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22nd February 2011

Zoe Williamson
11 Constitution Road
Ryde NSW 2112

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

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.

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, exercise and have the opportunity to do some gardening.


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,

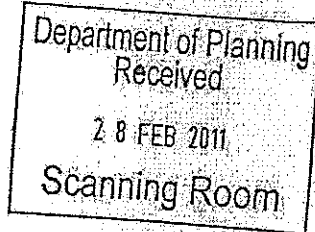
A handwritten signature in black ink, appearing to read 'Zoe Williamson', written in a cursive style.

Zoe Williamson

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PO Box 1205 Meadowbank NSW 2114

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



Dear Mr Woodland

Submission by: Meadowbank West Ryde Progress Association
Project: Shepherds Bay Urban Renewal Concept Plan
Applicant: Robertson Marks Architects Pty Ltd
Application Nos: MP09_0216 (Concept Plan) & MP09_0219 (Project Application – Stage 1)

I write to you on behalf of the Meadowbank West Ryde Progress Association. Our Association was formed in 1970 and has actively represented the views of local residents to Ryde City Council, State Government Departments, and other bodies for 40 years.

The Association objects to the above project and considers that the Minister for Planning should not approve the above applications.

Our reasons for objecting to the project are set out below.

1. Scale and Density

1.1 The proposal includes 2400-2800 apartments in a 9.3Ha site, housed in buildings of 4-12 storeys (most 8-12 storeys) and a signature building near the Ryde Bridge of 16-18 storeys. These building heights at their upper limits exceed those of the high-density apartment complexes recently constructed in the west and east of the precinct (the Waterpoint and BayOne apartment complexes) and would grossly exceed the heights of the older residential buildings in surrounding precincts such as the cottages to the north of Constitution Road. The effect of the concept plan, if approved and implemented, would be to impose a new scale of development on the Shepherds Bay precinct, far in excess of the scale of the existing and surrounding buildings, and far in excess of the 1300 dwellings and 6 storey height limit allowed in the relevant planning instruments of Ryde City Council.

1.2 There are reportedly about 1200 apartments completed in the existing Waterpoint and BayOne complexes at the eastern and western ends of the precinct. The resident mix observable in these recently completed apartments includes high proportions of young families with children, together with many groups of students and other groups of young adults. A reasonable estimate of the average number of residents per apartment is 2.5, which would indicate a current resident population in the precinct of under 3000 (not all completed apartments have been occupied). The concept plan indicates a mix of 1, 2, and 3 bedroom apartments with a preponderance of 2 bedroom apartments in the 2800 apartments proposed. This would result in an expected increase of about 7000 residents, to about 10 000 residents when all developments in the concept plan are completed.

2. Land Use

- 2.1 The concept plan indicates development of 260 000 sqm GFA for residential use, 10 000 sqm GFA for commercial, retail and community use, and 10 000 sqm for public domain spaces. These figures indicate a massive shift in land use, from the existing mixed use providing a wide range of services within the precinct, to an almost exclusively residential land use. The 72 000 sqm GFA available for commercial and retail uses in the existing industrial and commercial premises would be replaced by 10 000 sqm GFA indicated in the concept plan.
- 2.2 The 233% increase in the resident population of the precinct would be expected to result in comparable increases in demands for services and infrastructure such as parking, schools, childcare, convenience stores, medical care, personal care, recreation facilities, and car repair. However the concept plan does not provide sufficient spaces for this kind of mix of services, many of which exist at present in the older industrial and commercial premises in the precinct.
- 2.3 The lack of adequate space allocated in the concept plan for commercial, retail and community use would greatly restrict opportunities for small businesses to establish and consequently for job creation in the precinct.
- 2.4 The concept plan, if approved and implemented, would result in a high-density residential precinct with very few businesses and services available within walking distance. This is a picture of a 'dormitory precinct' where most children of school age and adults of working age commute daily to other places, leaving behind only the very young children, nursing mothers, elderly and unemployed adults.

3. Inadequate Open Space

- 3.1 While the concept plan provides for 10 000 sqm of public domain in total, much of this is allocated to pathways, other paved areas, perimeter planting around buildings, soakage areas, and water features. There are some tiny 'pocket parks' indicated in the plans, but no significant areas of green open space which could allow activities for children and adults such as play, informal games, sports practice, exercise, gardening, social gatherings, barbeques, or bushland walks. Significant areas of centrally located parkland with a mix of recreation facilities and bushland are a feature of most housing estates completed in recent years in Sydney, but this kind of feature is noticeably absent in the concept plan, although it is more necessary in a high-density residential precinct than in a medium or low density precinct where most residents have the use of private backyards.
- 3.2 Children need safe play areas close to where they live for cognitive, social, emotional and physical development. Living in a high density environment with inadequate space provided for safe outdoor play and interaction has a range of undesirable consequences for children. Professor Bill Randolph of the University of NSW in a 2006 report titled *Children in the Compact City* identified the following undesirable impacts on children:
 - sedentary activities lead to children being overweight from an early age
 - attention demanding leading to behavioural problems when children started school
 - young children entering school with poorly developed social and motor skills

- 3.3 High density developments with inadequate provision of green space can have negative mental health consequences for adults and children alike. A recent (2010) study *Beyond Blue to Green: the benefits of contact with nature for mental health and well-being* by Deakin University states, "people living in towns and cities should have an accessible green space of at least two hectares in size located no more than 300 metres (or 5 minutes walking distance) from home." 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 many fragments.
- 3.4 The *Beyond Blue to Green* report also quotes a study conducted in Zurich which "showed that five-year-old children, who could not access outdoor play areas unsupervised due to dangerous traffic conditions, displayed poorer social behaviours, less well-developed motor skills and had fewer playmates than their counterparts with better access to the outdoors."
- 3.5 The childrens' play area at Ryde Wharf Park, and the adjacent pavilions, barbeque facilities and grassed areas, are already crowded and used at full capacity by local residents and visitors on weekends, public holidays, and many weekdays. This park is the only existing significant area of green open space in the locality, and cannot be expected to cater adequately for the needs of another 7000 residents. Other parks and reserves further along the riverfront, such as Meadowbank Park, are already used to capacity at weekends and are too distant from the residential areas proposed in the concept plan for easy access or for unsupervised use by young children.

4 Traffic Congestion

- 4.1 The report prepared in 2010 by Varga Traffic Planning summarises the results of traffic surveys which measured typical two-way traffic flows during commuter peak periods for Church Street (6200 vph), Belmore Road south of Constitution Road (800 vph), Constitution Road (1100 vph), the railway overbridge at Meadowbank Station (1200 vph), and Victoria Road (4500 vph). The absence of significant 'leakage' from the traffic flow between the eastern and western boundaries of the precinct indicates that the traffic flows in commuter peak periods consist mostly of 'through traffic' seeking a shorter and quicker route between the Ryde Bridge or Putney and places further west or north-west (such as West Ryde, Dundas, Eastwood, or Rydalmere).
- 4.2 The network traffic modelling conducted for Varga estimated increasing 'through traffic' flows in 2026, resulting in vehicle flows at several of the intersections being assessed as 'near capacity' or 'at capacity' or 'unsatisfactory'. Those intersections assessed as 'unsatisfactory' included Porter Street & Loop Street & Parsonage Street, Railway Road & Bank Street, Victoria Road & Belmore Street. The Varga report concludes that "the potential growth in 'through traffic' volumes by 2026 may warrant the implementation of *traffic calming measures* to ameliorate the effects of that growth in 'through traffic' activity"
- 4.3 The report prepared by Varga Traffic Planning notes that "There are no connecting roads within the precinct which would allow 'through traffic' movements to traverse the precinct in either an east-west or north-south direction; all of the roads that extend into the precinct off the perimeter road network are cul-de-sacs or loop roads which return to the perimeter road network." The report does not consider that this situation has a fortunate outcome: that the roads between Belmore and Bowden Streets, and particularly Rothesay

Avenue adjoining the foreshore, is at present comparatively traffic-free, quiet, attractive, and pedestrian-safe. Residents are bitterly opposed to this new road which would encourage more 'through traffic', make the existing walkway/cycleway more polluted and less safe, and severely diminish the natural values of the foreshore which is the most valued natural feature in the precinct.

4.4 The Varga report does not consider the effects on traffic flows of new connecting roads within the precinct (which are proposed in the concept plan) in encouraging 'through traffic' nor are these new connections taken into account in the projected traffic flows for 2026. The Varga report does not consider the contradiction inherent in implementing 'traffic calming measures' to ameliorate growth in 'through traffic' while also providing two more connecting routes through the precinct between Belmore and Bowden Streets (that is, the proposed extensions of Rothesay Avenue and of Nancarrow Road).

