanna <susannaleecho@hotmail.com> wrote:

Dear Sir/Madam,

I am writing to you in regards to:

NSW Department of Planning, Major Projects:

MP09\_216 Concept Plan - Mixed use - Commercial Residential/Retail Development  
 Meadowbank & Ryde

MP09\_219 Project Application - Residential Development, Ryde

My name is Susanna Lee, I live in 17/23 Angas St, Meadowbank.

I have moved to Meadowbank less than year ago and when i just recently found out about

the 18 story development i was absolutely devastated...

I am not sure if you are aware how crowded the streets get during morning and afternoon hours.

I can't understand how the government is thinking of adding another 2800 units. How are you going to accommodate more traffic in this small streets?

I would also like to know, the 18 story development is going to obstruct my river view and also my

privacy as i have no apartment opposite my resident, i have paid high price for these reasons and

having the view and privacy taken away is going to put my apartment price down and i am wondering

how the government is going to compensate that as well...

I can't understand how 18 story development could be build right by the river obstructing

all the other residents view behind them which will be so unfair...

Most residents around Meadowbank have moved here also because of nice walk along the river with

children and having this high rise by the river is going to change the privacy and natural outlook

of these beautiful walkway.

I really really hope, government will reconsider and listen to the residents who live in Meadowbank,

where the decisions of the government will change the daily life of residents in this area.

Thank you for your attention and really hope to hear positive response.

Regards

Susanna Lee



# Victor Dominello MP

## State Member for Ryde



130

21 February 2011

The Hon Tony Kelly MLC  
Minister for Planning, Infrastructure and Lands  
Governor Macquarie Tower  
Level 34, 1 Farrer Place  
SYDNEY NSW 2000

By fax: (02) 9228 3988

Dear Minister

**Meadowbank foreshore development, Part 3A approval (MP09\_216 & MP09\_219)**

I write to express my concerns about the inadequacy of the Department of Planning's community consultation process currently being undertaken for the above Part 3A development application.

As you would be aware, this development proposes in excess of 2,600 new dwellings with residential towers of up to 18 storeys. It will result in over 4,000 additional vehicles on our roads. This represents possibly the largest residential development ever seen in the Ryde LGA.

Most residents would agree that some form of development is required on this site. However, a development of this scale will impact upon our local community for decades to come. The concerns of many residents regarding the future impact on our roads, public transport, parking and natural environment have not been adequately addressed.

I wish to bring the following to your attention:

- Public submissions on the proposed development opened on Wednesday 26 January 2011 (a public holiday and effectively the earliest opportunity after the holiday period to do so)
- The developer's architects held Community Consultation Sessions at Shepherd's Bay Community Centre on Tuesday 8 February and Saturday 12 February 2011 (effectively leaving just 10 working days to read and process complex planning material and make submissions)
- Only after attending these sessions have local residents become aware of the full extent of the development and the data upon which the developer is relying to have this Part 3A application approved
- The significant community concern is reflected by a petition opposing the Part 3A approval of this development which I understand has currently has over 800 signatures



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- Based on this and other correspondence to my office I believe the number of public submissions your department will receive prior to the closing date of Monday 28 February 2011 will be significant

I therefore request that you take the following actions:

1. Extend the public submission period by 30 days to Wednesday 30 March 2011 to enable all residents to consider all information available to them regarding the scale of the development and its impact on the local environment.

(N.B. this would be consistent with Ryde Council's 60 day public exhibition and submission period for the Top Ryde Shopping Centre development)

2. Commit to not give final approval, either ministerial or under delegated authority, prior to the state election on Saturday 26 March 2011 (consistent with my request of 3 December 2010 when I spoke on the matter in Parliament).

I look forward to your response

Yours sincerely



Victor Dominello MP  
Member for Ryde

## Shivesh Singh - Fwd: Comment NSW Department of Planning, Major Projects

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**From:** "ElectorateOffice Ryde" <ElectorateOffice.Ryde@parliament.nsw.gov.au>  
**To:** <Plan\_comment@planning.nsw.gov.au>  
**Date:** 28/02/2011 5:06 PM  
**Subject:** Fwd: Comment NSW Department of Planning, Major Projects

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131

>>> On 2/25/2011 at 10:45 pm, in message  
 <AANLkTinbU2z\_L7zYX+Rv4cv48Gj\_cFBGoMEHJV9cOZXq@mail.gmail.com>, Justin Cho  
 <justinleecho@gmail.com> wrote:

Dear Sir/Madam,

I am writing to you in regards to:  
 NSW Department of Planning, Major Projects:  
 MP09\_216 Concept Plan - Mixed use - Commercial Residential/Retail  
 Development Meadowbank & Ryde  
 MP09\_219 Project Application - Residential Developmen, Ryde

My name is Justin Cho, I live in 17/23 Angas St, Meadowbank.  
 I have moved to Meadowbank less than year ago and when i just recently found  
 out about the 18 story development i was absolutely devastated...

