



Transport

Michael Woodland
Director
Metropolitan Projects
NSW Department of Planning

Attn: Andrew Smith

Dear Mr Woodland,

**EXHIBITION OF ENVIRONMENTAL ASSESSMENT FOR CONCEPT PLAN AND
STAGE 1 PROJECT APPLICATION, MEADOWBANK EMPLOYMENT AREA,
MEADOWBANK AND RYDE
(MP09_0216 AND MP09_0219)**

I refer to your letter dated 21 January 2011 regarding the above matter. Transport NSW (TNSW) appreciates the opportunity to provide input on the concept plan and stage 1 project application.

TNSW has reviewed the Concept Plan, Stage 1 Project Application and appended advice prepared by Varga Traffic Planning. The level of public transport analysis supporting the concept plan approval requires further detailed consideration prior to further consideration of project applications. Further, a detailed transport review of the proposed renewal area should take into consideration the cumulative impacts on surrounding public transport networks including detailed transport modelling.

A mode share analysis of the renewal area is requested to establish a workable target for public transport use and to guide the development of a package of measures, including green travel planning, which supports public transport use together with walking and cycling consistent with the targets contained in the *NSW State Plan* and *Sydney Metropolitan Plan 2036*.

It should be noted that the Transport Management and Accessibility Plan (TMAP) accompanying the proposal is not consistent with the draft *Interim TMAP Guidelines*. Further detailed traffic and transport analysis to support the proposed renewal area should achieve consistency with the draft Interim Guidelines and should be reviewed. These are available at <http://www.transport.nsw.gov.au/sites/default/files/publications/>

TNSW notes that the proposed parking rates for the Stage 1 project application generally align with the requirements in the Ryde DCP 2010 for development more than 400m from Meadowbank Station.

However, given the proximity of the site to high frequency bus corridors, Meadowbank Station and Meadowbank Ferry Wharf, TNSW recommends conditioning the application based on lower parking rates in line with the RTA Guide to Traffic Generating Developments (High Density Residential Flat Buildings). This will encourage residents to make best use of available public and active transport options. The inclusion of car share opportunities should also be conditioned to provide alternatives to private vehicle ownership.

TNSW supports an increased provision of bicycle parking and end of trip facilities to support sustainable transport choices. TNSW requests that the cycling facilities be provided in accordance with the rates and design specifications as outlined in the *NSW Planning Guidelines for Walking and Cycling*.

TNSW supports separate RTA advice regarding the extension of proposed bicycle networks towards Meadowbank Station in order to improve public transport access. A detailed pedestrian and cycle strategy should be prepared for the proposed renewal area to inform future project applications and should have close regard to the NSW BikePlan.

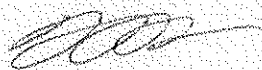
TNSW notes that the proponent identifies the potential for preparation of a location-specific travel plan. TNSW requests that the preparation of a Travel Access Guide (TAG) and Workplace Travel Plan (WTP) be a condition of consent for both the concept plan and project applications.

TNSW requests that the WTP and TAG be developed to encompass other stages of the development as they are constructed. The NSW Government supports the following types of measures as part of WTPs for major employment generators: bulk purchase of public transport tickets at a discount rate, bike rental programs for employees, pay-back schemes for residents/employees not using parking facilities, awareness-raising of local public transport, walking and cycling options and provision of transport guides and maps. Further information on WTPs can be found at the Premier's Council for Active Living (PCAL) website (http://www.pcal.nsw.gov.au/workplace_travel_plan) and further information on TAGs can be found at the RTA website (<http://www.rta.nsw.gov.au/usingroads/traveldemandmanagement/transportaccessguides/index.html>).

It is noted that a separate submission from RTA has been prepared for these applications.

The contact officer for this matter is Chris Schmid, who can be reached on (02) 8202 2300 or by email at chris.schmid@transport.nsw.gov.au.