4.5 The Varga report includes an estimate that locally generated traffic would be likely to increase by 440 vph during peak periods, the difference between an expected increase of 870 vph from new residences and the cessation of 427 vph from existing industrial premises (now about 60% occupied). The report claims that this increase in traffic flows would be relatively minor when compared with the existing combined traffic flow of about 11000 vph on Church Street and Victoria Road. This comparison is of trivial importance. Of far more importance is the comparison with existing traffic flows on Constitution Road (1100 vph) and Belmore Street (800 vph) and the railway overbridge (1200 vph). This comparison indicates that net growth in locally generated traffic flows resulting from the proposed project could add approximately 40% to existing traffic flows in surrounding roads during commuter peak periods. When considered in conjunction with the large increases projected in future 'through traffic' a scenario emerges of severe road congestion, and frequent gridlock events in peak periods, on perimeter roads around the precinct.

4.6 The Varga report notes that "... the proposed development is not expected to significantly increase the volume of traffic generated by the precinct, although there will be some change in the *direction* of traffic flows. For example, traffic approaching industrial premises during the AM peak is expected to be replaced by traffic departing the proposed dwellings during the AM peak period and vice-versa in the PM peak period." There is no exploration in the report of the likely asymmetry in the effects of this. Commuter traffic approaching or leaving the industrial premises, because of the working hours at these premises, would be likely to precede the AM and PM peak period commuter traffic. Commuter traffic approaching or leaving the proposed dwellings would be likely to coincide with peak 'through traffic' and be travelling in the same direction to or from similar employment locations as the 'through traffic'.

4.7 The numbers of off-street parking spaces allowed for in the concept plan is fewer than the numbers typically allowed for in a development of this kind. A rationale given for this is that future residents will have fewer cars because they will have several alternative travel modes for commuting. However, existing public transport services by trains (on the Northern Line), by buses (on congested main roads) and by Rivercat ferries are already near to, or at, capacity unless very significant upgrades are made to the relevant infrastructure. These upgrades are unlikely to be completed in the ten years estimated for implementation of the concept plan for the Shepherds Bay precinct. Despite the provision of an extensive network of cycleways in recent years, there is no evidence that significant numbers of commuters are making use of these. These considerations lead us to believe that the numbers of off-street parking spaces indicated in the concept plan will be inadequate to accommodate the vehicles of the residents and visitors in the proposed residential developments.

5. Ecologically Sustainable Development

5.1 The ESD Guidelines and Report prepared by Ecospecifier Consulting described ESD strategies and targets for the proposed project, in nine categories. In the category of Community – ESD Initiatives and Targets, some strategies included are: bicycle parking for residents and visitors; floor plans and building designs which facilitate offices to enable residents to work from home; communal or individual garden plots with composting facilities; playground areas; open landscaped areas for active play; sun-shaded outdoor areas; outdoor gym; swimming pool; bushland; outdoor dining and barbeque areas. From the landscaping plans it is not apparent that any of these ESD strategies for enhancing community would be included in the project.

5.2 In the category of Ecosystems – ESD Initiatives and Targets, some strategies included in the ESD Guidelines and Report are: rehabilitate natural ecosystems and native biodiversity values of the site; ensure >40% of landscaping plants are locally native species; initiate a maintenance plan for native flora and habitat; protect land and aquatic habitats for native fauna; minimise light and noise pollution during and after construction; contribute green space in excess of government requirements; implement pest and weed management plans. From the landscaping and other plans it is not apparent that any of these ESD strategies for enhancing ecosystems and biodiversity would be included in the project.

5.3 In the category of Innovation – ESD Initiatives and Targets, first use of innovative technologies or processes, or initiatives leading to more widespread sustainable development, are encouraged. Some examples could be to provide scope for residents in a high-density development to capture and store rainwater for irrigation, to grow their own fruit and vegetables, or to install photovoltaic panels for electricity generation. From the landscaping and other plans it is not apparent that any of these ESD strategies for innovation would be included in the project.

The Meadowbank West Ryde Progress Association is not opposed to redevelopment of the Shepherds Bay precinct. However, our members consider that the concept plan prepared by Robertson + Marks Architects which is currently on exhibition has serious deficiencies in the five aspects described above. Consequently we consider that the concept plan, if approved and implemented in its present form, would not realise the unique potential of this precinct and would result in considerable loss of amenity for future residents, visitors, business owners, and workers in the precinct.

We make special mention of the claims and assumptions made in the concept plan about future traffic flows, which we believe are based on serious flaws in the logic used in the report prepared by Varga Traffic Planning – we urge a critical examination of the conclusions reached in this report.

Of the many concerns expressed by our Members about the proposed project, the most frequently mentioned is the lack of regard given to the needs of families and young children, apparent in the lack of adequate and diverse green space, the inadequate provision of premises for family services and businesses, and the exposure to unhealthy and unsafe levels of traffic on roads through the precinct.



Robert Renew
Vice President
26 February 2011

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Shepherds Bay Urban Renewal Concept Plan

From: **bernadette_griffin@hotmail.com**

Saved: Friday, 25 February 2011 1:17:30 PM

To: **plan.comment@planning.nsw.gov.au; www.premier.nsw.gov.au;**
ryde@parliament.nsw.gov.au; mayor@ryde.nsw.gov.auRRFrom
Paul & Bernadette Griffin
59/143 Bowden Street
Meadowbank NSW 2114Department of Planning
Received
28 FEB 2011
Scanning Room

Major Projects: MP-216 concept Plan - Mixed use-residential/retail development Meadowbank & Ryde

MP- 219 Project application - Residential development, Ryde

We would like to lodge the following objections to this development:

- 1) **TRAFFIC:** The roads in this vicinity are already congested at most times of day and to add another 4500 - 6500 cars that reside in the area would create a traffic jam at all times especially in peak hours as these roads are a short cut to bypass Victoria Road now so this would be disastrous
- 2) **Open Space:** Looking at the plan there is not nearly enough open space for the number of residents to be housed in this area the existing open space is so well used at the moment that one would be shoulder to shoulder in the open space now available. There is no room for a child to ride a bike or scooter anywhere and this is not good for many reasons of health and fresh air for children.
- 3) **Schools -** No thought has been given to where the children would attend school. The schools in the area are not equipt to cater for the number that would be brought into the area by this development, either primary or secondary.
- 4) **Congestion -** The number of apartments proposed is to congested for the area and is the making of a slum of the future and would end up like the urban areas (eg Villawood) of the past that have had to be redeveloped to stop crime etc.
- 5) **No. of People -** The number of people expected to live in these dwellings is vastly under estimated, as we know from present dwellings. An apartment in the present dwellings is advertised on the internet as a 3 Bed Apt with room to add 3 more bedrooms to it, so illegal boarding houses are alive and well in this area, if this were to happen which no doubt it will with the student population that live here we have the potential for over 10,000 people in this space.
- 6) **Public Transport-** The impact on public transport will be enormous and no study has been done to this effect so before any thought to allow this project to proceed this should be taken into account and a lot of work needs to be done to ease such problems.

This is not a well thought out project and a lot more work and consultation with the present residents needs to occur before any permission is given to the developer who after all, is only interested in how many apartments he can build and how much money he can make at the expense of the people who have to live here at present.

Yours faithfully
Paul & Bernadette Griffin

?

**Shivesh Singh - Reference MO09_0216 & MP09_0219 - SHEPHERDS BAY URBAN
RENEWAL CONCEPT PLAN - 3A DEVELOPMENT**

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From: Lynda Bowman <lynda.bowman@aaai.com.au>
To: <plan_comment@planning.nsw.gov.au>, <kristina.keneally@premier.nsw.gov.au>, <ryde@parliament.nsw.gov.au>, <mayor@ryde.nsw.gov.au>
Date: 28/02/2011 2:00 PM
Subject: Reference MO09_0216 & MP09_0219 - SHEPHERDS BAY URBAN RENEWAL CONCEPT PLAN - 3A DEVELOPMENT

OBJECTION TO PROPOSED CONCEPT PLAN □ SHEPHERDS BAY URGAN RENEWAL

Ref: NSW Department of Planning, Major Projects:

MP09_0216 - Concept Plan - Mixed Use Residential, Commercial/Retail Development, Meadowbank & Ryde and

MP09_0219 - Project Application - Residential Development, Ryde

Dear Sir/Madam

Please find attached my letter addressed to the Director, Metropolitan Projects, Major Projects Assessment, Department of Planning, GPO Box 39, SYDNEY NSW 2001

raising my objections to the proposed 3A Development for SHEPHERDS BAY URBAN RENEWAL CONCEPT PLAN

Please note I have sent a copy of this letter to The Hon. Kristina Keneally at The Premier's Department, Victor Dominello, MP for Ryde and Ryde Council.

I await a response from each office.

