

Shivesh Singh - Online Submission from Jenny Eriksson of n/a (object)

From: Jenny Eriksson <jennyeriksson@optusnet.com.au>
To: Shivesh Singh <shivesh.singh@planning.nsw.gov.au>
Date: 27/02/2011 5:31 PM
Subject: Online Submission from Jenny Eriksson of n/a (object)
CC: <assessments@planning.nsw.gov.au>

41

I completely disagree with the height of this proposed development. It is out of character with the rest of the suburb.

Name: Jenny Eriksson
Organisation: n/a

Address:
36 osborne ave putney

IP Address: d122-104-57-142.sbr3.nsw.optusnet.com.au - 122.104.57.142

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

42

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

Shepherds Bay Urban Renewal Concept Plan

Community consultation sessions

Robertson + Marks is holding two consultation sessions to support public exhibition of a proposal to revitalise the foreshore area around Shepherds Bay in Meadowbank.

The NSW Department of Planning is coordinating public exhibition of a Concept Plan to transform old industrial land on Bowden, Belmore, Church and Waterview Streets, Nancarrow and Rothesay Avenues, Constitution Road and Hamilton Crescent West into a vibrant, waterfront community.

New development will provide high quality residential accommodation and will improve stormwater infrastructure, public open space and foreshore access.

You are invited to view the plans and provide feedback at the following consultation sessions:

Date: **Tuesday 8 February 2011**
Time: **6.00pm – 8.30pm**

Date: **Saturday 12 February 2011**
Time: **10.00am – 12.30pm**

Both sessions will be held at the **Shepherds Bay Community Centre, Bay Drive (off Bowden Street).**

Information on display will provide an overview of the key elements of the proposal. Members of the project team will be on hand to answer questions and receive feedback.

Robertson + Marks will consider and respond to feedback received before the Department of Planning completes the assessment of the proposal.

For further information please call the project team on 0413 839 777.

Robertson + Marks is a registered company in New South Wales, Australia. The company is a subsidiary of Robertson + Marks Pty Ltd, a company registered in New South Wales, Australia. The company is a subsidiary of Robertson + Marks Pty Ltd, a company registered in New South Wales, Australia.

PLACE Design Group ROBERTSON + MARKS



Shivesh Singh - Online Submission from Nina M ()

(43)

From: Nina M <newdelhi57@hotmail.com>
To: Shivesh Singh <shivesh.singh@planning.nsw.gov.au>
Date: 27/02/2011 9:13 PM
Subject: Online Submission from Nina M ()
CC: <assessments@planning.nsw.gov.au>

This will cause traffic congestion and overload on already stretched roads of the area, impacting residents adversely and severely.

Further increase in population density cannot be supported by the area. The high rises will destroy the visual character of the area. All round severe negative impacts.

Name: Nina M

Address:
13-15 Meadow Crescent
Meadowbank NSW 2114

IP Address: cpe-58-173-113-120.ryqe1.cht.bigpond.net.au - 58.173.113.120

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**(object)**

From: <>
To: Shivesh Singh <shivesh.singh@planning.nsw.gov.au>
Date: 27/02/2011 9:42 PM
Subject: Online Submission from (object)
CC: <assessments@planning.nsw.gov.au>
Attachments: Objection letter.pdf

(44)

27th February 2011

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

To Mr Woodland,

As residents of Constitution Road Ryde for over 5 years we have seen the suburbs of Ryde and Meadowbank change dramatically for both the good and bad. During this period of time we have seen the completion of Shepherds Bay and the Bay One developments. These two developments have already impacted on the local infrastructure and had an impact on the traffic flow through the suburb.

As residents of Constitution Road we would like to formally object to a number of has aspects in the overall concept plan for the redevelopment of the Meadowbank employment area. There are several reasons for our objection to MP09_0216 (concept plan).

1. Height

? The height of the proposed development along Constitution Road is not appropriate and does not integrate seamlessly with the north side of the road.

? The current residential properties are zoned low density residential with all residential dwellings being single storey structures.

? The proposed development height of 5 storeys (with a 6 storey ?pop up?) on the southern side of Constitution Road is a stark contrast to the single level structures of the current residential properties.

2. Environmental concerns

The 5 storey proposal along Constitution Road would create a wall like effect to the current resident on the north side of the road. This would have two negative impacts on environment of current residential properties.

? Currently as residents of Constitution Road, we enjoy the benefit of a cooling breeze in the evening from the south. We have great concerns that 5- 6 storeys on the opposite side of the road and throughout the development will greatly reduce or block this breeze entirely.

? The second is that noise from traffic would rebound off the 5 storey development and increase noise pollution for the current residential properties.