Yours sincerely



2/3/11

David Hartmann
A/Senior Manager
Centre for Transport Planning

CD11/00594

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RTA Ref: RDC 10M571 v2 SYD11/00090
Contact: Angela Malloch T 8849 2041
DoP Ref: MP09_0216 and MP09_0219



SRDAC

**SYDNEY
REGIONAL
DEVELOPMENT
ADVISORY
COMMITTEE**

The Director
Metropolitan Projects
The Department of Planning
GPO Box 39
SYDNEY NSW 2001



Attention: Andrew Smith

SHEPHERDS BAY URBAN RENEWAL CONCEPT PROPOSAL, MEADOWBANK

Dear Sir/Madam

Reference is made to your correspondence dated 21 January 2011, concerning the abovementioned development application which was referred to the Roads and Traffic Authority (RTA) for comment in accordance with Clause 104 of State Environmental Planning Policy (Infrastructure) 2007. I wish to advise that the Sydney Regional Development Advisory Committee (SRDAC) considered the traffic impact of this application at its meeting on 23 February 2011.

Below are the Committee's recommendations and RTA's comments on the subject application:

The RTA has reviewed the Major Project application and does not support the proposal in its current form. The RTA has the following comments on the proposal:

RTA Property

- I. The RTA has previously resumed and dedicated as Public Road land within the proposed development area as shown by grey colour on the attached plan. Part of Waterview Street was acquired for a SCATS Cabin as shown by red colour on the attached plan (Lot 10 DP 861524 in the name of the RTA).

The RTA has no objection to the development around the SCATS Cabin subject to the following conditions:

- a. Any development shall continue to provide direct access to the SCATS Cabin from a public road.
- b. Any development should retain the existing amount of parking for maintenance vehicles as well as turning area.
- c. If the developer wanted to include the SCATS Cabin area in the development there would need to be a similar suitable area found to replace the cabin in roughly the same geographic area. The new site would need to be found and developed prior to the decommissioning of the current site. All costs to duplicate the SCATS Cabin area would have to be met by the developer.

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27-31 Argyle Street,
Parramatta NSW 2150

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Traffic Modelling

2. The RTA does not support the statement in the traffic report that this development *will not have any adverse impacts on the performance of nearby intersections, and will not require upgrading or road improvement works*. The RTA requires the following changes to the aaSIDRA modelling and an electronic copy of this modelling be re-submitted to the RTA and Council for review and further comment:
 - The RTA requires clarification on if the aaSIDRA takes into consideration the change in traffic patterns of the existing industrial development to a residential development. The existing traffic generation of the industrial site (generally) has a higher rate of vehicles travelling to the site in the morning peak and leaving the site in the afternoon peak, this is the opposite of the residential land use which will result in a greater number of vehicles travelling away from the site in the morning peak and returning in the evening peak.
 - The report states that *the increased or additional traffic flows will be dispersed over a number of different routes*, however it is likely that during the AM peak, the majority of traffic will be heading east towards the city or north towards Macquarie Park. This indicates that the majority of the 870vph movements projected will be directed to Church Street and Victoria Road, which currently has the largest volume of peak hour traffic.
 - The current conditions on Church Street for AM peak northbound traffic indicates that there is limited capacity available to accommodate the additional traffic projected for this new development.
 - The RTA raises concerns with the results from the aaSIDRA Analysis (Table 3.1), indicating that the conditions at the intersection of Church St and Morrison Rd will deteriorate to Level of Service D for the PM peak in 2016.
 - The RTA requires further clarification on how the Level of Service at the intersection of Belmore Street/Junction Street and Victoria Road/Bowden Street will improve without any improvements to these intersections.
3. The RTA requests that the traffic modelling be revised and reviewed by the RTA and Council at every stage of the development to reduce any detrimental impacts on the surrounding area.

Traffic Data

4. The RTA requires the applicant to obtain current traffic data of the existing industrial uses to determine the current traffic generation rate; this can be used as a comparison against the RTA's Guide to Traffic Generating Developments industrial rate.