Thank you and regards

Lynda Bowman

Lynda Bowman

25/141 Bowden Street,

Meadowbank NSW 2114

T: +61 2 9439 2977

M: 0414 656 320

lynda.bowman@aaai.com.au or lynda_bowman@hotmail.com

SHEPHERDS BAY URBAN RENEWAL CONCEPT PLAN – 3A DEVELOPMENT

26 February 2011

Attention: Director, Metropolitan Projects
Major Projects Assessment
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Dear Sir/Madam

Ref: NSW Department of Planning, Major Projects:

MP09_0216 - Concept Plan - Mixed Use Residential, Commercial/Retail Development,
Meadowbank & Ryde and

MP09_0219 - Project Application - Residential Development, Ryde

The abovementioned Concept and Application Plan has just been brought to my attention and I am appalled at the size and scope of the SHEPHERDS BAY URBAN RENEWAL CONCEPT PLAN which is being pushed through with a Part 3A Development.

I am a resident of Bowden Street, Meadowbank at Shepherds Bay and firstly I protest at the lack of notification I received about this proposal in order to give me enough time to view the public exhibition at Ryde Council and various places before it closes on Monday 28th February.

However, now that I have seen what is being proposed for this area I am writing to protest and register my objection against this major project on the following grounds:-

1. The proposal and concept plan will see a complete over-development of the area. There are already massive blocks of units in the Meadowbank and Shepherds Bay area and very close by in the suburbs of Rhodes and Homebush which houses thousands of residents. There is already overcrowding resulting in a massive influx of large numbers of multicultural residents to this area which is taxing our infrastructure and open spaces.
2. The development looks totally out of place and will destroy the look of our beautiful foreshores along the Parramatta River at Shepherds Bay. The development looks unsightly and will be seen far and wide and will impact on the existing residents' enjoyment of life in the area.
3. I wish to register my protest against a development of this size - the Developer is proposing a development of 2,600 or 2,800 units with 4,500 car spaces to be built which will create overcrowding and I cannot see where adequate or sufficient allowance has been made for open space for children and families to use who will be brought to this area. The little pockets of paved areas in front of these large apartment blocks are totally insufficient.

4. I object to this development on the basis the area is zoned for 3 to 4 storey buildings only, but the Developer has also proposed an 18 storey building which is totally out of character for the area and this will look entirely out of place on the foreshores of the Parramatta River.
5. A development of this proportion will again drive down housing prices in the area for so many owners and investors having invested heavily and at great cost to live in this area.
6. A development of this proportion will have the potential to create a slum environment with a further massive influx of large families living together as well as overseas students and single people sharing apartments resulting in an undesirable outcome of higher noise levels and more people coming to the area to 'visit'.
7. Our roads are already congested and cannot carry this much traffic to and from this area to this many apartments. The suburbs in our area are already experiencing major infrastructure issues with horrendous traffic congestion on our overcrowded roads – namely Victoria Road and Church and Devlin Streets and all surrounding link roads throughout West Ryde, Ryde, North Ryde, Rhodes, Homebush and Gladesville to and from the city.
8. The public transport systems are overtaxed now and are experiencing difficulty with the volume of residents already living in this area.
9. What schools will the children attend? Are there adequate schools in the area? Will they be adequately able to cope with the increase in attending children? Are they in walking distance of this development or again will mothers be driving their children to school in peak hour traffic?

Whilst I have no objection to some development and beautification of this area - the acceptance of the sheer size and volume of this development is sure to present problems with further overcrowding and lack of open space and the proposed concept plan means the height of these buildings would be changed from 3 and 4 storeys, currently zoned, to 12, 16 and 18 storeys high!

The matters I raise are vitally important to the residents of Meadowbank and the Shepherds Bay area who have already invested heavily in this area. I look forward to hearing your response. I can be contacted at my home address or via email.

Yours faithfully

Lynda Bowman
25/141 Bowden Street
MEADOWBANK NSW 2114
Lynda_bowman@hotmail.com
0414 656320

Shivesh Singh - MP09 0216

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From: Emily Teh <exfteh@gmail.com>
To: <plan_comment@planning.nsw.gov.au>
Date: 28/02/2011 2:21 PM
Subject: MP09 0216

I write in objection of the Shepherds Bay urban renewal proposal which will result in the redevelopment of industrial properties bounded by Bowden Street, Constitution Road, Church Street and Parramatta River.

The height and bulk of the redevelopment is inappropriate as current infrastructure does not support this, particularly vehicle access to the area. Traffic congestion is already an issue:

- along Constitution Road, particularly approaching the railway from either side
- along Bowden Street, particularly approaching Victoria Road
- along Belmore Street and Parsonage Street
- along roads leading to Church Street

In addition, there are insufficient parking facilities to access services such as the train station, ferry terminal, Meadowbank Park and Anderson Park, all of which adds to the traffic congestion in the area. The redevelopment will exacerbate this issue.

Please do not approve this redevelopment proposal.

Regards

Emily Teh

Meadowbank resident

Shivesh Singh - MP09 0216 - Objection to Shepherds Bay redevelopment

From: Pete Truong <ptruong@live.com.au>
To: <plan_comment@planning.nsw.gov.au>
Date: 28/02/2011 2:26 PM
Subject: MP09 0216 - Objection to Shepherds Bay redevelopment

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To whom it may concern,

I am writing in objection of the Shepherds Bay urban renewal proposal which will result in the redevelopment of industrial properties bounded by Bowden Street, Constitution Road, Church Street and Parramatta River.

The height and bulk of the redevelopment is inappropriate as current infrastructure does not support this, particularly vehicle access to the area. Traffic congestion is already an issue:

- along Constitution Road, particularly approaching the railway from either side
- along Bowden Street, particularly approaching Victoria Road
- along Belmore Street and Parsonage Street
- along roads leading to Church Street

In addition, there are insufficient parking facilities to access services such as the train station, ferry terminal, Meadowbank Park and Anderson Park, all of which adds to the traffic congestion in the area. The redevelopment will exacerbate this issue.

Please do not approve this redevelopment proposal.

Kind regards,
Peter
Owner of 1103/100 Belmore St Ryde

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Shivesh Singh - Fwd: MP09_216, MP09_219 Major project letter

From: "ElectorateOffice Ryde" <ElectorateOffice.Ryde@parliament.nsw.gov.au>
To: <Plan_comment@planning.nsw.gov.au>
Date: 28/02/2011 3:16 PM
Subject: Fwd: MP09_216, MP09_219 Major project letter
Attachments: MP09_216, MP09_219 Major project letter.doc

>>> On 2/28/2011 at 9:55 am, in message
<15EDA1F89697554BB45CE29A5681568E239ECB18A7@LGEVEXMBAPSV2.LGE.NET>,
"joe.cutrupi@lge.com" <joe.cutrupi@lge.com> wrote:

Dear Mr Dominello,

Please find objection letter attached.

Regards

Joe Cutrupi

This letter is in Reference to: MP09_216, MP09_219

Meadowbank / Ryde 2600 Apartment development

From: J & M Cutrupi 26 Darwin St West Ryde.2114.

25/02/2011

To whom it may Concern,

We wish to advise to all parties concerned of our disappointment and objection to the proposed development of the above mentioned major project.

This High Density development in its full proposal will be nothing short of disastrous to the environmental balance in our Medium density area. For many years now, we have accepted and supported a steady growth in our area by ways of housing redevelopment and growth of existing residential zones. This includes the 9 villas we neighbour with. But more recently, we stood back and watched the developments of the Faraday Park site, and the Bay view Bay one site to find that it has only clustered and congested our once gracious landscape. These developments alone have made a significant negative impact by means of increasing the traffic flow and adding to the traffic congestion. The Bay one development required the selling off and partial closure of a public St (Well St) in order to complete the development. And even today as a result, the adjoining Belmore St alongside this vast apartment complex has narrowed and deteriorated to an unacceptable condition. The traffic flow over the Meadowbank Bridge and Constitution Rd East has increased 10 fold, but nothing has been done to the width and course of these passes, other than adding a non compliant roundabout to the congested end of the Meadowbank Bridge. It's all too easy to fabricate statistical numbers relative to traffic flow in order to favour a development approval, and no doubt this will be repeated if the bridge to bridge development goes ahead. Clearly, the only gain will be financial profitability for many parties involved with such a development. One does not need a degree in planning to know that our local infrastructure (including Energy and water Services) is simply not cut out to handle this kind of development and the disruption that goes with it. There can be no compromise to infrastructure if any development is to be considered, and certainly no promises of "build now fix later".

Signed

A handwritten signature in black ink, appearing to read 'J Cutrupi', with a large, stylized initial 'J'.

Joe Cutrupi.