3. Traffic

Over the past 5 years we have seen the traffic patterns of Meadowbank/Ryde change with the completion of the Shepherds Bay and Bay One. We have taken the time to review the proposed road ?improvements? listed in the concept plan and have a number of concerns regarding these improvements.

? Throughout the concept plan a circle that appears to represent a round-a-bout at the intersection of Constitution Road and Hamilton Crescent West appeared on many of the maps. However, a round-a-bout was not specified in any text for the proposal. We strongly object to any future plans for a round-a-bout in that location. This is because it would remove the only vehicle parking space for the properties at that intersection. In addition the vehicular deceleration and acceleration noise would also have a significant impact on the residents.

? Peak period traffic flow along Constitution Road has been suggested to increase by approximately 50% due to the proposed development. That increase is completely unacceptable. Constitution Road already experiences poor traffic flow during peak period which can be attributed to residents of surrounding suburbs using the suburb as a ? short cut? to avoid Victoria Road and Church St and then is compounded with the train commuters alighting a Meadowbank railway station.

4. Number of dwellings

The size of the proposed development (2600 dwellings) is too large and will have a detrimental impact. There is currently insufficient schooling facilities, doctor?s surgeries and dentist?s in the area to cope with such a large increase in the local population.

The number of dwellings and the number of allocated parking spots for residents is inadequate with a majority of dwellings being 2 bedroom or greater. This would lead to a number of residents parking the surrounding streets and roads.

We do not wish to have our name known or to be made available to the Proponent, these authorities or on the department?s website.

Regards,

Name: I

Address:

Constitution Road Ryde NSW 2112

IP Address: cpe-58-173-114-205.ryqe1.cht.bigpond.net.au - 58.173.114.205

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27th February 2011

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

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We do not wish to have our name known or to be made available to the Proponent, these authorities or on the department's website.

Regards,

Shivesh Singh - Online Submission from Dan Fei (object)

From: Dan Fei <dawnfei@hotmail.com>
To: Shivesh Singh <shivesh.singh@planning.nsw.gov.au>
Date: 27/02/2011 9:54 PM
Subject: Online Submission from Dan Fei (object)
CC: <assessments@planning.nsw.gov.au>

(45)

I oppose this application because it will have a huge impact on the area's traffic and existing public services. Victoria Road and Meadowbank station are already congested. Concord Road/Church street is already a bottle neck to Rhodes and Macquarie Park. Our children are not safe because of all the additional traffic on the road. There won't be enough open space/park for our children to play and the residents to relax and exercise. The school, library, hospital and other public services will be overloaded. Currently Meadowbank is mainly low density, low rise residential and industrial. Such development is high density and any building over 6 storey is out of the character of the area. I think the proposed number of apartments is excessive. We do not want high rise and high density apartments in our suburb. We should not allow such development to destroy the environment and life style we current enjoy in Meadowbank.

Name: Dan Fei

Address:
55 Mons Avenue
West Ryde, NSW

IP Address: - 131.203.109.9

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
Senior Planner

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Shivesh Singh - Online Submission from Dan Fei (object)

From: Dan Fei <dawnfei@hotmail.com>
To: Shivesh Singh <shivesh.singh@planning.nsw.gov.au>
Date: 27/02/2011 10:12 PM
Subject: Online Submission from Dan Fei (object)
CC: <assessments@planning.nsw.gov.au>

45

I oppose this application because it will have a huge impact on the area's traffic and existing public services. Victoria Road and Meadowbank station are already congested. Concord Road/Church street is already a bottle neck to Rhodes and Macquarie Park. Our children are not safe because of all the additional traffic on the road. There won't be enough open space/park for our children to play and the residents to relax and exercise. The school, library, hospital and other public services will be overloaded. Currently Meadowbank is mainly low density, low rise residential and industrial. Such development is high density and any building over 6 storey is out of the character of the area. I think the proposed number of apartments is excessive. We do not want high rise and high density apartments in our suburb. We should not allow such development to destroy the environment and life style we current enjoy in Meadowbank.

