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25th August 2011

Fax 9228 6455

Attention Director,
Metropolitan & Regional Projects South,
Re: Concept Plan Application for residential Development, 74-76 Belmore Street,
Ryde (MP10_110)

We wish to strenuously oppose the above application. This application should NEVER have got through planning.

We oppose due to the following:

- The traffic generated by the sheer number of additional residents will put the roads in the surrounding area in gridlock.
- Victoria road is widely acknowledged as one of the busiest roads in Sydney and also one of the slowest, not to mention that the lanes have already been reduced to accommodate a bus lane which is virtually unused.
- The Ryde Bridge in peak hour is impossible to cross and with an additional 470 dwellings there will be absolutely no traffic flow.
- Parramatta Road is also one of the busiest roads in Sydney and anyone travelling on it knows in peak hour it does not move.
- Public transport- There is only a minor bus service which does NOT accommodate all the residential area. The closest railway station is not within walking distance. The ferries only run one per hour and finish in the early evening, so **how would government propose people get to their work place without using their cars.**
- New Infrastructure surrounding this development will eventually mean increased council rates.
- Government has already destroyed the suburb of Meadowbank and now you are targeting an extended area which is insane!
- There is no provision for additional parking for shopping in fact the reverse has taken place with the deleting of car parks from the surrounding village shopping centres of Putney, West Ryde and Meadowbank.
- The surrounding Schools will be over crowded.
- The Top Ryde shopping centre is already a nightmare to park this will drastically impact the number of cars.
- It will destroy the ambience of the community and village atmosphere.
- All the real estate values have been steadily decreasing due to the economic downturn and this monstrosity will further depreciate our land/home values.

We are very unhappy that government feels the need to build 6 level buildings when residents clearly don't want this type of construction. This will turn into the slum that Meadowbank is currently transforming into.

State government and Ryde Council should be ashamed of themselves.

Terry Neville
10 Storey Street, Putney, NSW
Mobile 0412600550



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25th August 2011

Fax 9228 6455



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Terry & Janette Neville
8 Storey Street, Putney, NSW
Mobile 0412600550

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113/183 St Johns Avenue
GORDON NSW 2072

20 September 2011

Major Projects Assessment
Dept of Planning & Infrastructure
GPO Box 39
SYDNEY NSW 2001



Dear Sir

Ref: Concept Plan Application MP10_110

I support *achieve australia's* application to Dept of Planning & Infrastructure to develop the property at 64 Belmore Street, Ryde, previously owned by The Crowle Foundation.

My understanding is *achieve australia* will use the proceeds of the sale of units in the Development to buy cottages and units in which to house people with Intellectual and/or Physical disability who are in their care now and those who will need care in the future.

Achieve Australia has a very commendable plan for now and the future as sheltered accommodation for the handicapped is at a premium.

Yours sincerely

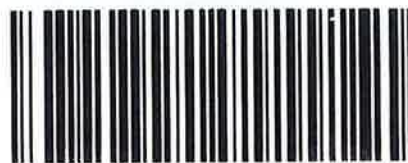
A handwritten signature in cursive script that reads "Jane Power".

JANE POWER

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Director-General
Department of Planning & Infrastructure
GPO Box 39
Sydney NSW 2001



PMU015668

19 SEP 2011

Director-General

Dear Mr Haddad

Michael Woodland
For attention.
R. Hammond, 21/9.

Submission by: Meadowbank West Ryde Progress Association

Project: Residential Development, 74-76 Belmore Street, Ryde (Crowle Home)

Applicant: Don Fox Planning on behalf of Achieve Australia

Application: MP10_0110 (Concept Plan)

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 application.

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

1. Traffic Congestion

It is understood that the proposed development will contain approximately 470 units and will provide parking for 580 vehicles. The Meadowbank area has already accommodated 2 large scale, high density developments; Waterpoint (previously known as Faraday Park) with 700+ units and the Bay1/Bay2/BayTop complex with approximately 600 units.

Prior to the construction of these units detailed traffic studies of the Meadowbank area were undertaken by Rhodes Thompson and Associates – "Traffic Impact Statement Proposed Mixed Commercial & Residential Development Faraday Park, Meadowbank (August 2001)" and "Traffic Impact Statement Proposed Mixed Commercial and Residential Development Belmore Street, Meadowbank (October 2001)".

These studies showed that major intersections exiting the area would be operating at failure point, by RTA definitions, at critical times of the day. A copy of Table 7 from the Belmore Street report is attached to illustrate this point.

It should be noted that:

- The Rhodes Thompson studies were based on there being approximately 700 units in the Faraday Park/Waterpoint Development, approximately 530 units in the Bay Complex and a TOTAL of 1,400 other new units being constructed in the Meadowbank area. The sum total of all new units in the Meadowbank area was expected to be approximately 2600. At this level traffic congestion was predicted to be extreme with intersections operating at failure point.
- Ryde Council allowed additional stories on the Bay Complex increasing the number of units from the original 530 to approximately 600.
- The Department of Planning is currently considering a Concept Plan (Major Projects MP09-216 and MP09-219) for the redevelopment of Shepherds Bay. The proponent, Holdmark Property Group is proposing that 2,800 units be constructed with parking for 4,500 vehicles.
- The Crowle Home proposal (MP10_0110) is for 470 units and parking for 580 vehicles.
- The total number of new units now proposed for the Meadowbank Area is now 4,630. This is more than 2,000 extra units beyond the point at which traffic congestion was going to be extreme!
- The Meadowbank area is geographically constrained so far as traffic ingress and egress is concerned. The area is bounded by the Parramatta River to the South, the main northern railway line to the West and by main roads, Victoria Road to the North and Church Street to the East. There are 5 main traffic exits from the Meadowbank area – the lights at Bowden St & Victoria Rd, Morrison Rd & Church St, Junction St & Church St; the bridge over the railway off Railway Road & the 'loop road' onto the Ryde Bridge.
- There does not appear to be anyway in which the local road network can be upgraded and exit points to main roads can be upgraded to overcome these congestion problems. There will simply be far too many cars in the area.