Bicycle Paths

5. The RTA suggests the proposed bicycle networks be extended up to Meadowbank Station to improve access to public transport.
6. All works associated with the proposal shall be at no cost to the RTA.

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

Yours faithfully

A handwritten signature in dark ink, appearing to be 'Chris Goudanas', written over a horizontal line.

Chris Goudanas
Chairman, Sydney Regional Development Advisory Committee

28 February 2011

FOR CURRENT CHARTING SEE

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Your reference: MP09_0216 and
MP09_0219
Our reference: DOC11/5197
Contact: Liz Peterson, 9995 6841

Mr Michael Woodland
Director, Metropolitan Projects
Department of Planning
GPO Box 39
Sydney NSW 2001

Attention: Andrew Smith

Dear Mr Woodland

Re: Concept Plan (MP09_0216) & Stage 1 Project Application (MP09_0219) – Exhibition of Environmental Assessment for residential development, ancillary commercial and retail uses and associated infrastructure, Meadowbank Employment Area, Meadowbank and Ryde

I refer to your letter dated 21 January 2011 inviting comments from the Department of Environment, Climate Change and Water (DECCW) in relation to the above Concept Plan and Project Application.

DECCW has reviewed the Environmental Assessment Report (EAR) and associated specialist reports and provides the following comments in relation to the biodiversity and flooding aspects of the proposals.

Biodiversity

DECCW has reviewed the Ecological Report and notes the statement that the vulnerable species *Eucalyptus nicholii* occurs on site but an assessment of significance under section 5A of the *Environmental Planning and Assessment Act 1979* was not undertaken as part of the assessment, on the basis the sighting is not of conservation significance. It was therefore considered by the proponent to be 'superfluous' to undertake an assessment of significance. DECCW disagrees with this assessment and recommends an assessment be undertaken for this species in accordance with the *Threatened Species Assessment Guidelines 2007* consistent with the assessment of other species on site.

The site has the potential to contain roosting habitat for microchiropteran bats, as many of the buildings are vacant or underutilised, and the site is proximate to some favoured microbat foraging habitats, such as mangroves. It is noted that no surveys were undertaken for microbats as part of the Ecological Report. DECCW recommends further surveys and assessment be undertaken, to assess the presence and significance of the site for this group of threatened fauna.

Floodplain Risk Management Aspects

The City of Ryde has commenced the Parramatta River Ryde Sub Catchments Flood Study and Floodplain Risk Management Study and Plan which will provide detailed knowledge of the extent of

The Department of Environment and Climate Change is now known as the Department of Environment, Climate Change and Water



the flood hazard and identify and/or confirm appropriate floodplain management measures and assess and/or confirm their effectiveness for a number of catchments including Shepherds Bay.

The proposed development is subject to overland and mainstream flooding which has resulted in the upgrading of the current stormwater drainage system with further proposed works.

On page 5 of the Flooding Assessment of "Existing" Conditions Report (Cardno's letter dated 19 November 2011) it states that the modelling of "Future" Conditions is based on some six proposed flood mitigation works being completed including the lowering of Constitution Road and that the timing of the construction of some of these works is unknown.

The Flood Assessment report in Section 5 concludes that the inclusion of proposed drainage augmentation works associated with the Stage 1 development are able to reduce the extent of flood inundation and will greatly reduce the extent of high hazard flooding in comparison with existing conditions. Whilst it is noted that additional inlet pits are proposed (e.g. in the vicinity of Nancarrow Avenue), the overall drainage system including the vital overland flow path system should be designed to mitigate any potential adverse impact from blockage to culverts, pits and pipelines from any debris build-up.

The Draft Integrated Water Management Plan in Section 4.2 states that the lower level basement car park level is below the 1:100 year flood level. The pedestrian egress route from the car parking area should be appropriately signposted and effectively reach a safe location above the Probable Maximum Flood (PMF) level. The basement car park should be designed to ensure that flooding within the car park is controlled and gradual with adequate opportunity to self evacuate via the sign posted route.