Shivesh Singh - Online Submission from Mohamed Yussouf (other)

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From: Mohamed Yussouf <yusosuf.mohamed@boc.com>
To: Shivesh Singh <shivesh.singh@planning.nsw.gov.au>
Date: 28/02/2011 3:52 PM
Subject: Online Submission from Mohamed Yussouf (other)
CC: <assessments@planning.nsw.gov.au>

Hi

I think this development is very short focussed and does not look at many broader aspects in the local area
Traffic: with so many apartments built in the last 5-8 years, traffic on the surround has increased enormously. It not only creates traffic hazards to the local community but also puts the traffic in a grid lock in the areas. One has to only look at the traffic stretch in the peak time around the station.

Open space: This development will loose lot of open area available now. It will also loose the aesthetic aspects of the area

Lifestyle: Sydney is already congested with too many developement within a short radius of the CBD. One has to have a vision to think hard and make a decision not based on money but based on what is good for the community. A broader and well connected city suburb is much better than a very densly populated, traffic congested suburb.

I very strongly object to the development

Name: Mohamed Yussouf

Address:

114 Constitution Road
Meadowbank NSW 2114

IP Address: - 210.80.155.36

Submission for Job: #3746 MP09_0219 - Project Application - Residential Development, Ryde
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3746

Site: #2183 Meadowbank Employment Area
https://majorprojects.onhiive.com/index.pl?action=view_site&id=2183

Shivesh Singh
Senior Planner

P: 9228 6424

E: shivesh.singh@planning.nsw.gov.au

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Shivesh Singh - Online Submission from Natalie Devine ()

From: Natalie Devine <nat.devine@hotmail.com>
To: Shivesh Singh <shivesh.singh@planning.nsw.gov.au>
Date: 28/02/2011 3:54 PM
Subject: Online Submission from Natalie Devine ()
CC: <assessments@planning.nsw.gov.au>

I feel that this project should not go ahead due the following reasons:

THE TRAFFIC, right now through peak hours it is such a mess with all the new developments that have already been completed, with an extra 2000 residents, it will be a stand still!

THE LOSS OF VISUAL AMENITY, even now you can notice the new development that was completed a few years as you go over the Ryde bridge, crossing the bay, looking at Meadowbank, it does not appeal to anyone, and as for this development, if it goes ahead it would not do the area justice, you will lose all that open space and it would destroy the look of this area!

Alla and all this development should not occur because it is a small suburb and it would not be able to cope with this extra amount of people living in it, the roads will not be able to cope. There are no positive to this project at all!

Name: Natalie Devine

Address:

9/13-15 Meadow Crescent,
Meadowbank N.S.W

IP Address: - 115.128.45.86

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

Site: #2183 Meadowbank Employment Area

https://majorprojects.onhiive.com/index.pl?action=view_site&id=2183

Shivesh Singh

Senior Planner

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Shivesh Singh - Online Submission from Kirsten Gray ()

150

From: Kirsten Gray <kirstgray@hotmail.com>
To: Shivesh Singh <shivesh.singh@planning.nsw.gov.au>
Date: 28/02/2011 3:55 PM
Subject: Online Submission from Kirsten Gray ()
CC: <assessments@planning.nsw.gov.au>

To Whom It May Concern,

Im writing in regards to the suggested property development along the foreshore of meadowbank. As a resident and home owner of a bayone unit of nearly three years, I wish to express my concerns.

Firstly, by building this mass amount of dwellings on the Meadowbank foreshore, will result in a huge increase in the suburbs population. The infrastructure in this area is not designed to cater for this mass amount of people. The recently developed parklands/ walking track/ shopping centre etc is already busy with the existing Meadowbank population and would be unable to effectively cater for this many more residents. The roads in Meadowbank are old and they are limited with few access points in and out of the area. There is always huge traffic conjection at the present time in and around the Meadowbank foreshore, especially Constitution Road. Adding this many more residents to the local area is unjustifiable and poorly thought out. Thus Meadowbank the suburb has not been adequately designed to effectively cater and accomodate for a huge population, like the one that would be created if this development was to go ahead.

Finally, to date the new developments of Meadowbank being Bayone Apartments and Sheperds Bay Apartments have been carefully planned, designed and built to ensure that that the style of architecture is consistant with each other, and compliment each other. The propsed designs do not asethetically compliment the area and make the foreshore overcrowded taking away from much of our current natural environment. The current council regulation for building height is 6 stories high. The proposed designs are skyline buildings of up to 18 stories high. Again this is inconsistant with the current architecture designs and it is taking away the residential feel to the area. These developments will take the "family" feel away from Meadowabank and turning it into a concrete jungle full of people of which the area is unable to effectively accomodate. The current limit of 6 stories is enforced for those particular reasons.

Overall I oppose the current plans as I feel it will only have a negative impact on the area in terms of the environment and standards of living.

Sincerely,

Kirsten Anne Gray

0411 369 311

Name: Kirsten Gray

Address:
2114 / 20 Porter Street, Ryde

IP Address: prx19.cn1.myschools.net - 113.29.215.150

Submission for Job: #3746 MP09_0219 - Project Application - Residential Development, Ryde
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3746

Site: #2183 Meadowbank Employment Area
https://majorprojects.onhiive.com/index.pl?action=view_site&id=2183

Shivesh Singh
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Shivesh Singh - Online Submission from Jeanette Rantino ()

(151)

From: Jeanette Rantino <jnicholas77@optusnet.com.au>
To: Shivesh Singh <shivesh.singh@planning.nsw.gov.au>
Date: 28/02/2011 4:32 PM
Subject: Online Submission from Jeanette Rantino ()
CC: <assessments@planning.nsw.gov.au>

I write to make formal objection to the following NSW Department of Planning Major Projects:

? MP09_216

? MP09_219

My objections are based on the following:

? Unacceptable traffic increase - the existing surrounding residential area enclosed by Constitution Rd, Bowden St and Belmore St currently have limited access to the major arterial roads ? Victoria and Lane Cove Roads. An extra 4,500 odd extra vehicles would place enormous pressure on these access points and result in an unacceptable increase in traffic around this area. ? Rat Runners? seeking to avoid traffic build up make seek to use quiet residential streets and increase traffic on streets that were never designed for high levels of traffic. These areas are very popular with families with young children and the danger of this huge increase in traffic is horrifying. Noise issues also have been ignored by the developers.

? Aesthetic issues - the concept plan shows large apartment blocks overshadowing what is currently a lovely riverside vista along the walk from Meadowbank Ferry Terminal to Anderson Park. The oppressive and intrusive nature of such large blocks is completely out of keeping with the existing developments at Shepherds Bay. The size and scale of the proposed apartment blocks/commercial development is more in keeping with a city apartment development, not a middle ring suburban development. Rest assured that such an inappropriate development will effectively strip the area of its natural beauty and devalue what could be a lovely area.

? Inadequate local infrastructure ? trains servicing Meadowbank station are already crowded and at/or nearing capacity during peak times. Many occasions whilst commuting to Wynyard whilst pregnant I had to skip a train and wait for the next one as the cabins were too crowded and I did not wish to be squashed up with other commuters. Similar comments could be made for bus services and Ferry services are presently inadequate.

? Inadequate open space ? the plan fails to allow adequate open space for children and families. Anderson Park is small and already very busy with local families. The plan is obviously designed to squeeze in as many units as possible for maximum profit with absolutely no regard for quality of life of existing and future residents of Ryde/Meadowbank/Shepherds Bay.

? Inappropriate scale and density for middle ring suburb ? as per above, this is a quiet residential neighbourhood and a high rise 18 storey is completely inappropriate. Approving such a development would show a complete lack of regard for the residents of Ryde.

? Schools and childcare ? where in this whole exercise has there been a viable outline of education options for local children? The small local primary school is not adequate to cater to a large increase in student population and local child care options are limited at best.

? Noise and pollution during construction ? no regard has been had to this major issue ? considering the scale of the project and the expected duration of construction.

There is no doubt that Shepherds Bay is in need of an appropriate redevelopment. The current proposals however are HIGHLY INAPPROPRIATE. We strongly object and seek that the above development application be rejected.

Approving this development will be a monumental mistake that will adversely affect the local residents for generations. An urban ghetto will be created so that greedy developers can line their pockets and run.

Be certain the residents of Ryde will have this issue in strongly in mind come the March elections.