I am not sure if you are aware how crowded the streets get during morning  
 and afternoon hours.

I can't understand how the government is thinking of adding another 2800  
 units. 4500 cars..

How are you going to accommodate more traffic in this small streets?

I would also like to know, the 18 story development is going to obstruct my  
 river view and also my privacy as i have no apartment opposite my resident,  
 i have paid high price for these reasons and having the view and privacy  
 taken away is going to put my apartment price down and i am wondering  
 how the government is going to compensate that as well...I can't understand  
 how 18 story development could be build right by the river obstructing  
 all the other residents view behind them which will be so unfair...

Most residents around Meadowbank have moved here also because of nice walk  
 along the river with children and having this high rise by the river is  
 going to change  
 the privacy and natural outlook of these beautiful walkway.

I really really hope, government will reconsider and listen to the residents  
 who live in Meadowbank, where the decisions of the government  
 will change the daily life of residents in this area.

Thank you for your attention and really hope to hear positive response.

Regards

<:o:p>

<::o:p>Justin Cho

## Shivesh Singh - Fwd: comment NSW Department of Planning, Major Projects

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**From:** "ElectorateOffice Ryde" <ElectorateOffice.Ryde@parliament.nsw.gov.au>  
**To:** <Plan\_comment@planning.nsw.gov.au>  
**Date:** 28/02/2011 5:06 PM  
**Subject:** Fwd: comment NSW Department of Planning, Major Projects

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To whom it may concern

All these submissions we are now forwarding, copied to our office, were sent to the wrong email address ([plan\\_comment@planning.nsw.gov.au](mailto:plan_comment@planning.nsw.gov.au))

You may end up with another copy if the sender acts on the RTS notification.

Kind regards  
Matt

---

**Matt Dawson**  
Adviser  
Office of Victor Dominello MP  
Member for Ryde  
E: [matt.dawson@parliament.nsw.gov.au](mailto:matt.dawson@parliament.nsw.gov.au)  
A: Ground Floor, 5-9 Devlin Street, Ryde, NSW 2112

Electorate Office  
T: 02 9808 3288  
F: 02 9877 6222

Parliament House  
T: 02 9230 3353  
F: 02 9230 3390

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>>> On 2/25/2011 at 10:35 pm, in message <123959.23226.qm@web161419.mail.bf1.yahoo.com>, joseph cho <ichosh@yahoo.com.au> wrote:

Dear Sir/Madam,

I am writing to you in regards to:

NSW Department of Planning, Major Projects:

MP09\_216 Concept Plan - Mixed use - Commercial Residential/Retail Development Meadowbank & Ryde

MP09\_219 Project Application - Residential Developmen, Ryde

My name is Joseph Cho, I live in 17/23 Angas St, Meadowbank.

I have moved to Meadowbank less than year ago and when i just recently found out about the 18 story development i was absolutely devastated...

I am not sure if you are aware how crowded the streets get during morning and afternoon hours. I can't understand how the government is thinking of adding another 2800 units. How are you going to accommodate more traffic in this small streets?

I would also like to know, the 18 story development is going to obstruct my river view and also my privacy as i have no apartment opposite my resident, i have paid high price for these reasons and having the view and privacy taken away is going to put my apartment price down and i am wondering how the government is going to compensate that as well...

I can't understand how 18 story development could be build right by the river obstructing all the other residents view behind them which will be so unfair...

Most residents around Meadowbank have moved here also because of nice walk along the river with children and having this high rise by the river is going to change the privacy and natural outlook of these beautiful walkway.

I really really hope, government will reconsider and listen to the residents who live in Meadowbank, where the decisions of the government will change the daily life of residents in this area.

Thank you for your attention and really hope to hear positive response.

