

**Shivesh Singh - Online Submission from Robert Johnson (other)**

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**From:** Robert Johnson <rjo50333@tpg.com.au>  
**To:** Shivesh Singh <shivesh.singh@planning.nsw.gov.au>  
**Date:** 28/02/2011 2:59 PM  
**Subject:** Online Submission from Robert Johnson (other)  
**CC:** <assessments@planning.nsw.gov.au>

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I have concerns of the scale of proposed buildings on the lot surrounded by Church Street, Well Street and Parsonage Road. Traffic is already heavy particularly in peak times syphoning off Church Street from the Ryde Bridge into Well Street to access Meadowbank and beyond. With your proposed signature buiding at this location it must make for traffic accidents with added traffic entering and leaving this complex. Please do not engineer another Sydney Blackspot!

Also as this overall project will increase the population density it would be reasonable to assume patronage on buses travelling Church Street would increase. Therefore an overhead pedestrian bridge would be beneficial spanning such a busy artery, at or near the existing pedestrian crossing.

Kind regards, Robert

Name: Robert Johnson

Address:  
15B Waterview Street,  
PUTNEY NSW 2112

IP Address: 203-219-110-59.tpgi.com.au - 203.219.110.59

Submission for Job: #3745 MP09\_0216 - Concept Plan - Mixed Use Residential, Commercial/Retail Developement, Meadowbank & Ryde

[https://majorprojects.onhiive.com/index.pl?action=view\\_job&id=3745](https://majorprojects.onhiive.com/index.pl?action=view_job&id=3745)

Site: #2183 Meadowbank Employment Area

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

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**Shivesh Singh**  
Senior Planner

P: 9228 6424

E: [shivesh.singh@planning.nsw.gov.au](mailto:shivesh.singh@planning.nsw.gov.au)  
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**Shivesh Singh - Online Submission from Peter Scheidegger (object)**

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**From:** Peter Scheidegger <pscheide@bigpond.net.au>  
**To:** Shivesh Singh <shivesh.singh@planning.nsw.gov.au>  
**Date:** 28/02/2011 2:57 PM  
**Subject:** Online Submission from Peter Scheidegger (object)  
**CC:** <assessments@planning.nsw.gov.au>

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in my view this development is totally inappropriate.

it falls into the same mould as the existing Shepherds Bay developments. the building footprint area is far too big for the site.

currently an estimated 400 to 500 people are commuting into this area for work. after redevelopment about 6000 to 8000 people will commute out of this area onto already clogged main arteries (church street and victoria rd).

if development consent is given at all, the developer should at least incorporate the following:

- two (2) soccer field size level playing fields
  - picnic areas to accommodate at least 500 people at any given time
  - PV solar panels to operate lifts and common lighting (if installed capacity is insufficient, developer to increase at own cost)
  - storm water collection and storage to use for toilet flushing, washing, some irrigation)
  - grey water collection and usage for subsurface irrigation of landscaped areas
  - solar hot water for all units
  - absorption type chillers for all air conditioning purposes with solar hot water as heat source
- all above points to be considered as non-negotiable minimums.

Name: Peter Scheidegger

Address:  
33 Kulgoa Ave  
Ryde

IP Address: cpe-58-173-114-217.ryqe1.cht.bigpond.net.au - 58.173.114.217

Submission for Job: #3746 MP09\_0219 - Project Application - Residential Development, Ryde  
[https://majorprojects.onhiive.com/index.pl?action=view\\_job&id=3746](https://majorprojects.onhiive.com/index.pl?action=view_job&id=3746)

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## Shivesh Singh - Online Submission from Duane Gwiazdzinski (object)

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3

**From:** Duane Gwiazdzinski <duane\_anthony64@hotmail.com>  
**To:** Shivesh Singh <shivesh.singh@planning.nsw.gov.au>  
**Date:** 28/02/2011 2:51 PM  
**Subject:** Online Submission from Duane Gwiazdzinski (object)  
**CC:** <assessments@planning.nsw.gov.au>

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Impact on vehicle access to the general area, safety for children going to school and population impact on local schools. No supporting information in project submission. Volume of vehicle impact not considered.

Name: Duane Gwiazdzinski

Address:  
6/25 Angas Street, Meadowbank

IP Address: cpe-58-173-116-13.ryqe1.cht.bigpond.net.au - 58.173.116.13

Submission for Job: #3746 MP09\_0219 - Project Application - Residential Development, Ryde  
[https://majorprojects.onhiive.com/index.pl?action=view\\_job&id=3746](https://majorprojects.onhiive.com/index.pl?action=view_job&id=3746)

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**Shivesh Singh - Online Submission from David Lockhart (object)**

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**From:** David Lockhart <dloc1@hotmail.com>  
**To:** Shivesh Singh <shivesh.singh@planning.nsw.gov.au>  
**Date:** 28/02/2011 2:34 PM  
**Subject:** Online Submission from David Lockhart (object)  
**CC:** <assessments@planning.nsw.gov.au>

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4

Serious concerns over the following:

- increased traffic flow around Bowden St and adjacent roads, especially around Meadowbank Station overpass
- Constitution Rd to become four lanes will only create a bottleneck where it narrows to single.
- lack of green spaces around monolithic buildings
- height of proposed buildings, 9 stories is too high and the proposed 18 storey "feature" building is ridiculous
- increased pressure on already crowded public transport during rush hours from the proposed 5000 - 7000 extra residents

AND the ability of the developer to ignore many of the recommendations and make changes without recourse to public consultations

Name: David Lockhart

Address:  
26 Thorn St RYDE

IP Address: - 202.20.73.21

Submission for Job: #3746 MP09\_0219 - Project Application - Residential Development, Ryde  
[https://majorprojects.onhiive.com/index.pl?action=view\\_job&id=3746](https://majorprojects.onhiive.com/index.pl?action=view_job&id=3746)

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**Shivesh Singh - Online Submission from Lauren Burnette (object)**

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**From:** Lauren Burnette <tonyandlauren@optusnet.com.au>  
**To:** Shivesh Singh <shivesh.singh@planning.nsw.gov.au>  
**Date:** 28/02/2011 2:01 PM  
**Subject:** Online Submission from Lauren Burnette (object)  
**CC:** <assessments@planning.nsw.gov.au>

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(5)