Name: Dan Fei

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Shivesh Singh - Online Submission from [REDACTED] (object)

From: [REDACTED]
To: Shivesh Singh <shivesh.singh@planning.nsw.gov.au>
Date: 27/02/2011 9:58 PM
Subject: Online Submission from [REDACTED] (object)
CC: <assessments@planning.nsw.gov.au>

(46)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Name: [REDACTED]

Address:

[REDACTED] Meadowbank 2114

IP Address: [REDACTED]

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Shivesh Singh - Online Submission from [REDACTED] (object)

From: [REDACTED]
To: Shivesh Singh <shivesh.singh@planning.nsw.gov.au>
Date: 27/02/2011 9:59 PM
Subject: Online Submission from [REDACTED] (object)
CC: <assessments@planning.nsw.gov.au>

(46)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Name: [REDACTED]

Address:

[REDACTED]
Meadowbank 2114

IP Address: [REDACTED]

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 Alastair Agnew of resident (object)

From: Alastair Agnew <a.agnew@gmail.com>
To: Shivesh Singh <shivesh.singh@planning.nsw.gov.au>
Date: 27/02/2011 10:41 PM
Subject: Online Submission from Alastair Agnew of resident (object)
CC: <assessments@planning.nsw.gov.au>

(47)

As a local resident I strongly object to both this plan and the use of 3A planning provisions to force it through in such a crude and ill-considered manner. As is the case with many locals, I do not oppose further residential development in this area, as projected in Ryde Council's own zoning and planning overview strategy. However the imposition of this ugly, sprawling 60s style conurbation will destroy any local character or planning cohesion for generations to come in this area. Beyond the issues related to the proposed abandonment of any valid height restrictions, the development will have a crushing impact in terms of traffic, public transport, lack of open space, environmental sustainability, visual amenity, schools and general services. The attention to these latter areas in the plans displayed thus far can only be described as flimsy and cursory. I urge rejection of the plan as it stands and a return to conformity with Ryde Council's planning controls for the area.

Name: Alastair Agnew
Organisation: resident

Address:
19/143 Bowden St, Meadowbank NSW 2114.

IP Address: 110-174-23-235.static.tpgi.com.au - 110.174.23.235

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

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Shivesh Singh - Online Submission from Andris Marcinkus (object)

From: Andris Marcinkus <andy.marcinkus@gmail.com>
To: Shivesh Singh <shivesh.singh@planning.nsw.gov.au>
Date: 28/02/2011 12:13 AM
Subject: Online Submission from Andris Marcinkus (object)
CC: <assessments@planning.nsw.gov.au>

(48)

Why do city planners denying the reality that we are a society where the average family own two (or more) cars and ignore this fact when developing new residential estates?

I ask this question because I am concerned that 4,500 car spaces is not enough for 2,800 units.

My experiences whilst living in recent developments convinces me that little or no consideration is given to the reality of the situation once 'real' people actually populate these estates.

Experience A/.

Recently I lived at Liberty Grove where it is now virtually impossible to find visitor parking on weekends and during mid-week trades people at times will have difficulty finding any parking bay within hundreds of meters of the job. I don't know what the officially approved ratio of parking spaces to units was at liberty Grove - but whatever it was, it is totally inadequate.

Experience B/.

Currently I live in 141 Bowden St, Meadowbank and can look down on the available parking spaces on Bowden St opposite the proposed development. Now on weekends there are typically nil on-street parking spaces available. If I have two or three friends visit, each driving their own vehicles they have to park 500 meters away. This is the current situation and I can only see it getting worse with 2,800 more units built on the opposite side of Bowden St.

The inevitable pressure on available street parking spaces is a factor affecting quality of life and consequently I request that a review of ratio of available parking spaces versus units be undertaken, with actual data obtained from recent similar developments be used as basis for comparison.

if we consider that each unit will require by default 1 car space.

Name: Andris Marcinkus

Address:

PO Box 28

Thornleigh NSW 2120

IP Address: cpe-124-182-122-114.lns4.fli.bigpond.net.au - 124.182.122.114

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

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Shivesh Singh - Online Submission from joanne magnier of local resident ()

From: joanne magnier <joannemagnier@gmail.com>
To: Shivesh Singh <shivesh.singh@planning.nsw.gov.au>
Date: 28/02/2011 6:56 AM
Subject: Online Submission from joanne magnier of local resident ()
CC: <assessments@planning.nsw.gov.au>

(49)

Why would you allow or even propose this level of development?

where are the children going to play or even adults going to be able to relax .. there are no parks proposed?
what is going to happen to the traffic levels with this many new dwelling being introduced? I current have 2 children in afterschool care because I need to to work. one is at St Michael's at Meadowbank and the other at ABC Ermington. I work at St Leonards and I now have to leave work early so that I can make sure I get through the Meadowbank train station area as I race to pick both children up before 6pm. It is already congested. With your plan, there will be significantly more cars in the area, and more people on the trains flowing across the road. What are you proposing for traffic issues.

As for the building height? that is so out of character for the area? Any proposal should be in line with current design. YOU are proposing and eye sore??? is this so that the developers can get maximum \$ for water views ... i am guessing so???

I am definitely against this proposal!