Regards

Joseph Cho

**Shivesh Singh - Fwd: NSW Department of Planning, Major Projects:**

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**From:** "ElectorateOffice Ryde" <ElectorateOffice.Ryde@parliament.nsw.gov.au>  
**To:** <Plan\_comment@planning.nsw.gov.au>  
**Date:** 28/02/2011 6:21 PM  
**Subject:** Fwd: NSW Department of Planning, Major Projects:

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>>> On 2/26/2011 at 3:49 pm, in message <63A603E61FA04C00A49F14FC2351C70B@mybigpcqoidues>, "Heike Schuster" <heikeschuster@aapt.net.au> wrote:

MPO9\_216 Concept Plan - Mixed Use - Commercial Residential/Retail Development Meadowbank & Ryde  
MPO9\_219 Project Application – Residential Development, Ryde

My Name: Heike Schuster  
My Address: 18 Andrew Street, Melrose Park. NSW 2114

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Please let it be known that I, Heike Schuster of the above address in Melrose Park, do strongly object to the above- mentioned project, for the following reason:

Should an 18 storey development be built in the Shepherds Bay area, it will impact on **all** the roads in the district.

The traffic congestion in this area is already extremely bad. Parking is at a premium, and adding to this - with this development - will certainly not ease that situation.

The present day infrastructure is already quite unable to cope with this.

I feel that this plan has not been properly assessed.

Regards, Heike Schuster

**Shivesh Singh - Fwd: Objection to proposed development Meadowbank -  
Shepherds Bay - Ryde MP09\_216 and MP09\_219**

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**From:** <ElectorateOffice.Ryde@parliament.nsw.gov.au>  
**To:** <Plan\_comment@planning.nsw.gov.au>  
**Date:** 28/02/2011 6:26 PM  
**Subject:** Fwd: Objection to proposed development Meadowbank - Shepherds Bay - Ryde MP09\_216 and MP09\_219

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>>> On 2/27/2011 at 4:59 pm, in message <0EFA969E89344FA8B2EC3AD2ACC31EC2@elizabet3cc176>, "Elizabeth Aspery" <easpery@optusnet.com.au> wrote:

Re : NSW Department of planning, major projects.

MP09\_216 Concept Plan and MP09\_219 Project Application

I wish to object to this proposed development on the following grounds

1. Site will be over developed with too many people in a too small area.
2. Max levels of buildings should be in keeping with existing, ie 6 floors.
3. More green space is required otherwise will become a ghetto.
4. Transport, schools, roads will not sustain this size of population growth.
5. A heritage listed building should be kept, the Tote Factory has great significance in our history.

Regards

Elizabeth Aspery

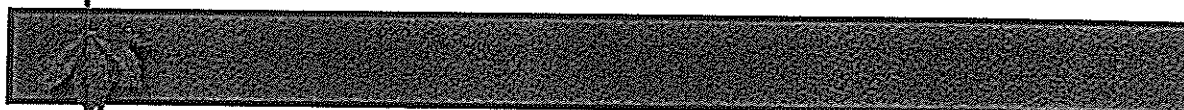
11B Dan St

Marsfield NSW 2122

p 02 8819 4502

f 02 88194503

m 0408 279 165



premier

From: <mrszzz@gmail.com> [mrszzz@gmail.com]  
Sent: Friday, 18 February 2011 10:46 PM  
To: <premier@nsw.gov.au>  
Subject: Message from Premier's website

135

From: Lisa Zolnay (mrszzz@gmail.com)  
Phone #:   
Postcode: 2112  
Subject: 'Message From Premier Website'  
Message:  
RE: NSW Department of Planning, Major Projects:  
MP09\_216 concept Plan- Mixed use – commercial residential/retail  
development meadowbank & Ryde  
MP09\_219 Project application – Residential Development, Ryde

My Name is Lisa Zolnay of 12 Anderson Avenue Ryde

I have been reading about the above applications which have by-passed Ryde Council which is itself shocking and have been presented to the NSW government for approval under Part 3A.

I am completely against this development for the following reasons:

1. Ryde council's plans – who one would consider more knowledgeable about our local area – allows for only
  - a. 1300 dwellings – not 2600!
  - b. A maximum 6 storey height limit not 18!
2. An additional 2600 dwellings would result in 4000 extra cars on the roads – which will impact significantly on traffic and congestion in the area;
3. There is not enough information about this development's impact on infrastructure, parks, childcare facilities, schools, public transport etc
4. Where is the open space for families and children to use?
5. Giving a state minister power to approve a development – that has bypassed local council for some reason??? – where the developer may and probably has contributed to the Ministers political party is a FARCE
6. A development this size needs proper public consultation which are usually why they are presented to the local council.
7. Whilst a development here is required in some form it should not be rushed and should go through a thorough and proper approval process

I completely object to the proposals and request that you finally try and do something right and take action to prevent this development from being approved

Regards  
Lisa



136

premier

From: arthur moschioni [artcam1@gmail.com]  
Sent: Sunday, 20 February 2011 2:20 PM  
To: <premier@nsw.gov.au>  
Subject: Something Fishy at Shepherds Bay!