I strongly object to the above development on many fronts. Firstly, the traffic that 4,500 cars will cause on already poor, congested roads with few and poor traffic entries and exits to the surrounding main roads. The reports state that the traffic numbers will be similar to what is already present within the industrial area however I strongly question this. With a quick walk around the area there is little to no traffic actually within the industrial site but getting caught up in other traffic using the bordering roads as short cuts to avoid Victoria Rd and Lane Cove Rd. As increased numbers of cars enter this fray from the proposed development our roads will become car parks. There is no allowance for this in the plan. The local schools are very small and will be under increasing pressure with massive increases in numbers in a short space of time. What allowances have been made here? Access and enjoyment of the foreshore will also be impeded as open space will be taken over by a concrete jungle, as already evidenced by the current Shepherd's Bay development. An 18 storey development or even a 6 storey one would be a blight on what is a beautiful part of the Parramatta river. Developments such as Breakfast Point and Rhodes have already shown how high density housing completely ruins the aspect of the river and has massive environmental impacts. Ryde/ meadowbank enjoys a quiet, open, tree dense environment, close to the water with it's sea birds and other sea life. There are few suburbs left in Sydney with such surroundings that haven't been ruined by high impact developments like this. I ask that this development not be approved on the above grounds.

Name: Lauren Burnette

Address:  
107 Bowden St, Ryde, 2112

IP Address: c122-106-146-23.carlnfd1.nsw.optusnet.com.au - 122.106.146.23

Submission for Job: #3745 MP09\_0216 - Concept Plan - Mixed Use Residential, Commercial/Retail Development, Meadowbank & Ryde  
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**Shivesh Singh - Online Submission from Simone Galvin ()**

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**From:** Simone Galvin <simone.mick@optusnet.com.au>  
**To:** Shivesh Singh <shivesh.singh@planning.nsw.gov.au>  
**Date:** 28/02/2011 1:56 PM  
**Subject:** Online Submission from Simone Galvin ()  
**CC:** <assessments@planning.nsw.gov.au>

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6

I object to this project. This project can not be viewed in isolation to the overall project MP09\_0216.

Density - An additional 2800 dwellings the area can not cope with, particularly given the units already in Shepherds Bay and I am sure there are more to come. The maximum building height of 12, 16 and 18 is completely inappropriate for the area and impending amenity of the current residents. Heights such as these are for the city, not for suburbia. 5 is the maximum height that should be allowed. Urban consolidation is flawed. Have a look around the world, it has not worked. Infrastructure - no additional infrastructure will be provide. Transport, schools, etc. The local schools can not cope with more students. Local school are already losing open spaces for children to play in to demountables to cope with the influx of children from developments already completed in the area. With a national obesity crisis taking green space for demountables is criminal.

Traffic - Morrison road is already carries traffic 80% over RTA guidelines, most of which is through traffic which is unacceptable to locals. 2800 dwellings will only exacerbate this issue that no authority will do anything to fix. This development can not be considered in isolation of others already underway, ie, Royal Rehab site redevelopment. Church St/Lane Cove road is already at a stand still in peak periods as is Victoria road.

Part 3A - This is the devil legislation that has lead to these issues. Legislation that the Environmental Defenders Office NSW has recommended be repealed. Local developments should be by local government. How apartments at Shepherds bay is state significant I will never understand. Hospitals, school, public transport, roads, they are state significant. Not this project. Someone living at Dubbo could not give a damn about this project but may certainly be interested in the state government providing a new state of the art public burns facility.

Regards,  
Simone Galvin

Name: Simone Galvin

Address:  
85 Princes St Ryde NSW 2112

IP Address: c122-106-148-85.carlnfd1.nsw.optusnet.com.au - 122.106.148.85

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Meadowbank  
Submissions-

Internetix Affinity

**Shivesh Singh - Online Submission from Noel Grove (object)**

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**From:** Noel Grove <n.grove@bigpond.com.au>  
**To:** Shivesh Singh <shivesh.singh@planning.nsw.gov.au>  
**Date:** 28/02/2011 1:51 PM  
**Subject:** Online Submission from Noel Grove (object)  
**CC:** <assessments@planning.nsw.gov.au>

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7

I am writing to object to the above-mentioned development on the grounds that the infrastructure needs of Meadowbank will not be able to cope with the huge increase in development about to be unleashed on our suburb. As a long time resident on this suburb I do not see that either the State, Local government or developers have any intention of dealing with the substantial increase in people, cars & the associated problems of huge population growth will bring in this area. Please reconsider any approval for such enormous over-development of our suburb.

Name: Noel Grove

Address:

15/5 Bank Street Meadowbank NSW 2114

IP Address: cwpp-p-203-54-177-91.prem.tnms.net.au - 203.54.177.91

Submission for Job: #3746 MP09\_0219 - Project Application - Residential Development, Ryde  
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**Shivesh Singh - Online Submission from Ji Qiu (object)**

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**From:** Ji Qiu <bird\_aves@hotmail.com>  
**To:** Shivesh Singh <shivesh.singh@planning.nsw.gov.au>  
**Date:** 28/02/2011 1:30 PM  
**Subject:** Online Submission from Ji Qiu (object)  
**CC:** <assessments@planning.nsw.gov.au>

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This MP09 0216 project will cause too many resident and cars in this area.

As a resident in Meadowbank, I awared that this is alreday traffic chaos in peak hours. This plan may cause the traffica chaos even worse. The floor area ratio in this area is already quite high. The plan will cause FAR much higher again.

Name: Ji Qiu

Address:  
143 Bowden Street  
Meadowbank  
NSW 2114

IP Address: 115-64-16-51.static.tpgi.com.au - 115.64.16.51

Submission for Job: #3745 MP09\_0216 - Concept Plan - Mixed Use Residential, Commercial/Retail Developement, Meadowbank & Ryde  
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**Shivesh Singh - Online Submission from [REDACTED] (object)**

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**From:** [REDACTED]  
**To:** Shivesh Singh <shivesh.singh@planning.nsw.gov.au>  
**Date:** 28/02/2011 1:42 PM  
**Subject:** Online Submission from [REDACTED] (object)  
**CC:** <assessments@planning.nsw.gov.au>  
**Attachments:** MP09\_0216 MP09\_0219\_Submission NJ.pdf

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9

Submission PDF file attached.

I have made nil political donations.