I would like my questions answered

thanks you

Joanne Magnier
11 Crowley Cres,
Melrose Park

Name: joanne magnier
Organisation: local resident

Address:
11 Crowley Cres
Melrose Park
2114

IP Address: bh02i525f01.au.ibm.com - 202.81.18.30

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

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

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Shivesh Singh - Online Submission from Xin Zhang (object)

From: Xin Zhang <sophia_zhx@hotmail.com>
To: Shivesh Singh <shivesh.singh@planning.nsw.gov.au>
Date: 25/02/2011 2:58 PM
Subject: Online Submission from Xin Zhang (object)
CC: <assessments@planning.nsw.gov.au>



I chose Meadowbank to start my family 2 years ago is for the quite neighborhood, great huge park and nice environment. But if this plan is approved, the impact will be enormous not only to the life quality of ours but also the environment.

Name: Xin Zhang

Address:

1/38-40 Meadow Crescent, Meadowbank

IP Address: d175-39-12-201.sbr800.nsw.optusnet.com.au - 175.39.12.201

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

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Shivesh Singh - Online Submission from Moon Hui (object)

From: Moon Hui <moonhui84@yahoo.com>
To: Shivesh Singh <shivesh.singh@planning.nsw.gov.au>
Date: 25/02/2011 12:59 PM
Subject: Online Submission from Moon Hui (object)
CC: <assessments@planning.nsw.gov.au>

(51)

The proposed development is totally inappropriate and unacceptable for the following reasons.

1. Extreme high density

I understand that under proposed development includes 2600 units on a total area of approximately 9 hectares. Such density likens to housing blocks built a few decades ago. Most local residents including myself are particularly alarmed by the fact that the proposal includes an 18-storey building and a 12-storey building right on the Parramatta River foreshore area in Meadowbank. This is completely out of character with the rest of the local development. The adverse visual impact to be created by the proposed development will create a damning legacy of NSW Department of Planning for decades to come.

2. Minimal space between buildings

The space between each building is about 6 metres which is the minimum requirement under the BCA. This might be more acceptable to a development situated on a busy road but not for a quiet and peaceful locality like Meadowbank.

3. Lack of public open space

The proposed development has allocated less than 10% of the land as public open space. Further, the location of such open space is not useable due to the fact that most of it is narrow and sandwiched between residential towers.

4. Traffic congestion

The proposed development fails to address in any way traffic congestion to be caused by 4500 additional cars to be put on the local roads. The proposed widening of certain sections of Constitution Road is not going to solve traffic congestion issues which have already been exacerbated by the high density residential developments in Meadowbank in the last 5 or 6 years. Holdmark Developers's Bay One and Bay Top developments have certainly contributed to existing unacceptable traffic congestion.

To connect Rothesay Avenue with Bowden Street will create unacceptable amount of high volume traffic which will jeopardise the safety of pedestrians who use the relevant foreshore area for recreational and exercise purposes.

There has been very strong community objection to the proposed development. I urge the Minister for Planning not to approve the proposed development without further community consultations.

Thank you very much for considering this submission.

Name: Moon Hui

Address:
24 / 46 Meadow Crescent

Meadowbank
NSW

IP Address: dsl-61-95-118-217.request.com.au - 61.95.118.218

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

From:**To:** Shivesh Singh <shivesh.singh@planning.nsw.gov.au>**Date:** 24/02/2011 11:12 PM**Subject:** Online Submission from Helen Pegler ()**CC:** <assessments@planning.nsw.gov.au>

(52)

Application No. MP09_0216 (Concept Plan) MP09_0219 (Project Application-Stage 1). I am a senior aged pensioner and do not want my name published. I object to the application on the following grounds. (1) Local roads at peak hour are already saturated. Ryde Bridge, Top Ryde and Meadowbank bridge will not be able to cope with 2300 extra residents cars (as per Ryde Council's recommendations), let alone this application (4600 residents) which is double Ryde Council's recommendations for this site. (2) The height of the apartment blocks (higher than Ryde Council's recommendations) will restrict the pleasant outlook that many of the existing residents in the area enjoy. I have no political affiliations nor have I ever made a political donation.