19<sup>th</sup> February, 2011

ATTN:

The Hon Kristina Keneally

Premier NSW

Dear Premier,

"A travesty of planning,

Corruption to the core,

Shepherds Bay Development

Needs trans-par-en-cy in law".

With very little time and very little transparency, the proposal for introducing the largest residential development in the Ryde Council area, is currently being whisked through the Department of Planning under the questionable Part 3A system. The public have been given one week to object to any problems they can foresee that could arise from the construction of up to 2800 units in the small area of Shepherds Bay situated between Meadowbank and Putney on the Parramatta River.

The area around Shepherds Bay could and should become a showcase for the river. Geographically it is not suitable for high density and this should be obvious to any planner with integrity.

21/02/2011



**The plans as they currently exist are a recipe for a ghetto.**

Most residents would welcome a sensible increase in the residential population and living space of this light industrial area. The existing proposal does not consider the needs of the wider community in coping with the huge increase to traffic and public amenities and most importantly does not provide transparency, time and truth for the people who live and work in and around Shepherds Bay, Meadowbank, Ryde and Putney.

**Until the implications of this project can be satisfactorily agreed upon through an open forum & with full approval of Ryde Council any development in this area of Shepherd's Bay should not commence.**

C. Moschioni (Mrs)

29 Darwin St, West Ryde 2114

137

premier

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From: <keith.>  
Sent: Saturday, 19 February 2011 8:10 AM  
To: <premier@nsw.gov.au>  
Subject: Message from Premier's website

From: Keith Lane, 23/46 Meadow Crescent Meadowbank  
(keith.lane@three.com.au)  
Phone #: 02 98073307  
Postcode: 2114  
Subject: 'Message From Premier Website'  
Message:

re NSW DEPARTMENT OF PLANNING, MAJOR PROJECTS:

MP09\_216 - MIXED USE - COMMERCIAL RESIDENTIAL/RETAIL DEVELOPMENT: MEADOWBANK & RYDE

MP09\_219 PROJECT APPLICATION - RESIDENTIAL DEVELOPMENT, RYDE

I object to this development as there is little regard to the impact on local infrastructure and Part 3A should be scrapped and I am sure a Liberal Government will do so

**Shivesh Singh - Online Submission from deborah tracy (object)**

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**From:** deborah tracy <dltracy@bigpond.net.au>  
**To:** Shivesh Singh <shivesh.singh@planning.nsw.gov.au>  
**Date:** 28/02/2011 4:26 PM  
**Subject:** Online Submission from deborah tracy (object)  
**CC:** <assessments@planning.nsw.gov.au>

---

I object to any increase in scope of the planned development , yes the area needs imptoving but needs to be in scale with present developments and appropriate to the atmosphere of the existing parkside community . It should be no higher than the existing building from te recent development , 1300 units is quite sufficient and any more would be unsympathetic to the people who have made this area their home  
This area has already been densely developed and there is increased street parking and traffic  
The development needs to be high quality to stop any possible deterioration of the area with strict strata control over balconies etc

Name: deborah tracy

Address:  
8 federal rd  
west ryde

IP Address: cpe-58-172-209-35.ewqo1.ken.bigpond.net.au - 58.172.209.35

Submission for Job: #3745 MP09\_0216 - Concept Plan - Mixed Use Residential, Commercial/Retail Developement, Meadowbank & Ryde  
[https://majorprojects.onhiive.com/index.pl?action=view\\_job&id=3745](https://majorprojects.onhiive.com/index.pl?action=view_job&id=3745)

Site: #2183 Meadowbank Employment Area  
[https://majorprojects.onhiive.com/index.pl?action=view\\_site&id=2183](https://majorprojects.onhiive.com/index.pl?action=view_site&id=2183)

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**Shivesh Singh**  
Senior Planner