Given the short warning times associated with Shepherds Bay catchment flooding, consideration may need to be given to "sheltering – in – place" in dwellings in any vulnerable locations (i.e. where significant flooding above the floor level is likely to occur) as an appropriate self evacuation strategy. As a result, there may be a need to ensure that there are development controls in place to ensure that any relevant dwellings can safely withstand flooding above the 100 year flood planning level up to the PMF level.

Any approval for the development should ensure that the proposed drainage augmentation works are undertaken so as to limit the existing and future risks to people and property from a full range of flooding up to the PMF level associated with the development to an acceptable standard.

Yours sincerely



25/2/11

STEVE HARTLEY
A/Director Metropolitan
Environment Protection and Regulation

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Sydney
WATER

24 February 2011

Mr Michael Woodland
Director
Metropolitan Projects
Department of Planning
22-33 Bridge Street,
Sydney NSW 2000

Re: MP 09_0216 and MP 09_0219 Concept Plan and Stage 1 Project Application for a Mixed Use Residential, Commercial, and Retail Development at Meadowbank and Ryde.

Attention: Andrew Smith

Dear Mr Woodland,

Thank you for your letter of 21 January 2011 about the proposed mixed use development at the Meadowbank Employment Area in Meadowbank and Ryde. Sydney Water has reviewed the proposal and provides the following comments for the Department's consideration.

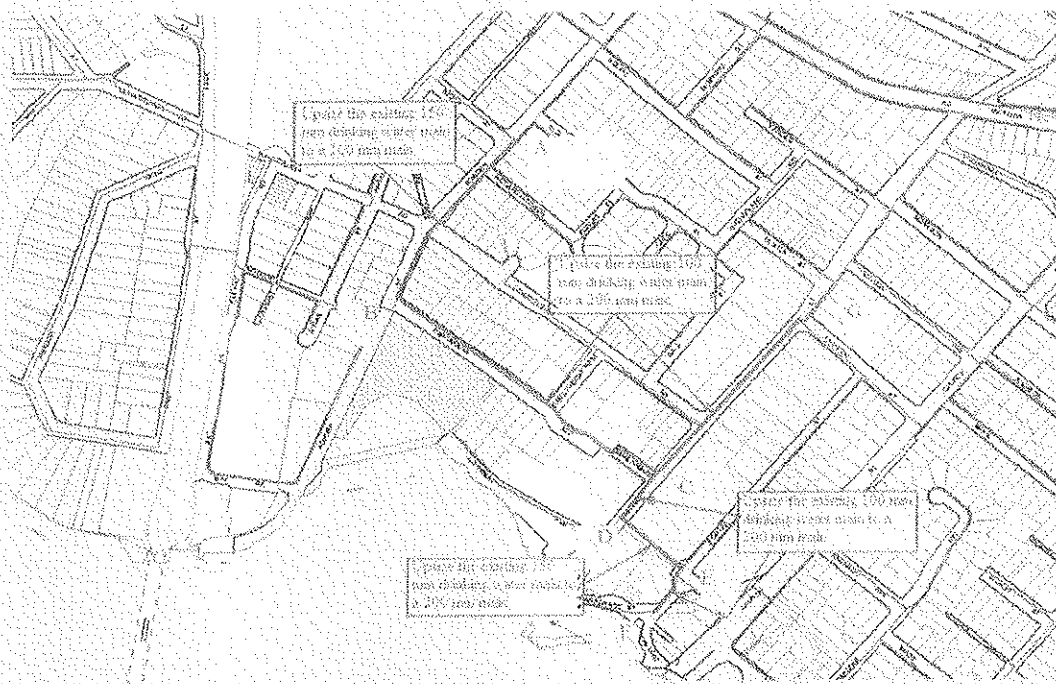
Water

The current water system does not have sufficient capacity to service the proposed development. The drinking water mains fronting the proposed development do not comply with the minimum size required by the Water Supply Code of Australia (Sydney Water Edition – WSA 03-2002) to serve the capacity of the proposed development.