Yours Faithfully
Giuseppe and Jeanette Rantino

Name: Jeanette Rantino

Address:

10 Richard Johnson Crescent
Ryde

IP Address: d122-104-56-177.sbr3.nsw.optusnet.com.au - 122.104.56.177

Submission for Job: #3745 MP09_0216 - Concept Plan - Mixed Use Residential, Commercial/Retail Development, Meadowbank & Ryde

https://majorprojects.onhive.com/index.pl?action=view_job&id=3745

Site: #2183 Meadowbank Employment Area

https://majorprojects.onhive.com/index.pl?action=view_site&id=2183

Shivesh Singh

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Shivesh Singh - Online Submission from Frances Vella ()

(152)

From: Frances Vella <fvella@cfmeu.com.au>
To: Shivesh Singh <shivesh.singh@planning.nsw.gov.au>
Date: 28/02/2011 5:50 PM
Subject: Online Submission from Frances Vella ()
CC: <assessments@planning.nsw.gov.au>

I object to the proposed development for the following reasons; excessive additional traffic, lack of open space for the amount of proposed dwellings, loss of visual amenity, does not fit in with the local landscape, lack of public services eg. schools and infrastructure eg. public transport (including commuter parking) and roads for the amount of dwellings proposed. the development proposed far exceeds the size of the apartment building which has been developed in the past few years. It is just too too too big.

Name: Frances Vella

Address:
9 Willandra Street
Ryde NSW 2112

IP Address: c211-30-184-117.carlnfd1.nsw.optusnet.com.au - 211.30.184.117

Submission for Job: #3746 MP09_0219 - Project Application - Residential Development, Ryde
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3746

Site: #2183 Meadowbank Employment Area
https://majorprojects.onhiive.com/index.pl?action=view_site&id=2183

Shivesh Singh
Senior Planner

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

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Shivesh Singh - Online Submission from Frances Vella ()

From: Frances Vella <fvella@cfmeu.com.au>
To: Shivesh Singh <shivesh.singh@planning.nsw.gov.au>
Date: 28/02/2011 5:43 PM
Subject: Online Submission from Frances Vella ()
CC: <assessments@planning.nsw.gov.au>

I strongly object to the proposed development for the following reasons; excessive additional traffic in the immediate area; high density housing which is uncharacteristic for the area; loss of visual amenity (it's just too large); lack of open space for the amount of dwellings proposed.

Name: Frances Vella

Address:
9 Willandra Street
Ryde NSW 2112

IP Address: c211-30-184-117.carlnfd1.nsw.optusnet.com.au - 211.30.184.117

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

Site: #2183 Meadowbank Employment Area
https://majorprojects.onhiive.com/index.pl?action=view_site&id=2183

Shivesh Singh
Senior Planner

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Shivesh Singh - Online Submission from Emily Tan (object)

From: Emily Tan <ekh_tan@hotmail.com>
To: Shivesh Singh <shivesh.singh@planning.nsw.gov.au>
Date: 28/02/2011 7:03 PM
Subject: Online Submission from Emily Tan (object)
CC: <assessments@planning.nsw.gov.au>

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I object to the submission as development is too dense for the area. It will introduce more traffic to the area. Parking in the area is already a slight problem.

Name: Emily Tan

Address:
31/143 Bowden Street
Meadowbank NSW 2114

IP Address: 124-171-41-120.dyn.iinet.net.au - 124.171.41.120

Submission for Job: #3745 MP09_0216 - Concept Plan - Mixed Use Residential, Commercial/Retail Developement, Meadowbank & Ryde
https://majorprojects.onhlive.com/index.pl?action=view_job&id=3745

Site: #2183 Meadowbank Employment Area
https://majorprojects.onhlive.com/index.pl?action=view_site&id=2183

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Shivesh Singh - Online Submission from Elise James (object)

154

From: Elise James <tonrar@hotmail.com>
To: Shivesh Singh <shivesh.singh@planning.nsw.gov.au>
Date: 28/02/2011 7:47 PM
Subject: Online Submission from Elise James (object)
CC: <assessments@planning.nsw.gov.au>

The Meadowbank/Ryde area is simply not equipped to allow for such an astronomically large number of additional dwellings. Such a project would need to be scaled down considerably. Some of my concerns are as follows:

1. Height completely out of scale and character with the neighbourhood.

The proposed apartments will be an eye-sore. There must be an allowance for trees to try to disguise and blend the apartments into the surrounding area. The buildings must be a maximum of four stories so that they can better blend into the surrounding area with trees in and around them. With the exception of the newer apartment complexes, the area is a nice, quiet leafy area. This complex would not be in keeping with the leafy suburb feel if the buildings are far too high for trees to help blend and conceal.

2. Insufficient education facilities.

The local schools are already full to capacity and the installation of portables would limit the already minimal playground facilities.

3. Insufficient infrastructure.

It already takes extended periods of time to get through the area and across the bridge over the railway at Meadowbank in both the morning and afternoon, not to mention Victoria Road. The roads in the area have not been designed to take heavy traffic and there is already insufficient parking in the street, particularly around Meadowbank station and along streets with apartment blocks. There is already a major development at Shepherds Bay, however we have not seen any improvement in the infrastructure to cater for this development, much less for the proposed development.

4. Pedestrian safety.

Many people have bought into the area, particularly in quiet streets, so their children will be safe. Increased volume of traffic puts all pedestrians at risk. The increased noise and pollution is a risk factor to everyone.

5. Gross over-development of site.

There are already several apartment blocks in the area, and there simply has not been any provision to allow for such a large increase in population, which will all be condensed into this small area. This causes serious concern for all community infrastructure, including traffic conditions and congestion, childcare facilities, schools, parks and so forth.

The whole project needs to be scaled down considerably. This should be about the community, not about the money.

A concerned citizen,
Elise James.

Name: Elise James

Address:
11/53 Constitution Road
Meadowbank NSW 2114

IP Address: 124-171-32-252.dyn.iinet.net.au - 124.171.32.252

Submission for Job: #3745 MP09_0216 - Concept Plan - Mixed Use Residential, Commercial/Retail Development,
Meadowbank & Ryde

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

Shivesh Singh

Senior Planner

P: 9228 6424

E: shivesh.singh@planning.nsw.gov.au

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Shivesh Singh - Online Submission from Richard Burton (object)

155

From: Richard Burton <innerzone13@gmail.com>
To: Shivesh Singh <shivesh.singh@planning.nsw.gov.au>
Date: 28/02/2011 8:56 PM
Subject: Online Submission from Richard Burton (object)
CC: <assessments@planning.nsw.gov.au>

I wish to register my express objection to this proposed development.
Whilst some development of the site I support, my objection is based on the size, height and scale and the adverse impact it will have on the local area. This impact would be felt on infrastructure stress, including roads, schools as well as sustainability impacts.
Thank you for registering this objection.

Yours sincerely
Richard Burton 0413-271-698

Name: Richard Burton

Address:
102 Constitution Rd, Meadowbank

IP Address: cpe-124-179-103-27.lns8.clt.bigpond.net.au - 124.179.103.27

Submission for Job: #3746 MP09_0219 - Project Application - Residential Development, Ryde
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3746

Site: #2183 Meadowbank Employment Area
https://majorprojects.onhiive.com/index.pl?action=view_site&id=2183

Shivesh Singh
Senior Planner

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Shivesh Singh - Online Submission from Juliana Tan (object)

156

From: Juliana Tan <tanj@ihug.com.au>
To: Shivesh Singh <shivesh.singh@planning.nsw.gov.au>
Date: 28/02/2011 8:59 PM
Subject: Online Submission from Juliana Tan (object)
CC: <assessments@planning.nsw.gov.au>

18 storeys buildings are too high, should be NOT more than 8 storeys buildings.
Furthermore, the height and bulk of the proposal would cause traffic chaos

Name: Juliana Tan

Address:
31/143 Bowden Street
Meadowbank, NSW 2114

IP Address: 124-171-41-120.dyn.iinet.net.au - 124.171.41.120

Submission for Job: #3745 MP09_0216 - Concept Plan - Mixed Use Residential, Commercial/Retail Development,
Meadowbank & Ryde
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

Shivesh Singh
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Shivesh Singh - Online Submission from Ted Webber of Coalition Against Private Overdevelopment (CAPO) a sub-committee of the Putney and District Progress Association (object)

157

From: Ted Webber <wildhiland@bigpond.com>
To: Shivesh Singh <shivesh.singh@planning.nsw.gov.au>
Date: 28/02/2011 9:12 PM
Subject: Online Submission from Ted Webber of Coalition Against Private Overdevelopment (CAPO) a sub-committee of the Putney and District Progress Association (object)
CC: <assessments@planning.nsw.gov.au>

This is another ill-considered over development using the State Government's dictatorial planning powers to completely override the wishes of local residents. There have already been thousands of apartments constructed in this area by the Parramatta river, and the local and arterial roads cannot effectively handle the extra traffic generated. Your department together with developers and the State Government is destroying our local area along with the rest of Sydney. You are helping to make an appalling situation even worse. How can you continue on this reckless path?