Name: [REDACTED]

Address:

[REDACTED] Ryde, NSW 2112

IP Address: - [REDACTED]

Submission for Job: #3745 MP09\_0216 - Concept Plan - Mixed Use Residential, Commercial/Retail Development, Meadowbank & Ryde

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28 February 2011  
 NSW Government Department of Planning  
 23-33 Bridge Street  
 Sydney  
 NSW 2000

Ryde  
 NSW 2112

Ref: MP09\_0219 - Project Application - Residential Development, Ryde  
 MP09\_0216 - Concept Plan - Mixed Use Residential, Commercial/Retail Development,  
 Meadowbank & Ryde

With respect to the above references, my overall view/position on the project is **Object**.  
 My principal reasons for objection are given below.

**Height, scale and proportion of proposed development, particularly along Constitution Road**

1. The height of the proposed residential buildings, particularly along Constitution Road at 6 stories (5 plus 1 "pop-up" as per Proponent's preferred concept) exceeds the maximum storey height promulgated in Ryde Council's DCP. The existing industrial storey heights are equivalent to between 2 and 3 domestic stories.
2. The Concept Plan fails to demonstrate that the privacy and amenity currently enjoyed by residents of the low density single storey dwellings along Constitution Road, particularly rear garden privacy, will not be compromised by the proposed development, in that existing residents will be overlooked from the upper stories of the proposed development.
3. The Concept Plan fails to demonstrate that the amenity currently enjoyed by residents of the low density single storey dwellings along Constitution Road in being able to park their cars in front of their dwellings (as they do now) will not be compromised or lost altogether by the permanent doubling in traffic movements and the creation of a new roundabout the proposed development will generate.
4. The height of the proposed residential buildings along Constitution Road at 6 stories fails to achieve any balance and relativity to the existing single storey low density residential dwellings along Constitution Road.
5. The height, scale and proportion of the proposed residential buildings along Constitution Road creates an urban disconnect between the new and existing communities which the development should be seeking to unite.
6. The height, scale and proportion of the proposed residential buildings along Constitution Road results in total loss of visual amenity by failing to achieve balance, relativity and synergy with the existing low density single storey dwellings which have existed since around 1900. In particular the proposed 6 storey height is excessively imposing and creates a lop-sided, irregular street scene.

**Density of proposed development and its long term effects**

7. The number of apartments and residents proposed to be accommodated exceeds those numbers promulgated in Ryde Council's DCP.
8. Using measurements documented in the 19.11.10 dated Traffic Study, vehicle movements will increase by at least 103% over the current usage of 427 vehicles per hour. This increase is more than double the number of current vehicle movements. Given existing peak hour congestion along Constitution Road between Bowden and Belmore Streets, along Morrison Road to the Church Street junction (with AM traffic often backing up along Belmore Street), and along Constitution Road approaching the Meadowbank rail overpass, a 103% increase will overburden the capacity of the road network, impair vehicular access for residents to/from their homes and increase localized environmental pollution during peak hours.

9. With reference to point 8 above, I strongly disagree with the Traffic Study conclusion that the traffic generation potential of the proposed residential development will not have any unacceptable traffic implications in terms of road network capacity.
10. The Concept Plan fails to address how the local community schools will cope with the projected population increase. The capacity of existing local schools to cater for potentially up to 3,000 new families must be a significant consideration for determining an appropriate density.

**Loss of amenity for existing residents of low density dwellings along Constitution Road**

11. The Concept Plan fails to demonstrate that the privacy currently enjoyed by residents of the low density single storey dwellings along Constitution Road, particularly rear garden privacy, will not be compromised by the proposed development, in that residents will be overlooked by residents of the upper stories of the proposed development.
12. The Concept Plan fails to demonstrate that the amenity currently enjoyed by residents of the low density single storey dwellings along Constitution Road in being able to park their cars in front of their dwellings (as they do now) will not be compromised or lost altogether by the permanent doubling in traffic movements and the creation of a new roundabout the proposed development will generate.

**Absence of usable Public Open Space**

13. The Concept Plan fails to provide any usable public open spaces. Most of the spaces allocated are transient spaces bounded by each apartment block and are a necessity for building access and achieving separation criteria between buildings. Those spaces will be regarded by the public as 'belonging to the apartments', hence the 'public' open space in and immediately around the apartment blocks should not be included in public open space calculations.
14. The Concept Plan indicates the immediate foreshore will offer only transient footpath/bike track access. There is a prime opportunity to create a local community and public focal point with usable public open space in and around the immediate foreshore (with grassed areas, trees, children's play equipment etc) capable of accommodating local families and the general public. The Concept Plan absolutely fails to realise this opportunity and is clearly aimed at maximizing the number of apartments that can be squeezed onto the site.

**Privacy**

I do not want my name to be made available to the Proponent, other interested public authorities, or on the NSW Government's Planning website without my permission which the Department may request from me for the purposes of advancing further community consultation.

**Summary**

Thank you for the opportunity to make comment on the above Project Application and Concept Plan.

In principle, I am not against an urban renewal of the Shepherds Bay area. However, the Proponent has failed to demonstrate that issues of key importance to me, existing local residents and the wider community have been addressed at all or addressed adequately.

I trust the particular issues I have raised about the disproportionate scale of this proposed development will be duly addressed in the Department's determination of the Proponent's application and that as a local resident who will be immediately impacted by such a development, the Department will undertake further consultations with me and the local community to achieve a sensible and balanced outcome.

Yours sincerely

  


**Shivesh Singh - Online Submission from kay ashton (object)**

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**From:** kay ashton <kayashon@ihug.com.au>  
**To:** Shivesh Singh <shivesh.singh@planning.nsw.gov.au>  
**Date:** 28/02/2011 12:51 PM  
**Subject:** Online Submission from kay ashton (object)  
**CC:** <assessments@planning.nsw.gov.au>

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(10)

i am not against developement but meadowbank cannot take any more traffic. i invite you to drive through meadowbank between 5.pm and 6.pm weeknights and see for yourself. The Ryde bridge will be at a standstill in peak hour because of the extra residents. Motorist use Meadowbank to by pass victoria road, the traffic is banked back to belmore st now so when this happens ryde bridge will be a nightmare.