The following amplification works need to be completed by the developer to service the site, and can be seen on the diagram below:

- The existing 150 mm drinking water mains from A to B & from D to E need to be upsized to 200 mm mains.
- The existing 100 mm drinking water mains from B to C, C to D, C to G & from E to F need to be upsized to 200 mm mains.

The amplifications will need to be sized and configured according to the Water Supply Code of Australia (Sydney Water Edition WSA 03-2002). Evidence of Code compliance should be attached with the extension design.

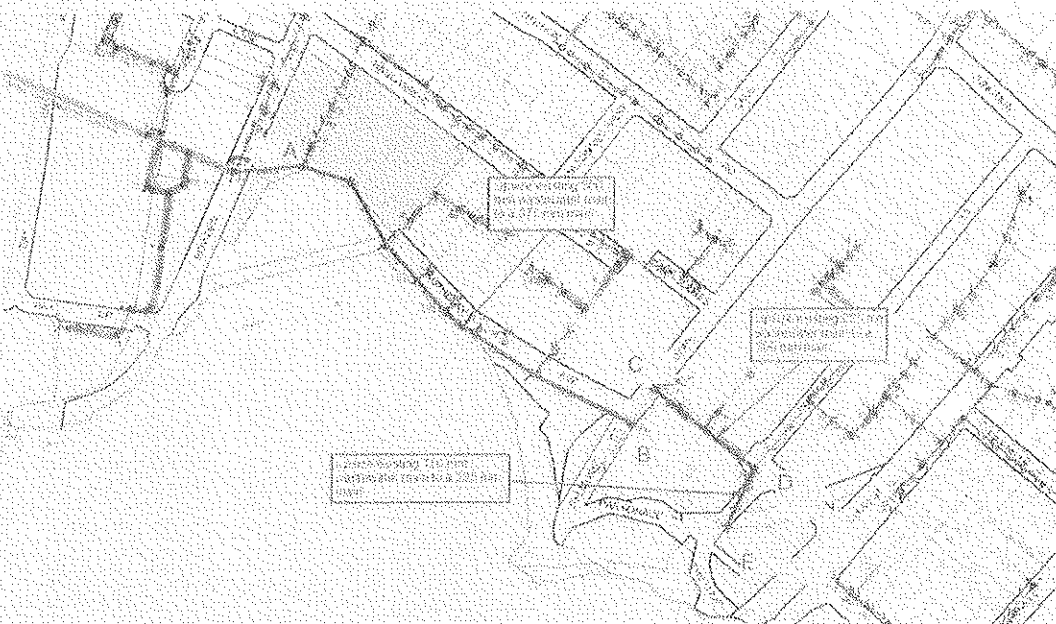


Wastewater

The current wastewater system does not have sufficient capacity to serve the proposed development. The following amplification works need to be completed by the developer to service the site, and can be seen on the diagram below:

- The existing 300 mm wastewater mains from A to B need to be upsized to 375 mm mains.
- The existing 225 mm wastewater mains from C to D need to be upsized to 300 mm mains.
- The existing 150 mm wastewater mains from D to E need to be upsized to 225 mm mains.
- All other wastewater mains located inside the development need to be upsized to either 225 mm mains & 300 mm mains.
- SPS 105 requires an increase in storage and an upgrade to cater for the extra flow.

The amplifications will need to be sized and configured according to the Water Supply Code of Australia (Sydney Water Edition WSA 03-2002). Evidence of Code compliance should be attached with the extension design.



Trade Waste

In the event that trade wastewater is generated, the property owner is required to submit an application for permission to discharge trade wastewater to the sewerage system before business activities commence.

If this development type is "Industrial" then the property may be part of a sewerage catchment subject to a wastewater reuse scheme. This may impact the level of pollutants such as Total Dissolved Solids (TDS) that Sydney Water will accept from the property to the sewerage system. Businesses wishing to discharge wastewater (other than domestic sewage) should first contact a Sydney Water Business Customer Representative. The contact number for a Trade Waste Customer Representative is 02 9694 6500.