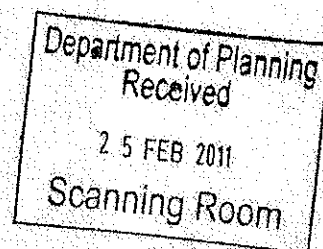
P: 9228 6424  
E: shivesh.singh@planning.nsw.gov.au  
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139

Major Projects Assessment  
Department of Planning  
GPO Box 39  
Sydney NSW 2001  
(Attention: Mr Michael Woodland)



Dear Mr Woodland

**Submission by**

**Project:** Shepherds Bay Urban Renewal Concept Plan

**Applicant:** Robertson Marks Architects Pty Ltd

**Application No's:** MP09\_0216 (Concept Plan) & MP09\_0219 (Project Application – Stage 1)

I object to the above project and consider that the Minister for Planning should not approve the above applications.

My reasons for objecting to the project are as follows:

**1. Lack of Useable Open Space**

- a) While the proposal provides some green open space it is not useable. There needs to be areas big enough for children to play and to kick a ball around, keeping in mind the fact that the playing fields at Meadowbank are too far away for younger children to use unsupervised. Children need safe play areas close to where they live for cognitive, social, emotional and physical development.
- b) Adults need ready access to green open space to relax from the stresses of urban living. To quote from the recent **"Beyond Blue to Green"** report, *"People living in towns and cities should have accessible natural green space of at least two hectares in size, located no more than 300 metres (or five minutes walking distance) from home."*
- c) **These open spaces and play areas need to be provided within the boundaries of the proposed development. The two hectare minimum space provision recommended is one area of land – not the sum total of a collection of useless fragments.**
- d) Meadowbank Park cannot be counted upon as providing the necessary open space as it is already overcrowded and under pressure and is too distant for use by young children.
- e) The children's' play area adjacent to the Parramatta River is already crowded with users from the Bay1, Bay2, Bay Top and Waterpoint developments & again would be too distant, particularly from the rear of the subject site, for use by young children.

**References**

*Children in the Compact City*, Prof. Bill Randolph UNSW 2006.

*Beyond Blue to Green – The benefits of contact with nature for mental health & well-being*, Deakin University 2010.

*Accessible natural greenspace in towns and cities*, English Nature Research Report No.153, 1995

## 2. Traffic Congestion

- a. The proposed development provides parking for 4,500 vehicles. This would at least double the number of vehicles garaged in the area bounded by Victoria Rd, Church St, the railway and the Parramatta River.
  - b. There are 5 main traffic exits from the Meadowbank area – the lights at Bowden St & Victoria Rd, Morrison Rd & Church St, Junction St & Church St; the bridge over the railway & the 'loop road' onto the Ryde Bridge. Traffic studies by **Rhodes Thompson Associates** in 2001 showed the Church St/Morrison Road intersection would be at failure point under all traffic scenarios while other intersections would fail at various times leading to delays (*Table 6 Faraday Park study and Table 7 Belmore St study*).
  - c. The traffic studies by **Rhodes Thompson Associates** assumed that apart from the Belmore Street Development (Bay 1, Bay 2 & Bay Top) & Faraday Park (Waterpoint) only a further 1,400 units would be built at Meadowbank. The Concept Plan provides for up to 2,800 units! A new, independent, traffic study is essential due to the massive increase in vehicle numbers.
  - d. Material displayed at the community consultation sessions stated, *"There will be a change in the direction of traffic flows. For example traffic approaching industrial warehouses during the AM Peak is expected to be replaced by the traffic departing the proposed dwellings during the AM Peak and vice versa in the PM Peak."* There is no logic behind this statement. To illustrate: 1. Assume the situation pre-development is 250 cars coming in to warehouses and 250 cars going out from residences; 2. Assume the incoming flow is replaced with an equal number of outgoing cars post development. The result is 500 cars all trying to get out of the area at the same time, double the number there was originally presenting at traffic junctions and consequent congestion. The proponents own arguments are so flawed they support the case that there will be an increase in congestion.
  - e. Statements being made about high volumes of industrial traffic in the past are simply untrue. I visited the Plessey factory regularly in the 1970's when it was in full production making telephone exchange switching equipment for Telecom Australia. There were many hundreds of people working at the site but nearly all used public transport to get to work. Rates of car ownership were very much lower when these factories were in full swing. Many of the production line workers were women and equal pay for women was only introduced progressively in the early 1970's. People simply couldn't afford to buy cars and drive to work. Additionally the products that Plessey was making were high value low volume and there would not have been a large number of truck movements.
3. **The Foreshore Road & through traffic**—the proposal includes construction of a "Foreshore Road" linking Rothesay Ave with Bowden St. This new road will encourage an unacceptable increase in the volume of 'through traffic' in the area. Residents are bitterly opposed to this new road which will be a polluting eyesore right on the banks of the Parramatta River and will generate unwanted through traffic.