Name:

Address:

MEADOWBANK NSW 2114

IP Address: cpe-121-213-21-213.lns1.clt.bigpond.net.au - 121.213.21.213

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

From:**To:** Shivesh Singh <shivesh.singh@planning.nsw.gov.au>**Date:** 24/02/2011 11:12 PM**Subject:** Online Submission from**CC:** <assessments@planning.nsw.gov.au>

(52)

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Name:**Address:**

MEADOWBANK NSW 2114

IP Address: cpe-121-213-21-213.lns1.clt.bigpond.net.au - 121.213.21.213**Submission for Job:** #3745 MP09_0216 - Concept Plan - Mixed Use Residential, Commercial/Retail Development, Meadowbank & Rydehttps://majorprojects.onhliive.com/index.pl?action=view_job&id=3745**Site:** #2183 Meadowbank Employment Areahttps://majorprojects.onhliive.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 Paul Gardner (object)

From: Paul Gardner <gardneresque@y7mail.com>
To: Shivesh Singh <shivesh.singh@planning.nsw.gov.au>
Date: 24/02/2011 11:14 PM
Subject: Online Submission from Paul Gardner (object)
CC: <assessments@planning.nsw.gov.au>

53

The recommendations in the Ecological Report must be strictly enforced by the Director-General. My concern is that this review is focussed solely on the site of development in Meadowbank. This is understandable, but one must consider the existing development across the river in Rhodes. The combined impact of both these developments on waterways and wildlife is a cause for concern. I hope that the Director-General will recommend a scaling back in this development.

Name: Paul Gardner

Address:
Unit 9
9 Maxim Street
West Ryde
NSW 2114

IP Address: - 202.124.75.73

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 Paul Gardner (object)

From: Paul Gardner <gardneresque@y7mail.com>
To: Shivesh Singh <shivesh.singh@planning.nsw.gov.au>
Date: 24/02/2011 11:14 PM
Subject: Online Submission from Paul Gardner (object)
CC: <assessments@planning.nsw.gov.au>



The recommendations in the Ecological Report must be strictly enforced by the Director-General. My concern is that this review is focussed solely on the site of development in Meadowbank. This is understandable, but one must consider the existing development across the river in Rhodes. The combined impact of both these developments on waterways and wildlife is a cause for concern. I hope that the Director-General will recommend a scaling back in this development.

Name: Paul Gardner

Address:
Unit 9
9 Maxim Street
West Ryde
NSW 2114

IP Address: - 202.124.75.73

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 - RE: MP09_216 Concept Plan – Mixed Use – Commercial Residential/Retail Development Meadowbank & Ryde

From: Locksley Roberts <locksley.roberts@etherstack.com>
To: <information@planning.nsw.gov.au>
Date: 24/02/2011 12:13 PM
Subject: RE: MP09_216 Concept Plan – Mixed Use – Commercial Residential/Retail Development Meadowbank & Ryde

54

TO: The Department of Planning
Director Metropolitan Projects
Major Projects Assessment



NAME: Locksley Roberts

ADDRESS: 38 Andrew St, Melrose Park, 2114, Sydney, NSW, Australia

RE: Department of Planning, Major Projects
MP09_216 Concept Plan – Mixed Use – Commercial Residential/Retail Development Meadowbank & Ryde
MP09_219 Project Application – Residential Development, Ryde

Dear Director,

With reference to the above project, as a resident of Melrose Park I am very much concerned about the net negative impact of this proposed development on the Shepherd's Bay and surrounding areas.

The Shepherd's Bay area comprises just 30 or so hectares in size. In just the past few years more than 1,000 units have been constructed in this small area, resulting in a significant increase in road congestion, traffic noise, public transport and parkland use in the residential areas surrounding Shepherd's Bay, including Melrose Park. In addition, from what I myself have seen of this development, there has very clearly been little or no thought gone into providing adequate parking, public, recreational space in and around this development, nor any consideration at all for the throughput of increased traffic caused by the residents of this development and those who visit this area.

Despite these conditions the Department of Planning is considering allowing a much larger development project to go ahead in the Shepherd's Bay area, with more than 2,500 units and 4,000 plus vehicles. If this development goes through, this small area of just 30 hectares will host up to 3,500 units, with a very much exacerbated traffic congestion problem, not to mention the strain on public parking, public transport and public parks in our area.

Whilst most of the residents in our neighbourhood would agree to some form of further development of the Shepherd's Bay area, it is clear to us that the existence of 3,500 units is an unacceptable development that will very obviously exacerbate the already problematic traffic congestion and traffic noise situation in our area. In addition to creating an even worse traffic problem in the area, I'm concerned about the impact this development will have on current infrastructure in our area,

including public transport facilities, parking, not to mention the environment.

Given the considerable scale of the proposed development, I feel that much more time needs to be given for residents to consider the full impact of this development on our area before permission for its construction gets the go ahead. Accordingly, I request that the public submission deadline be extended to March 30th, 2011.