Name: Ted Webber

Organisation: Coalition Against Private Overdevelopment (CAPO) a sub-committee of the Putney and District Progress Association

Address:

108 Morrison Road Tennyson Point

IP Address: cpe-144-136-81-4.pfcz2.clt.bigpond.net.au - 144.136.81.4

Submission for Job: #3746 MP09_0219 - Project Application - Residential Development, Ryde
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3746

Site: #2183 Meadowbank Employment Area
https://majorprojects.onhiive.com/index.pl?action=view_site&id=2183

Shivesh Singh

Senior Planner

P: 9228 6424

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Shivesh Singh - Online Submission from Margaret Banks (object)

158

From: Margaret Banks <margaret_banks@bigpond.com.au>
To: Shivesh Singh <shivesh.singh@planning.nsw.gov.au>
Date: 28/02/2011 9:19 PM
Subject: Online Submission from Margaret Banks (object)
CC: <assessments@planning.nsw.gov.au>
Attachments: Submission on Meadowbank Urban Renewal Proposal.pdf

Please find my submission and objection attached against this development.

Name: Margaret Banks

Address:

13 Richard Johnson Crescent, Ryde, NSW 2112

IP Address: cpe-58-173-114-44.ryqe1.cht.bigpond.net.au - 58.173.114.44

Submission for Job: #3746 MP09_0219 - Project Application - Residential Development, Ryde
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3746

Site: #2183 Meadowbank Employment Area
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Shivesh Singh
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**MP09_0216 (Concept Plan) and MP09_0219 (Project Application – Stage 1)
– Meadowbank Urban Renewal Project**

I object to the project.

I wish to detail my objections over the current proposal for the construction of 2500 - 3000 high density residential units and over 4500 car spaces adjacent to the Parramatta River in Meadowbank compared with the plans by our local council of permitting the construction of 1300 units only, in keeping with the surrounding buildings.

I am a local resident who lives in a street close to the proposed development.

General Comments

I am not opposed to the old industrial buildings of the proposed site being developed for urban renewal and residential development in fact it is a most suitable site for redevelopment.

However, the proposed development will be completely out of context and character with the surrounding constructions because of its size in height (18 storeys) compared to what is permitted by our local Council (6 storeys). It will be the largest single residential development ever seen in the Ryde area and will detract from the local area by affecting visual amenity along the river, lifestyle and livability of the local area. Other significant issues include local traffic congestion, public transport services, local social services and public recreation not to mention the impact on public trust in the development planning process.

Context and Character

The location of the proposed site is adjacent to the Parramatta River, a river that has been neglected for many years, but now because of the major restoration and rehabilitation projects undertaken along the foreshores has made it a much more appealing place to develop and reside along it.

The proposed gross over development is completely out of context and character for the local area. The redevelopment of old industrial land along the river has reconnected the community with the river by providing walkways, children's play gyms, bike tracks and jettys which stretch along most of the foreshore. Recent urban renewal adjacent next to the river over the last few years has been appropriate however this proposed development will destroy the amenity of the river not improve it.

Ryde City Council deemed that an appropriate development of this site would include only approximately 1300 units in buildings up to 6 storeys high. This scale of development would blend nicely with the other recent developments at Shepherds Bay. It would also sit in context and character with the landscape and local neighbourhood. The proposed development includes somewhere between 2500 and 3000 units in mostly 8 storey buildings, as well as two 12 storey towers and an 18 storey tower. This is an outrageous proposal to totally over-develop the site.

The building of 12 and 18 storey buildings directly adjacent to the river will totally destroy the river amenity and set a dangerous precedent. If these tri towers are approved other developers will expect the same to be allowed in other riverfront developments. We do not want the Gold Coast skyline along the Parramatta River!

The development must be restricted in size, along the lines of the original concept proposed by Ryde Council.

The Department of Planning's own website states that; *"The urban renewal of centres is about building on the strengths of each place, transforming under-used or dilapidated areas, boosting local economies and providing a mix of uses and activities which meet the needs of the community."* The important points are *"building on the strengths of each place"* and *"meet the needs of the community"*. This proposal meets neither of these criteria. It does not build on local strengths, it destroys them, and it certainly does not meet the needs of the community.

Traffic Congestion

The proposed development will equate to approximately 5000-7000 people and more than 4500 extra cars hitting our local suburban streets resulting in massive traffic congestion.

It seems inadequate research to base one's opinion on a one day study of the traffic flow (Varga Traffic Planning, Nov 2010) in this area. This study could have been based around school holidays or a public holiday and may not have been from 6am – 8pm. The results of this inadequate research states that the proposed development is *"not expected to significantly increase the volume of traffic generated by the precinct"*. The study also goes on to say that *"the cumulative development potential of the proposed development will not have any unacceptable traffic implications in terms of road network capacity"* and *"the proposed development will not have any adverse impacts on the performance of nearby intersections, and will not require upgrading or road improvement works"*. Perhaps these results were what the client wanted to hear but how can it be stated that you can add over 4500 cars to the local streets and have no impact!

The five main traffic exit points from the Meadowbank area will be severely affected and will result in significant traffic congestion. These exit points are designed for low intensity suburban traffic:

- Bowden St & Victoria Rd – suburban street traffic light intersection that will be totally overwhelmed with traffic attempting to access Victoria Rd. Traffic, especially in the morning peak, will bank back well beyond the Constitution Rd roundabout (creating further congestion on this street).
- Morrison Rd & Church St – existing traffic congestion point that will get significantly worse. This intersection has already been identified as a weak point in local traffic conditions.
- Junction St & Church St – suburban street traffic light intersection that will be totally overwhelmed with traffic attempting access to Church Street. This will include a significant increase in cars travelling past the local primary school and childcare centre.
- Loop road under Ryde Bridge – suburban traffic entrance onto Ryde Bridge with short merge lane. Significant potential for increased traffic accidents.
- Bridge over railway line – This is already a major choke point for local traffic and creates significant traffic delays every day that bank back along Constitution Rd as far as Belmore St. This route is already a well known 'rat run' for motorists avoiding Victoria Rd, and 4500 extra cars on local streets will only worsen the situation.

It is also proposed to widen Constitution Rd near its intersection with Bowden St. This proposal includes joining the current split levels to create a 4 lane road. The

stretch on Constitution Road is currently a very aesthetic area, with many significantly large local native trees. The destruction of this amenity to create a 4 lane highway (which then flows into one lane road with two existing pedestrian crossings and two existing roundabouts in less than three hundred metres) through a suburban neighbourhood is totally opposed.

Public Transport

Meadowbank is very well serviced by public transport, and it's acknowledged that this means that it is a priority area for further residential development. However, it has not been shown that the proposed development has been assessed or integrated into existing or planned public transport services. Following the recent completion of the Waterpoint and Bay One residential developments, as would be expected there has been a noticeable increase in the number of people catching the train at Meadowbank Station. The platform is now very crowded for every train in the morning peak period. Adding an additional 5000 -7000 people would totally overwhelm current train services. There is no evidence that this intensification of commuters has been identified or planned for in transport services. Out of peak period, Meadowbank is not considered a major station and many services do not stop there, adding further reliance on car transport.

The impact of this development also needs to be considered in context of the proposed high density residential developments being proposed for West Ryde and the completion of extensive residential development in Rhodes. All three of these stations are on the same train line, and the impact on public transport capacity of this development must not be considered in isolation.

The impact on bus and ferry services must also be considered, especially with the limited ferry timetable currently servicing Meadowbank Wharf. The potential for overcrowding is very real.

Local Services and Environment

Other areas to be affected will be local social services and the local environment. The developer did not provide information on how the development will impact on local services such as schools, police, hospital, emergency services, childcare services, parks and other recreational services. What assessment has been undertaken and what initiatives have been proposed to limit any negative outcomes?

Similar to social services, there is very limited information on the potential impact on the local environment. While the site has been developed for industrial use for over a hundred years, the proposed development is a significant intensification of the land use. As already stated the site adjoins the Parramatta River, with its significant estuarine, mangrove and sea grass ecosystems. The intensification of the site, especially the complete over-development that is proposed, has the potential to have significant negative impacts on these delicate natural systems. Significantly more detail is required on the extent of amelioration plans for stormwater (including Water Sensitive Urban Design initiatives) and encroachment into the riparian environment.

Open Space

The lack of detailed information on open space is also a significant concern. While fancy looking landscape designs were displayed for the limited public consultation there was very limited detail on what type of open space was to be provided and how it would function. While manicured gardens and complex landscape designs may look good on paper, they provide limited functionality in the real world. Where will

children be able to play, where will they be able to kick a ball, or play backyard cricket? Will the 'open space' be open and light, or will it be crammed in between 12 storey towers never seeing the sun. Will it be open and safe, or hidden and dangerous?