#### 4. Not Ecologically Sustainable Development (ESD)

- a. ESD is broadly defined as, *"development that meets the needs of the present without compromising the ability of future generations to meet their own needs"* (*Our Common Future*, World Commission on Environment and Development, 1987). While Green Star Building codes & BASIX are steps in the right direction they are tiny steps and do not represent ESD.
- b. The Department of Planning should provide a comprehensive operational definition of ESD to provide developers with clear mandatory requirements that ensure new developments assist people to live sustainably.
- c. The total failure to address ESD requirements is illustrated by considering what is needed to mitigate Climate Change. We know from the reports of the Intergovernmental Panel on Climate Change that greenhouse gas emissions need to be reduced by 25% to 40% on 1990 levels by 2020 and of 80% to 95% on 1990 levels by 2050. Will this development assist its occupants to achieve these targets? Does it provide for any on site energy production? Does it incorporate solar passive design principles so that people will not need air conditioners? Does it incorporate clothes lines so that people won't need clothes driers? Does it provide space for community gardens so that people will be able to grow some of their own food? The answers are no, no, no, no and no! Additionally, high rise development such as proposed contains huge amounts of embodied energy.
- d. The proposed development cannot seriously be said to meet any legitimate ESD criteria.
- e. The "ESD Guidelines and Report" prepared by Ecospecifier on behalf of Robertson Marks contains a whole raft of environmentally nice features under the heading of **Community Design**. Within Community Design under the heading "Stretch Targets", environment friendly features are promised such as: **25% of the site to be devoted to a communal garden; composting facilities, communal or individual garden plots; worm farm facilities; in ground deep soil plantings; playground areas, open landscaped areas for active play, sun shade areas, outdoor gym, swimming pool, retained bushland; seating; outdoor dining; bar-b-que facilities.** All of these things sound fantastic! However, when you look at the Concept Plan drawings and the building footprints none of these areas are in evidence. No room has been set aside for any of these environment friendly community features. The whole thing is a con to make the **CON**cept Plan appear better than it will be in reality. Under the heading of "Base Target" there is very little that would contribute towards making this proposed development environmentally sustainable. All the nice community friendly features outlined above disappear. The reality is the occupants will get next to nothing to make this development an acceptable environment in which to live. The **CON**cept Plan, as proposed, is light years away from being an Ecologically Sustainable Development.



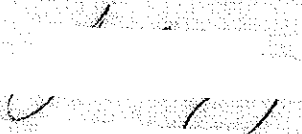
5. **Lack of Definition as to what is being approved?** – the approval of a ‘Concept Plan’ under Part 3A of the Environmental Planning & Assessment Act is a flawed process as no one knows what a final project will look like, but once approval of the ‘concept’ is given by the Minister for Planning, that’s it, there are no appeal rights. The **Environmental Defenders Office NSW** has recommended that Part 3A should be repealed and that the Concept Plan provisions should be repealed. (*“The State of Planning in NSW – Recommendations for Reform”*, Environmental Defenders Office, page 50)
6. **Flawed Community Consultation Process**
  - a. The community consultation process has been seriously compromised by misleading and deceptive statements about traffic. One of the display boards used stated, *“The proposed development is not expected to significantly increase the volume of traffic generated in the area.”* Such a statement, in respect of a development with parking for 4,500 vehicles, cannot possibly be true. The proponent must know it is untrue. Will the proponent be reprimanded for using false and misleading material and told to treat the community with respect and not contempt?
  - b. The time allowed for the community to respond to this proposal is completely inadequate and at least one additional month should be allowed, if not two months.
7. **Cumulative Impact of Development Cannot Be Ignored**
  - a. This proposal comes on top of the 700+ units in the Waterpoint Development and the 500+ units in Bay1/Bay2/Bay Top. The cumulative impact of all of these developments on traffic has to be considered.
  - b. The cumulative impact on community infrastructure has to be considered, such as childcare places, school capacity, health service availability, etc.
8. **Public Transport Infrastructure is Inadequate**
  - a. Passenger carrying capacity on the main northern line has not increased since double deck railway carriages were introduced. There are only two railway tracks over the Parramatta River because successive Governments have failed to complete the John Whitton Bridge. The piers for the bridge have been in the Parramatta River since the 1950’s! Construction of one half of the John Whitton Rail Bridge was completed in 1980, providing two tracks to replace those on the old Meadowbank Railway Bridge. Thirty one years later we are still waiting for the second half on the John Whitton Bridge to be constructed to alleviate the rail bottleneck between Rhodes and West Ryde. Until this is done passenger carrying capacity will be constrained.
  - b. It is nonsense to suggest that the residents of the proposed development will use public transport when no additional capacity is being provided. Residents will use their cars to get to work or to undertake other journeys just the same as everyone else in Sydney does and the result will be a traffic nightmare.