Yours sincerely,

Locksley Roberts

Shivesh Singh - Online Submission from Rajeshwari Jayadev (object)

From: Rajeshwari Jayadev <rajjayadev@hotmail.com>
To: Shivesh Singh <shivesh.singh@planning.nsw.gov.au>
Date: 24/02/2011 11:54 AM
Subject: Online Submission from Rajeshwari Jayadev (object)
CC: <assessments@planning.nsw.gov.au>



1. Lack of useable open space for children to play and for families for physical activity.
2. Traffic congestion: currently I am experiencing problems and difficulties during peak hours on Constitution Road on both sides of Meadowbank train station and also at the 'round-about' at the junction of Bowden Street and Constitution Road.
3. I am concerned about public transport, trains, busses and ferries.

Name: Rajeshwari Jayadev

Address:
7/3 Bay Drive, Meadowbank 2114

IP Address: r220-101-87-235.cpe.unwired.net.au - 220.101.87.235

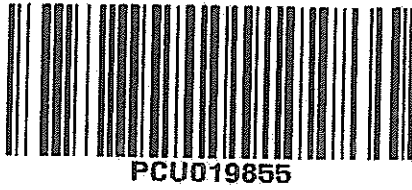
Submission for Job: #3745 MP09_0216 - Concept Plan - Mixed Use Residential, Commercial/Retail Developement, Meadowbank & Ryde
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3745

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

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56

Mrs Megan Hunt
34 Grand Ave
West Ryde 2114
21 February 2011

Attention:

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



Re: NSW Department of Planning , Major Projects
MP09_216 Concept Plan – Mixed use – Commercial Residential / Retail Development
Meadowbank & Ryde
MP09_219 Project Application – Residential Development , Ryde

Dear Madam/Sir,

There is currently a proposal for the construction of a large residential development in Meadowbank Sydney . The development company has by -passed Ryde Council and has asked the NSW Government to approve this development using Part 3A of the Environmental Planning and Assessment Act 1979.

Some of the major concerns I have about this proposed development are as follows:

- Ryde Councils plans for the area allow for approximately 1300 dwellings. The developer is seeking to have 2600 dwellings approved by the NSW Government under Part 3A.
- Ryde Council has said that it would allow a maximum 6 storey height limit on the development. The developer is seeking to have an 18 storey height limit approved by the NSW Government under Part 3A.
- An increase of 2,600 dwellings will result in over 4,000 more cars on our roads and will have a huge impact on traffic conditions and congestion in our local area.
- The impact on our community parklands , child care facilities and schools will be significant.

I feel that the genuine concerns of the residents regarding the future impact on our roads, parking and the environment have not been adequately considered or addressed . We need to give more thought to the real impacts on our community by such a large development.

Yours sincerely

Megan Hunt

Shivesh Singh - Online Submission from Geoff Hudson (object)

From: Geoff Hudson <megs_geoff@hotmail.com>
To: Shivesh Singh <shivesh.singh@planning.nsw.gov.au>
Date: 24/02/2011 2:18 PM
Subject: Online Submission from Geoff Hudson (object)
CC: <assessments@planning.nsw.gov.au>
Attachments: Submission on Meadowbank Urban Renewal Proposal.pdf

57

Please see attached comments

Name: Geoff Hudson

Address:
32 Richard Johnson Cres
Ryde NSW 2112

IP Address: mail.lgsa.org.au - 58.96.29.222

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
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**MP09_0216 (Concept Plan) and MP09_0219 (Project Application – Stage 1)
– Meadowbank Urban Renewal Project**

We object to the project.

We are writing this submission to raise our significant concerns 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. We are local residents who lives in a street close to the proposed development.

General Comments

The area of the proposed development is currently comprised of many unused old industrial buildings, and is the logical site for urban renewal and residential development. However, the proposed development is completely out of context and character of the existing neighbourhood, and would have a major impact on the amenity, lifestyle and livability of the local area. In fact the development would be the largest single residential development ever seen in the Ryde district, and would have a significant impact on a broad range of issues, including visual amenity along the river, 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 proposed development is completely out of context and character for the local area, and can only be described as gross over development. The site is located directly adjacent to the major river running through the heart of Sydney. After years of neglect the Parramatta River is finally being recognised as one of the jewels in Sydney's crown, with major restoration and rehabilitation projects being undertaken along the river. The redevelopment of old industrial land along the river has played its part in this process by reconnecting the community with the river. There have been many examples of appropriate urban renewal adjacent to the river over the last few years. However, this proposed development is not in that category. This development will destroy the amenity of the river, not improve it.

Ryde Council recognised the potential for residential development on this site, but had deemed that appropriate development 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 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 development proposes the building of 2500-3000 units, which equates to approximately 5000-7000 people – the equivalent of a decent sized country town. In fact, this development will house more people than towns such as Oberon, Hay, Bourke, Glen Innes, and Gundagai. This scale of development will result in over 4500 extra cars hitting our local suburban streets, and will have a massive impact on traffic congestion.