Development Proposal Process

The actual process for the assessment and approval of this development is deeply flawed. As stated previously, this proposal is for the single biggest residential development in the history of the Ryde district. Yet the level of local community awareness and consultation is virtually zero. The extent of community consultation so far has been:

- a complex and difficult to understand notice from the Department of Planning advising local residents of an Environmental Assessment of a concept plan on a website.
- A glossy flyer from the developer's PR team advertising public consultation sessions
- Two public consultation sessions (only 2.5 hours) with posters of basic concept designs of the proposal, and PR consultants spruiking the benefits of the project.

Once people have become aware of the proposal, the next challenge was actually finding out any information about it. The difficulty in locating the relevant proposal on the Department's website, and the complex and confusing nature of the information supplied, is a significant impediment to community understanding. It is very difficult for the average resident to get a clear picture of what is proposed and what the likely impacts will be. It also assumes English as a first language, with no provision for culturally or linguistically diverse residents. This is particularly important for Ryde as it is one of the most multicultural areas in all of Australia.

With a process like this one, it is not unreasonable to come to the conclusion that the Department and the developer don't really want the local community involved or aware.

The bypassing of local community, the bypassing of Ryde Council (by using the Part 3A assessment process), the limited community consultation, the lack of detail within the concept plan, and general lack of transparency of the assessment and approval process all cause significant damage to the public's trust in the planning process.

Conclusion

This development, as proposed, must not be allowed to proceed. It is an outrageous attempt to totally over-develop the site, with little community input, to the detriment of the local community and environment. The stereotype of a greedy developer pushing the boundaries of a flawed planning process to make as much money as possible with no regard for the local community is well known in urban folk law. However, this proposal is living proof that that is reality. The sustainability and well-being of local communities must not be forsaken in pursuit of financial profit of a chosen few.

Kind regards
Margaret Banks
13 Richard Johnson Crescent, Ryde, NSW 2112

Shivesh Singh - Online Submission from Tamra Langley (object)

159

From: Tamra Langley <tlangley@stvincents.com.au>
To: Shivesh Singh <shivesh.singh@planning.nsw.gov.au>
Date: 28/02/2011 9:20 PM
Subject: Online Submission from Tamra Langley (object)
CC: <assessments@planning.nsw.gov.au>

Dear Sir/Madam,

I write to register my objection to this proposed development.

As a local resident of six years I and many neighbours have huge concerns about the impact of a development of such size. The local area is already struggling under the intense traffic with delays regularly experienced in this residential area. This has heightened safety concerns around schools and parks.

Sincerely

Tamra Langley

Name: Tamra Langley

Address:

102 Constitution Rd, Meadowbank

IP Address: cpe-124-179-103-27.lns8.clt.bigpond.net.au - 124.179.103.27

Submission for Job: #3746 MP09_0219 - Project Application - Residential Development, Ryde
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3746

Site: #2183 Meadowbank Employment Area

https://majorprojects.onhiive.com/index.pl?action=view_site&id=2183

Shivesh Singh

Senior Planner

P: 9228 6424

E: shivesh.singh@planning.nsw.gov.au

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Shivesh Singh - Online Submission from Charlene Harrison (object)

160

From: Charlene Harrison <char@evo2.com>
To: Shivesh Singh <shivesh.singh@planning.nsw.gov.au>
Date: 28/02/2011 9:40 PM
Subject: Online Submission from Charlene Harrison (object)
CC: <assessments@planning.nsw.gov.au>

This project appears to be excessive for the local area. Local roads are already clogged during peak times, and that this project DOUBLES the existing council plans for development will mean too great an impact on local facilities. The local council will need to deal with any fall out, and I'm sure that will be passed on to ALL rate payers. Meanwhile, the developer walks away with his profit. If the local council will need to manage this project as an ongoing local planning issue, I don't see why this development should be able to bypass council planning approval laws.

Name: Charlene Harrison

Address:
10 Darwin St
WEST RYDE NSW 2114

IP Address: 124-171-3-128.dyn.iinet.net.au - 124.171.3.128

Submission for Job: #3745 MP09_0216 - Concept Plan - Mixed Use Residential, Commercial/Retail Development, Meadowbank & Ryde
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

Shivesh Singh
Senior Planner

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

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Shivesh Singh - Online Submission from Peter Glover of Electrical Contractor (object)

161

From: Peter Glover <gloversolarelectric@bigpond.com>
To: Shivesh Singh <shivesh.singh@planning.nsw.gov.au>
Date: 28/02/2011 10:24 PM
Subject: Online Submission from Peter Glover of Electrical Contractor (object)
CC: <assessments@planning.nsw.gov.au>

One of my major concerns is the traffic congestion that this new influx of residents to Meadowbank will create. During peak times it will be terrible getting in and out of Meadowbank. This is not fair to the existing residents of this suburb creating a new Chatswood type of city with major traffic problems. As a tradesman I can't use public transport so maybe you can see where I'm coming from. Sydney's traffic is getting worse everyday. Even at 6:30am the flow along Victoria Rd and Lane Cove Rd has really changed over the past couple of years. Meadowbank is a suburb which should be kept as is. Please consider my point of view, probably the same as a lot of others also.

Name: Peter Glover
Organisation: Electrical Contractor

Address:
8/17 Meadow Cres Meadowbank

IP Address: cpe-124-185-247-172.lns8.cha.bigpond.net.au - 124.185.247.172

Submission for Job: #3746 MP09_0219 - Project Application - Residential Development, Ryde
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3746

Site: #2183 Meadowbank Employment Area
https://majorprojects.onhiive.com/index.pl?action=view_site&id=2183

Shivesh Singh
Senior Planner

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

Powered by Internetrix Affinity

Shivesh Singh - Online Submission from Elisha Gadate (object)

162

From: Elisha Gadate <Elishagadate@gmail.com>
To: Shivesh Singh <shivesh.singh@planning.nsw.gov.au>
Date: 28/02/2011 10:48 PM
Subject: Online Submission from Elisha Gadate (object)
CC: <assessments@planning.nsw.gov.au>

Please consider the traffic and over crowding of the area from this development. We moved here because we like the space and quiet location.

Name: Elisha Gadate

Address:
16/25 Angas St. Meadowbank 2114

IP Address: - 58.163.175.134

Submission for Job: #3745 MP09_0216 - Concept Plan - Mixed Use Residential, Commercial/Retail Development, Meadowbank & Ryde
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

Shivesh Singh
Senior Planner

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

Powered by Internetrix Affinity

41/143 Bowden Street
Meadowbank NSW 2114
marr@bigpond.net.au
28th February 2011

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The Director General of Planning
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Attention: Shivesh Singh

Dear Sir

**MP09_0216 - Concept Plan and MP09_219 - Stage 1 Project Application
Mixed Use Residential, Commercial/Retail Development Meadowbank & Ryde**

Enclosed is a letter I lodged with you yesterday by way of the Department of Planning web site.
The letter is an objection to the above Concept Plan and Stage 1 Project Application.

I ask that I, and other local residents, be given the opportunity to comment on any future
Preferred Project Report which may be lodged by the proponent.

Yours faithfully



Mr D S Marr

41/143 Bowden Street
Meadowbank NSW 2114
marr@bigpond.net.au
27th February 2011

The Director General of Planning
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Attention: Shivesh Singh

Dear Sir

**MP09_0216 - Concept Plan and MP09_219 - Stage 1 Project Application
Mixed Use Residential, Commercial/Retail Development Meadowbank & Ryde**

I live in an apartment in Bowden Street, Meadowbank which faces the proposed development and write to lodge an objection to the above Concept Plan.

Set out below are my reasons why the proposed Concept Plan (and similarly the associated Stage 1 Project Application) should be rejected and development should only be allowed in accordance with the existing Ryde City Council approved strategy for the area. If the Concept Plan is not rejected then the proponents should be required to undertake a further consultation process under the supervision of the Department of Planning.

Flawed consultation process

There are several aspects of the consultation strategy prepared by *straight Talk* which are not appropriate or have not been followed.

- There has not been adequate allowance made for the many residents in the area who do not speak English. Item 3.1 of the consultation strategy states "13% speak another language and speak English not well or not at all". My experience in dealing with my immediate neighbours confirms this. Despite this acknowledged fact, the notices put in our letterboxes were only written in English and many Korean, Mandarin or Cantonese speaking residents are not aware of the proposals. A copy of the promotional flyer is attached.
- Page 12 of the consultation strategy states that the proposals will be advertised in *The Northern District Times* and/or *The Weekly Times*. This may or may not have been done but residents in the 850 apartment Waterpoint complex do not have either of these publications delivered. The proponents and their consultants should be required to make additional contact with residents (in multiple common local languages) and a further exhibition period should be required to allow for adequate community consultation.
- Item 5 of the consultation strategy states "the project team has had pre-lodgement meetings with stakeholders such as Waterpoint Strata Manager". This is not correct. The Waterpoint development consists of multiple separate Strata Plans and each Strata Plan has its own Managing Agent. There is no "Waterpoint Strata Manager". I chair the Executive Committee of the Owners Corporation for Strata Plan 71356 (143 Bowden Street) and advise that neither our Strata Manager nor Executive Committee have received any contact from the proponents or their representatives.