It is my view that the Department of Planning will be negligent if it recommends that the Minister for Planning approved these applications.

The Minister for Planning should not approve the applications for all of the above reasons.

**I do not want my name to be made available to the proponent.**

Yours sincerely

A handwritten signature in dark ink, appearing to be 'J. Smith', is written over a horizontal line.

23 February 2011



22<sup>nd</sup> February 2011

Jonathan Williamson  
11 Constitution Road  
Ryde NSW 2112

Major Projects Assessment  
Department of Planning  
GPO Box 39  
Sydney NSW 2001

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To The Director Metropolitan Projects,

**Re: Concerns over Shepherds Bay Urban Renewal Concept Plan  
Application No's MP09-216 & MP09-219 (Robertson & Marks Architects P/L)**

I object to the above project for the following reasons.

The development concept includes a high rise of 18 storeys, other buildings of 12 – 14 storeys, 2800 units and parking for 4500 in a nine-hectare area. This is an area that currently has houses and low rise apartments and as a resident I do not want the character of the area to change so dramatically. The demographic makeup of a neighbourhood changes radically with high density apartments and this part of Ryde has already had to absorb 2 major developments of this nature with 2 more planned. Squeezing so many people into such a small area risks creating overcrowding, crime and lack of community spirit and goodwill.

**This project completely ignores the Ryde local government plan and vision for the area by replacing carefully considered town planning with shoddy overdevelopment due to the newly adopted 3A legislation – a shameful piece of legislation drawn up by the NSW government which is truly abhorrent to decent minded community members who actually live in the areas affected.**

I am concerned that the proposed density is excessive and will greatly exacerbate existing traffic problems.

The proposal has a lack of useable open space. The proposal does provide some pretty, landscaped green open space but, it is not usable. There needs to be areas large enough for children to play and kick a ball around and for adults to relax and exercise. We have 3 young kids – please consider their physical welfare (running, playing etc.) as highly as you consider housing.

Traffic congestion within the area is already a problem and with an additional 4500 vehicles the impact on traffic will be enormous. Before any concept plan is approved there needs to be an extensive traffic study done in the area to see what the impact will be. In 2001 traffic studies by Rhodes Thompson Associates showed that with a further 1400 units in the area the Church St/Morrison Road intersection would be at failure point under all traffic scenarios while other intersections would fail at various times leading to delays. It would defy logic to approve this concept plan of 2800 units without a detailed traffic study of how many extra cars the area can realistically cope with.

In addition there is little evidence of modelling of the impacts on public transport including trains, buses and ferry timetables. It would also make sense to do this before any concept plan is approved.

I have concerns over the height of the proposed buildings and do not think they should rise above 4 storeys, in keeping with the height of the existing buildings. The proposed 6 – 8 storey, 12 -14 and even an 18 storey buildings along the foreshore will be excessive and out of character compared with other recent developments along the foreshores of the Parramatta River. Furthermore, in keeping with the streetscape and character of the area, any development along Constitution Road should be a maximum of 3 storeys so that there is not such a discrepancy between the new development and the existing side of the street that are all one storey houses.

I am very concerned that an approval of a 'Concept Plan' under Part 3A of the Environmental Planning & Assessment Act is a flawed process as no one knows what a final project will look like, but once approval of the 'concept' is given by the Minister for Planning, that's it, there are no appeal rights. The Environmental Defenders Office NSW has recommended that Part 3A should be repealed and that the Concept Plan provisions should be repealed. I would support this recommendation by the Environmental Defenders Office.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Jonathan Williamson', with a long horizontal flourish extending to the right.

Jonathan Williamson