The proposal's Traffic Study (Varga Traffic Planning, Nov 2010) is simplistic, naive and totally unrealistic! Based on totally inadequate research of just one day's traffic flow, the study 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"*. While this may be exactly what their client wants to hear, it is not reality. It is totally unrealistic to expect 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 lucky to be well serviced by public transport, and it's acknowledged that this means that it is a priority area for further residential development. However, there is no evidence 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

It is not just public transport services that need to be taken into consideration, the scale of the proposed development will have significant impact on other local social services, and on the local environment. There is absolutely no information about how the development will impact on local services or how these impacts will be addressed. The local school, police, hospital and emergency services, childcare services, parks and other recreational services will all be impacted. 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.

Geoff & Megan Hudson
Ryde

Chris W

RECEIVED

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28 FEB 2011

Director-General



Medium Density Management P/L

PO Box 322, GLADESVILLE NSW 1675

Ph: 02 9817 2066 Fax: 02 9817-2906

25th February 2011

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

Dear Sir,

Concept Plan MP09 0216 – Shepherds Bay, Meadowbank

Medium Density Management is the Managing Agent for the Owners Corporation of Strata Plan 71356 which is located at 143 Bowden Street, Meadowbank. On behalf of the Owners Corporation I write to lodge an objection to the above Concept Plan.

Strata Plan 71356 was the first stage constructed of the six stages of the Waterpoint development in Bowden Street, Bay Drive and Angas Street, Meadowbank. As such, residents of Strata Plan 71356 have lived on site for more than 7 years and have observed at first hand the impact on the area of a large scale residential development. The main objections of the Owners Corporation are as follows:

1. Bulk and Scale

The bulk and scale of the current proposals are entirely inappropriate for the area. The maximum height should not exceed the recently approved plan of Ryde City Council for this area.

2. Traffic

The roads in this area were not designed for the high level of traffic which currently use them. There are already long delays in traffic leaving the area to get onto Victoria Road at the corner of Bowden Street. The roundabout at the intersection of Bowden Street and Constitution Road is frequently backed up and is not able to cope with even the existing traffic at various times of the day and week. The residents of Strata Plan 71356 have watched over the last 7 years as this problem got worse as more people moved into later stages of the Waterpoint development.

3. Parking

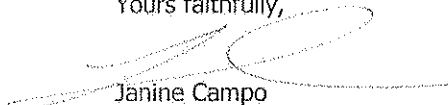
The suggested number of car parking spaces is not sufficient for the suggested number of apartments. Strata Plan 71356 has a similar composition of 1, 2 and 3 bedroom units as proposed in the new development. Our experience has been that the amount of parking provided is not adequate for the number of people living in this type of property in this area. We provide 2 parking spaces for all 3 bedroom units, 1 or 2 parking spaces for all 2 bedroom units and 1 parking space for all 1 bedroom units plus the required

number of visitors parking spaces. Our experience is that almost all 2 bedroom units have 2 cars and many 3 bedroom units have 3 cars.

Although we are well served by public transport most of our residents need a car for a variety of reasons and the Owners Corporation is constantly having problems with residents parking illegally in the visitors spaces. The main reason for this problem is because there are not enough parking spaces available, either in our building or on the street.

The Owners Corporation of Strata Plan 71356 agrees with the long term proposals to change the industrial uses to residential uses but the number of apartments should be no more than the number approved in the current Ryde City Council plans. Also, any additional residences should only be approved if there is a corresponding improvement in the nearby roads.

Yours faithfully,



Janine Campo
Medium Density Management

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Chris W

Director-General

28 FEB 2011

RECEIVED

6/16-18 Belmore Street
Ryde NSW 2112
26 February 2011

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

Dear Sir

Concept Plan MP09_0216 – Shepherds Bay, Meadowbank

This letter is an objection to the above Concept Plan.

I live in Belmore Street and frequently spend time in the area which forms the subject of the Concept Plan. I object to the height, bulk and scale of the proposed development. Also, I am very concerned that the large number of apartments proposed will impose significant additional traffic pressures which will impact negatively on the quality of life of local residents.

Over the last 5 years I have watched the construction of the "Waterpoint" and "Bay One" developments and believe that they are much more dense than is appropriate for this part of Sydney. I support the need to change the industrial area into a residential area but this should be done at a level much reduced from what is proposed. No building should be more than 5 storeys high and there should be a much greater setback from the river than is currently proposed. This is a once in a generation opportunity for the NSW Government to show leadership in ensuring that quality planning decisions are made for such an important site.