Name: kay ashton

Address:

6/13-15 meadow crescent meadowbank 2114

IP Address: 124-170-165-100.dyn.iinet.net.au - 124.170.165.100

Submission for Job: #3745 MP09\_0216 - Concept Plan - Mixed Use Residential, Commercial/Retail Developement, Meadowbank & Ryde

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**Shivesh Singh - Online Submission from Adley Wong (object)**

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**From:** Adley Wong <adley\_post@hotmail.com>  
**To:** Shivesh Singh <shivesh.singh@planning.nsw.gov.au>  
**Date:** 28/02/2011 1:13 PM  
**Subject:** Online Submission from Adley Wong (object)  
**CC:** <assessments@planning.nsw.gov.au>

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I oppose the development on the following reasons

- the scale of 2600 dwellings in is too big for the area and over the plan of council of 1300 dwellings
- there is no consultation with the local council
- the approval of 18 storey high buildings is absolutely not suitable for the area. It should have similar height with existing residential buildings on Belmore St and Bowden St for max 8 from above grounds
- would the local residents get compensated for views been disturbed from the new developments?
- there is not enough detail about how the traffic, parks, facilities will be improved to match up extra development
- with such a big scale of development, why the NSW govt wants to rush this through before the March election?
- there is an imbalance between residential and commercial development. This project appears focusing on residential development instead of commerical activities which can create jobs for the local residents.

Name: Adley Wong

Address:

3/19 Angas Street. Meadowbank

IP Address: killar4.lnk.telstra.net - 203.45.223.63

Submission for Job: #3745 MP09\_0216 - Concept Plan - Mixed Use Residential, Commercial/Retail Developement, Meadowbank & Ryde

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**Shivesh Singh - Fwd: Shepherds Bay Urban Renewal Concept Proposal.**

**From:** Andrew smith  
**To:** Shivesh Singh  
**Date:** 28/02/2011 11:36 AM  
**Subject:** Fwd: Shepherds Bay Urban Renewal Concept Proposal.  
**Attachments:** RDC 10M571 v2 Shepherds Bay redevelopment, Meadowbank.pdf

12

FYI & A  
A

>>> JOSEPH Camellia <Camellia\_JOSEPH@rta.nsw.gov.au> 28/02/2011 10:53 am >>>

Attention	Andrew Smith
	Department of Planning

Dear Andrew,

Please find attached RTA's response to;

Shepherds Bay Urban Renewal Concept Proposal.

Application Reference	
Your ref	MP09 0216 MP09 0219
Our Ref	10M571 Vol 2
ArcGis	SYD11/00090

The original has been posted to you.

Kind Regards,

*Camellia Joseph*  
Land Use Planning & Assessment



Ph 8849 2318

E [Camellia\\_Joseph@rta.nsw.gov.au](mailto:Camellia_Joseph@rta.nsw.gov.au)

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RTA Ref: RDC 10M571 v2 SYD11/00090  
Contact: Angela Malloch T 8849 2041  
DoP Ref: MP09\_0216 and MP09\_0219

**SRDAC**

**SYDNEY  
REGIONAL  
DEVELOPMENT  
ADVISORY  
COMMITTEE**

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

Attention: Andrew Smith

**SHEPHERDS BAY URBAN RENEWAL CONCEPT PROPOSAL, MEADOWBANK**

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Dear Sir/Madam

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

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

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

**RTA Property**

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

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

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



### Traffic Modelling

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

### Traffic Data

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

### Bicycle Paths

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



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

Yours faithfully

A handwritten signature in black ink, consisting of several overlapping loops and a long horizontal stroke at the end.

Chris Goudanas  
Chairman, Sydney Regional Development Advisory Committee

28 February 2011

## Shivesh Singh - Online Submission from Judith Crosswell of Body Corporate, 13-14 Bank St. Meadowbank (object)

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**From:** Judith Crosswell <judith.crosswell@det.nsw.edu.au>  
**To:** Shivesh Singh <shivesh.singh@planning.nsw.gov.au>  
**Date:** 28/02/2011 12:43 PM  
**Subject:** Online Submission from Judith Crosswell of Body Corporate, 13-14 Bank St. Meadowbank (object)  
**CC:** <assessments@planning.nsw.gov.au>

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13

This development will overload very crowded roads throughout Shepherd's Bay & Meadowbank especially during the the morning & evening peak hour to the point of dangerousness. The development also diminishes the quality of life of local residents from Putney to Ermington with overcrowding of green space & recreational areas, construction noise, blocking of breeze, views & sunlight & subsequent decreasing of property values. The density of the housing is suitable to the inner city not a suburban area which already contains multiple high density unit blocks. On behalf of the 21 individuals & families living at 13-14 Bank St & on behalf of the unit owners whose property values will be adversely affected by local overdevelopment I would like to strongly object to the excessive height & density of the proposed development.

Name: Judith Crosswell  
Organisation: Body Corporate, 13-14 Bank St. Meadowbank

Address:  
Unit 10, 13-14 Bank St. Meadowbank, 2114

IP Address: - 153.107.33.152

Submission for Job: #3746 MP09\_0219 - Project Application - Residential Development, Ryde  
[https://majorprojects.onhiive.com/index.pl?action=view\\_job&id=3746](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](https://majorprojects.onhiive.com/index.pl?action=view_site&id=2183)

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**Shivesh Singh**  
Senior Planner

P: 9228 6424  
E: shivesh.singh@planning.nsw.gov.au  
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**Shivesh Singh - Online Submission from Prithi Pillay (object)**

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14

**From:** Prithi Pillay <prithi7@gmail.com>  
**To:** Shivesh Singh <shivesh.singh@planning.nsw.gov.au>  
**Date:** 28/02/2011 11:40 AM  
**Subject:** Online Submission from Prithi Pillay (object)  
**CC:** <assessments@planning.nsw.gov.au>

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While I understand the need for additional building developments and residential living space, I feel more needs to be done regarding services and infrastructure before new projects like this are approved and implemented. My husband and I both work in the city and catch the train to and from work. The Meadowbank station is located perfectly for us, however on many occasions disruptions in train service (cancellations, delays) have resulted in us being unable to board the train, due to the number of people. During peak hours, there is often not enough space on the station platforms for people waiting to get on, and as there is a lack of sheltered waiting area, people are often pushed and squeezed together. The current situation is barely coping with the numbers and this development will simply exacerbate the situation.