- Item 5.1 of the consultation strategy outlines the arrangements for the two "display and discuss sessions". I attended the session for most of the evening on Tuesday 8th February and was very concerned about the arrangements. The structure of the evening was very much around the procedure of "divide and conquer". Groups of local residents were not permitted to join together and express their concerns but were forced to have one on one conversations with technical experts. This made it very difficult for those members of the public who were not used to expressing themselves to take part in the process. It was especially difficult for the many local residents who do not speak English as their first language.
- The promotional flyer, and information provided to most people at the session I attended, indicate that comments on the proposals should be submitted to the proponent or the proponents consultants. It was not made clear to most attendees that submissions can, and indeed should, be made direct to the Department of Planning.
- Item 5 of the consultation strategy states "Consultation under Part 3A of the Environmental Planning and Assessment Act needs to demonstrate that stakeholders likely to be impacted by the proposal have had the opportunity to express their views and that these issues have been considered and responded to through the environmental assessment process". As shown by my comments above, this important requirement of the Act has not been adequately fulfilled.

Errors in Traffic Management and Accessibility Plan

The *Traffic Management and Accessibility Plan* contains multiple errors of fact and those who have lived in the area for a long period dispute key aspects of the report. The current report should be subject to a detailed peer review by a suitably qualified and experienced firm. No Concept Plan or Stage 1 Project Application should be approved until this has been done.

- Train services to Meadowbank have been severely reduced since the introduction of the new timetable resulting from the commencement of operations of the Epping to Chatswood railway line.
- Although the site is close to the Meadowbank ferry wharf. The report does not recognise the infrequency of ferry services to and from this wharf.
- There is no ferry service connection between Meadowbank and Parramatta. Ferry services to Parramatta do not stop at Meadowbank and have never done so.
- Figure 3 on page 7 of the traffic report indicates "Vehicular Access" along Well Street between Porter Street and Belmore Street. This was correct 10 years ago but such access has been closed to vehicles for several years as clearly shown by Figure 1 on page 3 of the traffic report.
- Page 1 of the traffic report states "In broad terms, the scale of the redevelopment proposed indicates that the traffic generation potential of the proposed residential development will not be significantly higher than that of the industrial landuse it replaces". This is utterly wrong. Most of the existing industrial buildings in the Concept Plan area have been vacant for more than 10- years and hence there has been very little traffic associated with these buildings. Any new use on these sites will generate increased traffic compared to the current situation.
- Page 29 of the traffic report states "the proposed development will not have any unacceptable traffic implications in terms of road network capacity, and does not generate a need for any upgrades or road improvements, other than the upgrading of Constitution Road". This is not correct. The Waterpoint and Bay One developments over the last 7 years have caused a massive increase in traffic but there has not been a

corresponding and necessary increase in capacity. I have lived in the nearby area for 31 years and have lived on site at 143 Bowden Street for more than 5 years. My building was Stage 1 of the Waterpoint development and therefore I have experienced the deterioration in traffic conditions which happened as each Waterpoint stage and Bay One stage came on line. I drive along Bowden Street to turn onto Victoria Road many times each week and at a wide variety of times of day. It is very common for a car to need at least 2 and often 3 changes of lights before getting through this corner. It does not matter whether drivers are turning right, turning left or driving straight ahead. The backed up traffic frequently blocks access to both Squire Street and McPherson Street. The proposed Concept Plan is suggesting a massive increase in traffic compared to the existing situation and therefore the delays will only increase. Approval of the proposal will increase the already high level of "rat running" through small local suburban streets.

Failings of the Environmental Assessment Report

There are a number of issues of concern in the Environmental Assessment Report (EAR) which should be rectified and clarified in the Preferred Project Report (PPR).

- The Executive Summary suggests "The Concept Plan and Stage 1 designs are supported by significant public benefits" but does not list any such supposed benefits.
- The Stage 1 Project Application is for "... 242 apartments (comprising 19% 1 bed, 70% 2 bed and 11% 3 bed) ... 386 car parking spaces ...". The experience of SP 71356 at 143 Bowden Street is that this ratio of apartments to car parking spaces is wholly inadequate given the nature and location of the apartments being constructed. The Consultation strategy (page 8) says "There is a larger proportion of high income households (those earning \$1,700 per week or more) but a smaller proportion of low income households (those earning less than \$500 per week) than across the Ryde local government area". Given the income levels of expected residents, it is highly likely that households (2 bed and possibly even 1 bed) would have more than one car. The number of car parking spaces should be increased whatever number of apartments are eventually approved.
- Page 9 of the EAR "seeks alternative car parking rates dependent on proximity to public transport within the Concept Plan Site". This should not be allowed. As shown above, despite the reasonable (not good) public transport options available, experience of this specific area and of this type of development has shown that there is not a reduction in car ownership and indeed, the expected residents will own and use more cars than elsewhere in the local government area.
- The EAR quotes from the flawed *Traffic Management and Accessibility Plan* to justify the scale of the development and lower than necessary car parking spaces. The area has suffered considerably in recent years from increased traffic without improvements in road infrastructure. Any approval of a Concept Plan or a Stage 1 Project Application should require the proponent to fund substantial improvements in roads and traffic control measures. In particular, the proponent should bear the full cost of constructing the new road connection (shown in Figure 46 on page 58) in addition to dedicating the new road link to Ryde Council.
- Figure 12 on page 25 of the EAR indicates that the building at 143 Bowden Street is 5 storeys. This is not correct. This building (where I live) is only 4 storeys high with a very small proportion of the roof occupied by lift over-runs and plant. Similarly this figure indicates that the site of the Stage 1 Project Application is currently occupied by a 7 storey building. This is not correct, this building is a maximum of 3 storeys and the proponents should seek to avoid misleading people by using the ordinary understanding of the term rather than the more detailed and unusual definition contained in the Note.


- Figure 15 and the comments on page 26 seek to list the available existing parking spaces in the area. The numbers shown are not accurate and overstate the number of existing spaces. It should also be noted that these existing car parking spaces are always full of cars, day and night.
- When discussing bus services, page 26 says "Of the five routes running through the Meadowbank study area, two routes run to the city. There are two routes going to Parramatta and one route to Chatswood and Carlingford". This is a misleading representation of the available bus services and includes services which run in the Ryde local government area but which are well outside the "Meadowbank study area".
- As mentioned above, the statement on page 26 is incorrect when it says "The Sydney Ferries Parramatta River service from Circular Quay to Parramatta serves the Meadowbank ferry wharf". A casual observation of the Sydney Ferries web site shows clearly that services to Parramatta only visit, Circular Quay, Rydalmere and Parramatta wharves. They do not stop at Meadowbank in either direction.
- The "Comparative Development Analysis" on page 40 of the EAR is not appropriate. The Jacksons Landing development is an inner city site and therefore is more appropriate for high density housing. The Meadowbank area is adjacent to very low density housing in a suburban region and therefore should be developed on a much lower scale than the Jacksons Landing site.
- As noted above the EAR shows a wrong existing height for the building at 143 Bowden Street and therefore Figure 37 should be revised to show the actual lower height in the PPR.
- Figure 37 on page 49 of the EAR shows the excessive heights which are proposed for the Concept Plan site. The maximum height of any building should be no more than 9 storeys (at the centre of the site) and most buildings should be either 4 or 5 storeys.
- There should be a much greater set-back from the Parramatta River for the whole of the Concept Plan site and this land should be dedicated to Ryde Council.
- Several Heritage items are listed for destruction without any corresponding improvement in heritage features. This should not be permitted.

In summary:

- The height, bulk and scale of the proposal is excessive and not in the public interest
- The certain traffic impact of the development has not been adequately addressed
- The destruction of heritage items have not been ameliorated
- The consultation process has been defective.

I urge the Director General of Planning to issue more detailed Director General's Requirements and require further public consultation before the proponent submits a PPR for the consideration of the Department. I also respectfully suggest that the final decision on the Concept Plan and the Stage 1 Project Application be made by the Minister for Planning in person and not by a delegate.

Yours faithfully



Mr D S Marr

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2/3/2011

Major Projects Assessment

Department of Planning

Ref quote: MP09 0216

To the Minister of Planning,

I, one of the owners of 143 Bowden Street, Meadowbank NSW, 2114

(Bayview building). I have just one concern about this development site, which is about the

Build up of traffic in the area, what is going to be done with the streets to allow better traffic flow from Bowden street & Victoria road, and also the Loop road entrance/exits to the ryde bridge!!!

Thankyou!!!

Regards

Carmelo Sortino

Email: sort76@y7mail.com