I strongly challenge the statement on page 1 of the traffic report where it says: *"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. My observations are that the existing industrial use generates very little traffic but the two residential uses at Waterpoint and Bay One generate very significant traffic. They also generate huge on street parking problems.

Any approval of the Concept Plan must incorporate:

- A very substantial reduction in the maximum height of buildings
- A significant reduction in the number of apartments
- An increase in the number of underground on site parking spaces
- A requirement for the developer to find large scale improvements in local roads giving access to Victoria Road and Church Street.

Yours faithfully

Philip S Marr

Philip S Marr

Our names; Carlo & Wendy Morraschi

Address: 28/2 Bay Drive, Meadowbank, NSW 2114

Reference: Major Projects MP09-216 and MP09-219

We refer to the Concept Plan submitted by by Robertson & Marks Architects P/L for major projects, MP09-216 and MP09-219 and would like to convey our concerns and objection to the Concept Plan as submitted: Our reasons for the concerns and objections are as follows:

1. Inappropriate Overdevelopment

The construction of 2800 apartments built and the provision for 4,500 cars in the said rather small development areas represents excessive and overdevelopment with little or no regard to whether the existing roads, in particular Constitution Road, Bowden, Railway Road, Underdale Lane, Bay Drive, Belmore Street, Parsonage Street and Loop Road. can accomodate the thousands of cars added to the traffic in Meadowbank. We have serious reservations that these mentioned roads can accomodate the huge increase in traffic without causing traffic jams and chaos, especially during peak hours. As it i,s there is already traffic conjestion in Constitution Road, Railway Road, Bay Drive, Underdale, Belmore Road during the hours between 3.30-6.30 pm. Part of this increased traffic is diverted from the busy Victoria Road while many others use the Constitution Road and Railway Road to go to Melrose Park and surrounding suburbs. That stretch of Constitution Road starting from Belmore Street and joining up with Railway Road is already choked with traffic during peak hours. Coupled with the small roundabout in Railway Road and Bay Drive, traffic congestion is already a daily occurance. Because of the heavy traffic conjestion along Constitution Road, many cars divert to Underdale Lane from Belmore Road and cause traffic conjestion around the junction of Bay Drive, Underdale Lane and Railway Road. Imagine the several thousands more cars added to roads in Meadowbank, in particular to these said roads/street/lane, you have a recipe for severe traffic jams and traffic chaos, especially during the peak hours. We are supportive of the urban renewal of Meadowbank but we feel that Ryde Council has got it right by having height/storeys restriction in Meadowbank, given the rather narrow main streets ilke Constitution Road. They have also been able to extract "contributions" from major project developers for the good of the community and the enviroment, like extracting a community hall from the developer of the Shepherds Bay village and requiring substantial open areas.

We are of the view that there should be a comprehensive traffic study undertaken before approval be granted to the Concept Plan and that height retrictions be imposed for the Meadowbank suburb, taking into consideration the roads in Meadowbank. We further add that Ryde Council has got it right when it comes to height restriction and the restriction in the number of storeys that can be condtructed in a building in Meadowbank. Top Ryde city with its high rise building is good enough for the Ryde Area.

2. Pollution and Open Areas Destruction Caused by the Joining Up of Rothesay Avenue with Bowden Street

Rothesay Avenue may be extended to accomodate the new development but should not join with Bowden Street. Once these two roads are joined, the sereness and peace of the Shepherds Bay village will be shattered with Bowden Street, Bay Drive and Underdale Lane now used as through traffic for those cars wanting to avoid the conjested Constitution Road. By joining Rothesday Avenue with Bowden Street in the manner as proposed in the Concept Plan, the rather serene and peaceful stretch along the Parramater River from Bowden Road to the end of Rothessay

Avenue will become a noisy stretch with noise and air pollution increased many folds. If it is felt desirable to extend Rothesay Avenue to join up with Bowden Street, we would like to suggest that Rothesay Avenue be extended to join Bowden Street by a more straightened Rothesay Avenue. In making Rothesay Avenue a more straightened avenue, it is suggested that the land between the straightened Rothesay Avenue and the walkway along Parramatta Road can then be donated by the developer as an open area to be used as an area for children to play or as a picnic area.

3. More Open Areas From Developer

Given the magnitude and size of the development, we are surprised that there is hardly any open areas set aside or "donated". We suggest that the developer set aside more open areas.

4. Ecologically Sustainable Development

For a massive development as represented by MP09-216 and MP09-219, we suggest the mandatory requirements on ecologically sustainable development be set for these two major projects.

In conclusion, we would like to suggest that before approval be granted, the Concept Plan be redrawn to consider the above mentioned concerns and suggestions. We thank you for the opportunity to put forth our concerns and suggestions.