I am also considered about the value of existing properties as well as the general feel of the surrounding area as the area already has a number of large apartment complexes - this is currently balanced with the open areas, playgrounds, trees, walking pathways etc and creates a welcoming, community atmosphere. The new developments will result in reduced open space, increase the population density in the area, as well reducing the amount of natural habitat in the area.

I feel that development plans need to address these issues before this project is given the go ahead (if at all)

Name: Prithi Pillay

Address:  
36/143 Bowden Street, Meadowbank

IP Address: mcgrat3.lnk.telstra.net - 139.130.239.250

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](https://majorprojects.onhiive.com/index.pl?action=view_job&id=3745)

Site: #2183 Meadowbank Employment Area  
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**Shivesh Singh - Objection to the application MP09\_0216 - Concept Plan - Mixed Use Residential, Commercial/Retail Development, Meadowbank & Ryde and MP09\_219 Project Application - Residential Development, Ryde**

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**From:** "Larelle & John Bailey" <jlbailey@iprimus.com.au>  
**To:** <information@planning.nsw.gov.au>  
**Date:** 28/02/2011 11:08 AM  
**Subject:** Objection to the application MP09\_0216 - Concept Plan - Mixed Use Residential, Commercial/Retail Development, Meadowbank & Ryde and MP09\_219 Project Application - Residential Development, Ryde

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15

Dear Sir/Madam

I would like to register my objection to the application MP09\_0216 - Concept Plan - Mixed Use Residential, Commercial/Retail Development, Meadowbank & Ryde and MP09\_219 Project Application – Residential Development, Ryde due to the lack of foresight and planning for traffic management, the pressure it will put on existing infrastructure with overcrowding of the schools within the area and the project being too large for the area creating an eye saw towering over the existing dwellings.

The traffic congestion on Bowden Street, Morrison Road, Junction Street and Constitution Road is already extremely heavy at peak times with streets feeding onto these main exits for the area backing up with cars. The huge number of extra cars that will come with this project will bring the whole area to a standstill.

The extra 2,800 units could bring over 5,000 extra children to the area leaving our already full schools with many extra children to cater for with no room to expand. These extra children will also require extra parks and facilities to play and basket ball courts etc for the older children and there has been no provision for these extra green spaces in this application thus putting a strain on the existing parks and play areas and the issues that come with large numbers of bored youths like gangs, graffiti, theft etc.

Lastly, this plan allowing for up to 18 storey buildings will create an overbearing blot on the landscape as all recent development in that area has been kept to a much shorter height limit which is in keeping with the surrounding area and which in turn has kept the skyline more in keeping with a suburb rather than one you would see in the city as 9 to 18 storey buildings would.

I request that this application be refused.

Yours faithfully

Larelle Bailey

16 See Street, Meadowbank NSW 2114

**Shivesh Singh - Online Submission from Larelle Bailey (object)**

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(15)

**From:** Larelle Bailey <jlbailey@iprimus.com.au>  
**To:** Shivesh Singh <shivesh.singh@planning.nsw.gov.au>  
**Date:** 28/02/2011 10:23 AM  
**Subject:** Online Submission from Larelle Bailey (object)  
**CC:** <assessments@planning.nsw.gov.au>

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I would like to register my objection to the application MP09\_0216 - Concept Plan - Mixed Use Residential, Commercial/Retail Developement, Meadowbank & Ryde due to the lack of foresight and planning for traffic management, the pressure it will put on existing infrastructure with overcrowding of the schools within the area and the project being too large for the area creating an eyesaw towering over the existing dwellings.

The traffic conjection on Bowden Street, Morrison Road, Junction Street and Constitution Road is already extreemly heavy at peak times and the addition of potentially an extra 4,500 cars will bring the whole area to a standstill.

The extra 2,800 units bring potentially over 5,000 extra children to the area leaving our already full schools with many extra children to cater for with no room to expand. These extra children will also require extra parks and facilities to play and basket ball courts etc for the older children and there has been no provision for these extra green spaces in this application.

With the plan allowing for 18 storey buildings this will create an overbearing blot on the landscape as all recent development in that area has been kept to 4/5 storey height limit which is in keeping with the surrounding area and hasn't created a sky line which is more in keeping with the city than a suburb.

I request that this application be refused.

Name: Larelle Bailey

Address:  
16 See Street, Meadowbank

IP Address: 144.183.dsl.syd.iprimus.net.au - 58.178.85.144

Submission for Job: #3746 MP09\_0219 - Project Application - Residential Development, Ryde  
[https://majorprojects.onhiive.com/index.pl?action=view\\_job&id=3746](https://majorprojects.onhiive.com/index.pl?action=view_job&id=3746)

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**Shivesh Singh**  
Senior Planner

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16

**From:** Brian Willis <bswillis1@gmail.com>  
**To:** <plan\_comment@planning.nsw.gov.au>, <information@planning.nsw.gov.au...  
**Date:** 27/02/2011 2:03 pm  
**Subject:** Shepherds Bay Urban Renewal

Department of Planning  
Major Projects Assessments

Dear Sir,

I attended the Robertson + Marks display for the proposed redevelopment of Shepherds Bay at the Community Center last Saturday.

Yet there are no plans to improve the already congested traffic flow through Meadowbank with this development of 1400 units, some are 18 floor multirise which is crazy.

Once again this proposed development with an additional 4,500 cars will only threaten the already congested roads by this proposed multirise development to further encourage rat running between the Ryde road bridge and the single bridge over the rail line at Meadowbank station.

The road around the bay adjacent to the water will only add to this problem. Although these are only concept plans with few details, largely to get feedback with a board walk over the waters to make things look good.

These plans may be rejected with a change of Gov. unless approval is granted to become a 3A development before the March state elections. The shared user path (SUP) should not be blocked off for long periods during the construction of this waterfront road project.

Unfortunately this project will be done in stages where the first back from the waters edge is ready to proceed, as buildings are completed, then sold off over the proposed program of the next ten years.

The widening of Constitution road & building a tunnel under the rail line is long overdue & would improve this situation.