2. Lack of Public Transport Capacity

- There is no spare capacity in existing rail services on the main northern line to accommodate the potential increase in commuters and successive governments have made no attempt to increase capacity. Construction of one half of the John Whitton Rail Bridge was completed in 1980, providing two tracks to replace those on the old Meadowbank Railway Bridge. Thirty years later we are still waiting for the second half on the John Whitton Bridge to be constructed to alleviate the rail bottleneck between Rhodes and West Ryde.
- The assumption that because there is a rail station within walking distance of a high density development everyone will catch the train to work is a self serving fantasy promoted by those profiting from such development.

3. Road Safety

- It is proposed the entry and exit points to the Crowle Home site will be located in Porter Street. Porter Street is a narrow laneway, which tragically has become a busy road taking large volumes of traffic exiting Ryde Bridge and turning left into Well Street, then right into Porter Street, in order to avoid congestion on Victoria Road. Such traffic uses a variety of 'rat runs' through the Meadowbank area heading West and North/West. This situation came about through a previous decision by Ryde Council to sell part of Well Street to the developer of the Bay Complex. Consequently, Porter Street is highly inappropriate as an entry/exit point from the Crowle Home site. Belmore Street on the opposite side of the site is equally unsuitable as it is a busy local road and Meadowbank Primary School is in Belmore Street directly opposite the Crowle Home site. The northern side of the site fronts Junction Street which is also a busy, narrow local road, with large numbers of vehicles using the Junction Street/Church Street intersection to enter and exit the area. There are also large numbers of vehicles entering Junction Street from Porter Street.
- In short vehicle access to and from the site is severely constrained and this makes it unsuitable, from a road safety perspective, for the type of high density development proposed.

4. What is being approved?

- The approval of a 'Concept Plan' under Part 3A of the Environmental Planning & Assessment Act is a flawed process as no one knows what a final project will look like. In the past once approval of the 'concept' was given, there were no appeal rights. It is not clear whether or not this iniquitous situation has changed under the transitional arrangements supporting the repeal of Part 3A? The **Environmental Defenders Office NSW** recommended that Part 3A should be repealed and that the Concept Plan provisions should also be repealed. (*"The State of Planning in NSW – Recommendations for Reform"*, Environmental Defenders Office, page 50)
- No Concept Plan approval should be granted. The residents of Meadowbank are entitled to know with certainty what the development will look like, and its scale, in its final form.

5. Lack of Useable Open Space

- While the proposal provides some green open space it is not useable. There needs to be areas big enough for children to play and to kick a ball around, keeping in mind the fact those local parks can only be accessed by crossing busy roads. Also, these parks are too far away for younger children to use unsupervised. Children need safe play areas close to where they live for both cognitive and physical development. (*Children in the Compact City*, Prof. Bill Randolph UNSW 2006. *Accessible natural greenspace in towns and cities*, English Nature Research Report No.153, 1995)
- Adequate areas of green open space are essential for the maintenance of good adult mental health. *Beyond Blue to Green – The benefits of contact with nature for mental health and well-being*, Deakin University 2010. The proposed development does not provide adequate areas of green open space for adult passive recreation.

6. Facilities for the Disabled

- The Crowle Home was founded following a bequest of this site to the people of Ryde for the express purpose of creating a facility for the care of disabled children. It is improper for Achieve Australia to downgrade the Crowle Home and then play property developer with an irreplaceable community asset.
- It is understood that somewhere between 30 to 50 units in the development will be purpose built units to house disable persons. This number is dramatically short of the 100 disabled persons that have been housed on the Crowle Home site in the past. The demand for accommodation for disabled persons is growing with our growing population. Any redevelopment of the Crowle Home site should protect the purpose for which the land was originally bequeathed and it should provide more, not less, accommodation for disabled persons.
- The wisdom of creating a development in which a majority of able bodied residents and a minority with disabilities will live in close proximity in a strata development is questionable. It is easy to imagine that there could be issues which would create friction between these groups of residents. We are concerned that the minority of disabled residents may be disadvantaged in the resolution of any such issues, even to the extent that they may one day be forced out altogether, thereby losing an invaluable community asset.

7. Not Ecologically Sustainable Development (ESD)

- ESD is broadly defined as, "*development that meets the needs of the present without compromising the ability of future generations to meet their own needs*" (***Our Common Future***, World Commission on Environment and Development, 1987). While Green Star Building codes & BASIX are steps in the right direction they are tiny steps and do not represent ESD. One test is to consider the challenge of climate change. We know that the Intergovernmental Panel on Climate Change has advised that greenhouse gas emissions need to be reduced by between 80% and 95% by 2050, on 1990 levels, if we are to avoid dangerous levels of global warming. Will this development enable its occupants to reduce their emissions by 80% to 95%? If the answer is no then the proposed development is not ecologically sustainable.
- It is absolutely essential that the Department of Planning provide a comprehensive operational definition of ESD to provide developers with clear mandatory requirements that ensure new developments enable people to live sustainably.

For all of the above reasons we ask that the Department of Planning refuse approval of Concept Plan Application MP10_0110.



Robert Renew
Vice President

15 September 2011