For further information please visit the Sydney Water website at:
<http://www.sydneywater.com.au/OurSystemsandOperations/TradeWaste/>

Sydney Water Servicing

Sydney Water will further assess the impact of the development when the proponent applies for a Section 73 Certificate. This assessment will enable Sydney Water to specify any works required as a result of the development and to assess if amplification and/or changes to the system are applicable. The proponent must fund any adjustments needed to Sydney Water infrastructure as a result of any development.

The proponent should engage a Water Servicing Coordinator to get a Section 73 Certificate and manage the servicing aspects of the development. The Water Servicing Coordinator will ensure submitted infrastructure designs are sized & configured according to the Water Supply Code of Australia (Sydney Water Edition WSA 03-2002) and the Sewerage Code of Australia (Sydney Water Edition WSA 02-2002).

Sydney Water requests the Department to continue to instruct proponents to obtain a Section 73 Certificate from Sydney Water. Details are available from Sydney Water's website at www.sydneywater.com.au.

Sydney Water e-planning

Sydney Water has created a new email address for planning authorities to use to submit statutory or strategic planning documents for review. This email address is urbangrowth@sydneywater.com.au. The use of this email will help Sydney Water provide advice on planning projects faster, in line with current planning reforms. It will also reduce the amount of printed material being produced. This email should be used for:

- Section 62 consultations under the Environmental Planning and Assessment Act 1979
- consultations where Sydney Water is an adjoining land owner to a proposed development
- Major Project applications under Part 3A of the Environmental Planning and Assessment Act 1979
- consultations and referrals required under any Environmental Planning Instrument
- draft LEPs, SEPPs or other planning controls, such as DCPs
- any proposed development or rezoning within a 400m radius of a Sydney Water Wastewater Treatment Plant
- any proposed planning reforms or other general planning or development inquiries

If you require any further information, please contact Sonia Jacenko of the Urban Growth Branch on 02 8849 4004 or e-mail sonia.jacenko@sydneywater.com.au

Shivesh Singh - Fwd: MP09_0216 and MP09_219 - Meadowbank and Ryde residential development with ancillary retail and commercial uses

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From: Andrew smith
To: Shivesh Singh
Date: 16/02/2011 10:57 AM
Subject: Fwd: MP09_0216 and MP09_219 - Meadowbank and Ryde residential development with ancillary retail and commercial uses

>>> "Adam Culbert" <Adam.Culbert@maritime.nsw.gov.au> 16/02/2011 10:10 am >>>

Dear Andrew,

Thank you for the opportunity to comment on the Environmental Assessment provided for the above concept plan and Stage 1 project application. NSW Maritime has considered the Environmental Assessment and raises no concerns in response to this proposal.

Kind regards,

Adam Culbert
Planner
Planning, Environment, and Spatial Information Branch

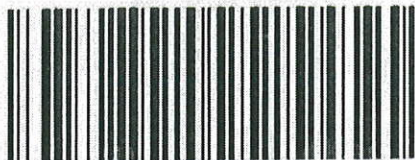


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Serving our Boating Community - Safe Waterways and Support for the Maritime Community

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Views expressed in this message are those of the sender rather than NSW Maritime unless the content of the message indicates to the contrary.

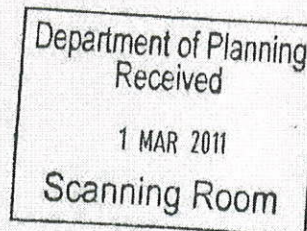


PCU020043

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Your reference: MP09_0216 and
MP09_0219
Our reference: DOC11/5197
Contact: Liz Peterson, 9995 6841

Mr Michael Woodland
Director, Metropolitan Projects
Department of Planning
GPO Box 39
Sydney NSW 2001



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The Department of Environment and Climate Change is now known as the Department of Environment, Climate Change and Water

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Department of **Environment and Climate Change** NSW



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Yours sincerely



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STEVE HARTLEY
A/Director Metropolitan
Environment Protection and Regulation