Yours faithfully

Brian Willis  
18 Falconer St  
West Ryde 2114

**Shivesh Singh - Online Submission from Michelle Taylor (object)**

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(17)

**From:** Michelle Taylor <michellet@y7mail.com>  
**To:** Shivesh Singh <shivesh.singh@planning.nsw.gov.au>  
**Date:** 28/02/2011 11:06 AM  
**Subject:** Online Submission from Michelle Taylor (object)  
**CC:** <assessments@planning.nsw.gov.au>

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I spend a lot of time in Thorn St Ryde and I see the situation with infrastructure around the development site everyday. Current infrastructure will not support the number of occupants this development in it's current form will introduce to the area. Parking is already an issue around the TAFE and station which creates pressure for Meadowbank school and residents. It's already difficult (and dangerous) crossing Bowden st to get to the station, dangerous crossing to the station and dangerous walking up Bowden St from the Ferry. A large number of people from the existing developments in Meadowbank drive (everywhere, even to the station) and when you add 4,000 more it will put too much pressure on the roads. I have no objection to the development if it complies with Ryde Council requirements (like residents do) but the plans that have been submitted to the NSW government are ridiculous. The height of the "landmark building" in particular is unacceptable. There are many developments along the rail line at Meadowbank and Rhodes, other areas along the line should be redeveloped to share the population and the interruptions that large scale, long term developments cause to existing residents across larger areas.

Name: Michelle Taylor

Address:  
95 Wharf Rd Melrose Park

IP Address: - 203.33.107.100

Submission for Job: #3746 MP09\_0219 - Project Application - Residential Development, Ryde  
[https://majorprojects.onhivve.com/index.pl?action=view\\_job&id=3746](https://majorprojects.onhivve.com/index.pl?action=view_job&id=3746)

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**Shivesh Singh**  
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Online Submission from  
Shivesh Singh - Online Submission from  
individual - local resident (object)

of Private

**From:**

**To:** Shivesh Singh <shivesh.singh@planning.nsw.gov.au>

**Date:** 19/02/2011 2:54 PM

**Subject:** Online Submission from of Private individual - local resident (object)

**CC:** <assessments@planning.nsw.gov.au>

18

There was one other important point I forgot to make in my submission re traffic flows and access to the railway station:

Pedestrian access to the railway station from the Bowden/Constitution intersection along Constitution Rd is limited to the northern side of the road where there is a narrow raised footpath (between Bowden and See St) that is not wide enough to accommodate 2 average-sized people and is challenging for anyone with a pram. One person has to wait until the person approaching from the opposite direction gets through the narrowest part (near the bridge). If the number of pedestrians walking from the new development west to the station increases, we will have a pedestrian congestion problem. This path is too narrow for the proposed development. It also gets flooded when it rains and is badly lit. It is creepy to walk along this section of path after dark. This is another reason, residents on the eastern/Belmore side of the proposed development won't be inclined to walk to the train. We urgently need a carpark for commuters on the eastern side of the station. Please use the block on the south eastern corner of Bowden & Constitution Rds for a car park. It is the perfect spot.

Parking is a problem for TAFE users too. They often park in Richard Johnson Crescent and Thorn Street as there is not enough dedicated parking for TAFE students in the TAFE carpark. Parking restrictions have recently had to be introduced on Bowden St and Richard Johnson Crescent because of the lack of parking near the station and TAFE.

If you can't put a carpark on the corner I've suggested, perhaps you could expand the TAFE carpark along the rail corridor. Both options should be considered or we'll just end up with more road congestion and reduced amenity for local residents.

thanks

Name:

Organisation: Private individual - local resident

Address:

IP Address:

Submission for Job: #3746 MP09\_0219 - Project Application - Residential Development, Ryde  
[https://majorprojects.onhiive.com/index.pl?action=view\\_job&id=3746](https://majorprojects.onhiive.com/index.pl?action=view_job&id=3746)

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**Shivesh Singh**

Senior Planner

P: 9228 6424

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**Shivesh Singh - Online Submission from [REDACTED] of Private individual - local resident (object)**

**From:** <  
**To:** Shivesh Singh <shivesh.singh@planning.nsw.gov.au>  
**Date:** 19/02/2011 2:27 PM  
**Subject:** Online Submission from - local resident (object)  
**CC:** <assessments@planning.nsw.gov.au>

(18)

I have lived in Meadowbank since 1987 and support the removal of the light industrial buildings from between Belmore and Bowden Sts and replacement with housing but have several concerns regarding the proposed redevelopment as follows:

1) There is currently insufficient parking within 5 minutes easy walk of Meadowbank railway station. Most of the residents on the eastern side of the proposed new development (near Belmore or the river) are likely to prefer to drive rather than walk to the station as it will be >10 minutes walk and will be uphill so will be challenging for the aged, those with mobility problems or those concerned with personal security at night. The block of units proposed for the cnr of Bowden & Constitution Rd should be converted to a multi-storey railway carpark to make it easier for more people to use trains, not cars. There is no other land nearby that can be used. If we don't take this opportunity, rail patronage will always be limited to current levels and nearby streets will be clogged with commuters trying to find parking spots.

Also, regarding train travel, you should do some surveys to find what % of residents in Waterpoint and Bay One take peak hour trains. The increased patronage once this development is built may mean existing commuters from Meadowbank won't be able to get a seat on the train. I couldn't see anything in the EA about this important point.

2) There is currently insufficient parking at Shepherds Bay shopping centre (under Waterpoint) to accommodate the number of new residents in the proposed development. At peak times, the existing carparks are almost full now. Although the people living in the new development will be fairly close to the shopping centre, they are not going to walk home from the supermarket carrying several heavy shopping bags (unless perhaps the walk is less than 5 minutes). They will use their cars, like everyone else in the area.

3) Most parents of children at Meadowbank Public School who live west of Bowden St feel it is necessary to drive their children to school as crossing Bowden St at the Constitution Rd roundabout is too dangerous and difficult for a child under 10. You should survey the school parents to get their views on this issue. When I'm walking, the Downs Syndrome people who cross this intersection to access Crowle Home on Belmore St have often asked me for help crossing. When I'm in the car, I've observed them taking dangerous risks. Traffic lights are needed at this intersection to improve child safety and accommodate current traffic flows. The speed at which vehicles currently approach this roundabout presents a safety risk to pedestrians and cyclists. Taking the "school run" vehicles off the roads in this area will ease traffic between 8.30 and 9am on weekdays.

3) There needs to be more safe crossing points for children to get to the local school from south of Constitution Rd. I would suggest that a zebra crossing at the corner of Gale St and Constitution is necessary. Children from these new units will be tempted to cross at this point rather than walk up to the safer traffic lights at the Belmore intersection.

4) The play area between Constitution Rd and Richard Johnson Crescent will need to be fenced to ensure the safety of local children, if the viaduct is to be flattened at this point.

5) The set-back of the proposed units on Belmore is insufficient. The road is too narrow. Belmore south of Constitution Rd is already "skinny" when cars are parked on both sides, and is bordering on unsafe. The poor road surface will of course need to be addressed. The setback is insufficient for the existing Bay One units on Belmore (although this isn't that obvious yet as there are low-rise buildings & trees opposite). Having another row of units

butting up against the road will create an overcrowded, dark, corridor, probably also a wind tunnel. I'd suggest removing the row of units you plan to build closest to Belmore to create a wider setback and plant a row of large trees in their place to increase the sense of space along this road.

The setbacks for the units on Constitution Rd should also be increased so residents opposite don't feel hemmed in and so we can retain what is currently a pleasant green, treed corridor (along the viaduct section).

6) the narrow margin of parkland at the southern end of Belmore is attractively landscaped but is already packed at weekends and all the parking places are taken. Although there are wider margins of parkland west of the railway bridge and east of the road bridge, the width of the open foreshore parkland is insufficient between these bridges. I think the developer is being greedy. I would suggest increasing (at least doubling the proposed width) of the foreshore parkland i.e. setting back further the proposed units nearest the water.

7) I doubt that anyone will care about the highrise planned for the block on the Church St corner but why must we have high density 6 or 8 floor unit blocks all over this area? We already have these at Waterpoint & Bay One and across the river at Rhodes? Must we accommodate all the renters in Sydney?? Wouldn't the development still be reasonably profitable if we had a few strips of townhouses mixed in with the units? I am concerned that older residents who live in this area won't want to retire to a sixth floor apartment, they'd prefer a townhouse, duplex or villa - something closer to ground level. As is, I don't think the proposal aligns with the housing strategy for this area. The heights and scale is too much. It will result in a Rhodes Peninsula look, a high rise concrete jungle like in some Asian cities.

We need a mix of housing stock, not just units. A mix of housing would also attract a varied, multicultural group of residents (and more owner occupiers) whereas with all high-rise apartments there's a high risk of a Chinese/Korean ghetto developing. We should take care with planning to avoid these sort of ghettos. It also means there will be more transient, renters who don't care about & have no long term investment in the area. I'd be surprised if more than 30% of the existing units east of the station are owner-occupied. This is not conducive to building a sense of community. You need to build homes that people will want to buy and live in long term.

8) I am also worried about how the apartments will look. What styles/colours are proposed? Will they all look the same, like Waterpoint? The look of the Bay One and Waterpoint units is quite different. Will you attempt to blend with one or the other in terms of appearance from the river? I know at the moment this area is a bit of a wasteland but this is foreshore land, which is scarce and therefore should be an expensive commodity! The final product should therefore look "expensive". Waterpoint looks OK close up and is virtually invisible from the surrounding roads but from the river it could be mistaken for housing commission. This is because it is too dense (developer was too greedy). This new development gives us the opportunity to fix this problem.

8) I am disappointed at your attitude to the traffic increase in the area, that you're sure it will be negligible. Traffic is a significant problem right now! If residents on Constitution Rd or Bowden St wanted to live on a busy road like Church St or Victoria Rd, we would have bought a house there (and saved \$300k). I already have trouble getting out of my driveway onto Constitution Rd in the morning peak (I drive my kids to school). This increase in traffic is not all due to the Waterpoint or Bay One developments of course, it is because Constitution Rd is becoming more popular as a route to avoid congestion on Victoria Road. The congestion on Victoria Rd at West Ryde between Shaftsbury Rd and Church St is intolerable and needs to be addressed to relieve nearby roads. The 1200 vph figure for vehicles crossing the railway bridge on Constitution Rd, and the holdups to traffic from the zebra crossings on the east and west of the station means eastbound traffic in the morning is regularly banked up back to Federal Rd. At times in peak hour the western side of Constitution Rd is a car park. This is a problem. Traffic lights are needed to replace these zebra pedestrian crossings to force pedestrians to cross in groups, which should improve traffic flows. Pedestrian traffic on the eastern side (zebra crossing) of the station will certainly increase (if your prediction is correct that most of the new residents will be taking the train rather than driving) and so the new traffic lights at the roundabout cnr Bowden/Constitution and at the zebra crossing (east of station) will need to be in place before the development proceeds. If not, we'll get east-bound traffic backed up into Adelaide St.

In summary, I believe local residents would like you to reduce the density/heights, address the traffic flow and pedestrian safety issues, increase the open parkland, increase the setbacks and increase the variety of housing stock and maybe it will be a beautiful development that all the locals will be happy with, and will want to retire to when our 3 bedroom houses and large gardens become too much work.

Name:

Organisation: Private individual - local resident

Address:

IP Address:

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](https://majorprojects.onhiive.com/index.pl?action=view_job&id=3745)

Site: #2183 Meadowbank Employment Area

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

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**Shivesh Singh**

Senior Planner

P: 9228 6424

E: [shivesh.singh@planning.nsw.gov.au](mailto:shivesh.singh@planning.nsw.gov.au)  
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**Shivesh Singh - Online Submission from individual (other)****of private****From:****To:** Shivesh Singh <shivesh.singh@planning.nsw.gov.au>**Date:** 28/02/2011 9:57 AM**Subject:** Online Submission from ... of private individual (other)**CC:** <assessments@planning.nsw.gov.au>

18

Hi

I have some concerns about the proposed project and would like the following questions answered:

Communication with Meadowbank residents:

Are you planning to establish a Local Community Liaison Group for the duration of the development works? This should be a pre-requisite for a project of this size.

Construction phase:

- \* how many trucks will travel to/from the development site/s and over what time period?
- \* what route will they take?
- \* will they be using local roads in peak hour?
- \* will there be any open trucks or will all loads be covered?
- \* how will dust emissions be addressed?
- \* how will contaminated soil be dealt with?
- \* how will you protect the river from pollution associated with the works? Will dust levels be continuously monitored and will dust-emitting works be stopped on windy days?
- \* will there be any road diversions? which roads?
- \* have you consulted the STA (delays associated with the works may affect bus timetables)?
- \* as the site is close to the rail corridor, have you consulted RailCorp re the possibility of removing the spoil/earth by work train (1 train = 40+ trucks).

Landscaping:

How many of the existing trees lining Constitution, Bowden & Belmore Roads will be retained? Where some trees must be removed, will the same number be replanted? Will the replacements grow to similar heights?

Thanks for the opportunity to comment. I look forward to receiving answers to all these questions. Unfortunately I wasn't able to attend the 2 sessions you had. Btw: considering this is a \$800M project, I think 2 info sessions is totally inadequate.

regards

Name:

Organisation: private individual

Address:

Constitution Road Meadowbank 2114

IP Address: -



Submission for Job: #3746 MP09\_0219 - Project Application - Residential Development, Ryde  
[https://majorprojects.onhiive.com/index.pl?action=view\\_job&id=3746](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](https://majorprojects.onhiive.com/index.pl?action=view_site&id=2183)

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**Shivesh Singh**  
Senior Planner

P: 9228 6424  
E: [shivesh.singh@planning.nsw.gov.au](mailto:shivesh.singh@planning.nsw.gov.au)  
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**Shivesh Singh - Online Submission from individual (object)****of private**

(18)

**From:** [REDACTED]  
**To:** Shivesh Singh <shivesh.singh@planning.nsw.gov.au>  
**Date:** 28/02/2011 10:19 AM  
**Subject:** Online Submission from [REDACTED] of private individual (object)  
**CC:** <assessments@planning.nsw.gov.au>

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Hi there

I just noticed the note below regarding possible publication of my details. I have sent you comments/questions in 3 emails.

This confirms I DO NOT wish my name or address to be published on any website/publication that is available to the public.

I also confirm that I DO NOT wish my name or address to be given to the Proponent, although I am happy for my email address to be provided so they can respond to my questions.

One last comment:

It took me 4 attempts to match the security code with my last submission. If you genuinely want feedback, you should make the code easier to read. I expect only 50% of the community's submissions got through because the code is too difficult to read. It is not obvious after you press the submit button that your submission was not sent (because of non-matching security code) unless you scroll down to the bottom of the page.

regards

Name: [REDACTED]  
Organisation: private individual

Address:  
Constitution Road 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](https://majorprojects.onhiive.com/index.pl?action=view_job&id=3746)

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

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**Shivesh Singh**  
Senior Planner

P: 9228 6424  
E: shivesh.singh@planning.nsw.gov.au  
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**Shivesh Singh - Online Submission from Tony Cusick ()**

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(19)

**From:** Tony Cusick <tony.cusick@gmail.com>  
**To:** Shivesh Singh <shivesh.singh@planning.nsw.gov.au>  
**Date:** 28/02/2011 10:53 AM  
**Subject:** Online Submission from Tony Cusick ()  
**CC:** <assessments@planning.nsw.gov.au>

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I strongly object to the proposed development, the density and built form proposed. The consequences on neighbourhood traffic, utilities, and Council infrastructure, without advance upgrades, both to services infrastructure and roadways will only spell continued chaos and disruption to the already tolerant existing resident and local community. Pressure on traffic, parking, local recreational facilities, and socio-economic composition of the area will have dramatic effect on the existing area. More critical is the Meadowbank rail crossing and the inadequacies of this ever increasing congested roadway system to cope with rail commuter traffic. Increasingly more and more population increases have added to the strained area, with little or no infrastructure improvements - besides cosmetic actions (new small roundabout, rail station interface & accessibility upgrade.) The new development, with all its reports fails to address existing issues surrounding the area, and the greater impact upon the 'end of the day' consequences. I have worked within the property development industry for around 25+ years, and have readily witnessed how the supportive reports can be written in such a way (without telling lies, with professional reputation at stake) to assist a developer portray a 'rosie' picture of idealism and acceptability. Knowing the Part3A system, and its purpose, and its general lack of public participation, and local resident input, except in this internet forum, I firmly believe in this case and that of the overall masterplan, local & adjoining residential input is required to assist in developing a masterplan that is both acceptable and cohesive with the State & Local Government's requirements under the Metropolitan Strategy 2031, the requirements of the Federal Government's Housing Supply Shortage paper of 2009. To this end, Ryde City Council will duly deliver the 12,000 new dwellings by 2031, as required by the above mentioned Strategies.

I trust some recourse will be forthcoming from the State Department of Planning to include the local community in the final decision on this project, and subsequent projects within this area, rather than this faceless process of communication.

Name: Tony Cusick

Address:  
9 Crowley Crescent  
Melrose Park. NSW 2114

IP Address: - 203.47.149.66

Submission for Job: #3746 MP09\_0219 - Project Application - Residential Development, Ryde  
[https://majorprojects.onhiive.com/index.pl?action=view\\_job&id=3746](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](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](mailto:shivesh.singh@planning.nsw.gov.au)  
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Shivesh Singh - Fwd: Holdmark Development Plan for Meadowbank

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**From:** < >  
**To:** <ryde@parliament.nsw.gov.au>  
**Date:** 26/02/2011 9:00 PM  
**Subject:** Fwd: Holdmark Development Plan for Meadowbank  
**CC:** <plan\_comment@planning.nsw.gov.au>  
**Attachments:** Objection to Project MP09\_0219 Meadowbank.pdf

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This is a re-send of an earlier email to Mr Victor Dominelli which was CC to NSW Planning but the email address for them shown on Mr Dominelli's communications was incorrect.

Regards

----- Original Message -----

**From:**  
'  
**To:**  
**Cc:**  
**Sent:**  
Sat, 26 Feb 2011 18:52:03 +1100  
**Subject:**  
Holdmark Development Plan for Meadowbank

Dear Mr Victor Dominello

Thank you for your letter dated 3rd February and your interest in our objection to the proposed development along the Meadowbank foreshore area.

Your speech in state Parliament on 3rd December 2010 was extremely interesting to us as it helps us understand how local government can be bypassed in a part 3A approval allowing a development to go ahead without thorough consideration given to the various aspects of its impact on the local area.

Attached is a copy of the objection we have lodged with NSW Planning Department through their website. As you can see we are extremely concerned about traffic congestion in our street, Bowden St

We trust you are successful in delaying the approval of this development to allow time for further studies to be conducted on its impact on the local area.

Best Regards