

# City of Ryde

ABN 81 621 292 610  
Civic Centre  
1 Devlin Street Ryde  
Locked Bag 2069  
North Ryde NSW 1670  
cityofryde@ryde.nsw.gov.au  
TTY (02) 9952 8470  
Facsimile (02) 9952 8070  
Telephone (02) 9952 8222

Michael Woodland  
Director  
Metropolitan and Regional Projects South  
NSW Department of Planning  
GPO Box 39  
SYDNEY NSW 2001

29 August 2011

MIN2008/6

Dear Mr Woodland

**Proposed Residential Development (Phase 1) and Road Construction  
on the Royal Rehabilitation Centre Sydney site at Ryde (MP10\_0189)**

**Attention: Caroline Owen**

I refer to the recent public exhibition of the above proposal and herewith provide comments for the consideration of the Department in its assessment of the application.

Should you wish to discuss the matter further, please contact Glenn Ford, Client Manager on 9952 8227 or [gford@ryde.nsw.gov.au](mailto:gford@ryde.nsw.gov.au) .

Yours sincerely

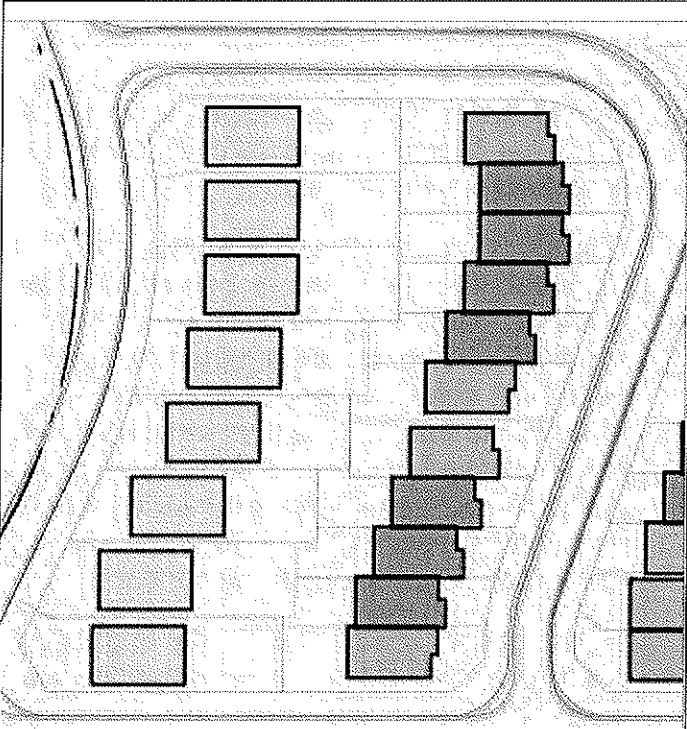
Dominic Johnson  
**Group Manager**  
**Environment and Planning**

*Attachment*

**ATTACHMENT: City of Ryde submission for Phase 1 Residential for Royal Rehabilitation Centre Sydney and construction of Road 5 (MP10\_0189)**

<p><b>CONCEPT PLAN</b></p>	<p>A concern with the revised Concept Plan contained in the submission prepared by JBA Planning for the whole site is an apparent shift from a road layout with a connected through road design to one which provides less site connectivity. A focus on providing good connectivity and permeability are features of transit oriented development and in Phase 1, it is noted that Road 8 connects with Roads 4 &amp; 5 and Road 4 provides connection to the “central parklands area. However, for later stages of the RRCS development, a similar level of connectivity is not demonstrated and it is unclear what the impacts on the final through site navigation will be and how it will consequently impact on internal pedestrian movement and traffic impacts on the adjoining road network. Further, Council requests that for Phase 1, the Department give consideration as to whether the private “rear lane access” provided for lots adjoining existing properties in Charles Street provides the optimum layout for safety, waste collection, emergency vehicle access and privacy. This consideration should have regard to the slope of the land in this location and the relative ground levels for existing and proposed dwellings.</p>
<p><b>DEMOLITION OF FORMER RRCS BUILDINGS</b></p> <p><b>“HERITAGE” CONDITIONS</b></p>	<p>Prior to the demolition of RRCS buildings, Council seeks confirmation that Condition C5 from MP05_0001 has been fully complied with. Condition C5 reads:</p> <p><b>C5. Heritage</b></p> <p><i>In the event of a future approval is granted to demolish buildings on the subject site, the impacts will be mitigated by the following procedures:</i></p> <ul style="list-style-type: none"> <li>• <i>The important historic, social and cultural significance of RRCS to be commemorated through a professionally written history of the subject site;</i></li> <li>• <i>Archival photographic recordings to be made of the significant buildings, the subject site and the landscape elements on the subject site, in accordance with Department of Planning NSW Heritage Council’s guidelines;</i></li> <li>• <i>The original sandstone gateposts at the entrance to Weemala to be retained in situ;</i></li> <li>• <i>An interpretation strategy to be developed, in order to recognise the important historical and social significance of the subject site to NSW and Ryde;</i></li> <li>• <i>The history of the RRCS to be commemorated in naming of new facilities, parks and roads.</i></li> <li>• <i>Archival material to be held by RRCS, displayed where appropriate in the new facility and be made available as a public record in the local city library;</i></li> <li>• <i>A “History Walk” to be created as a key feature of the parkland amenity, including commemorative stones along the public access track displaying the origins of the site in the context of the history of the Putney Village Community and the City of Ryde;</i></li> <li>• <i>An investigation to be conducted to determine the extent and nature of any remnants of the original Weemala building, including a sampling of surface shard scatters.</i></li> </ul>
<p><b>VICTORIA</b></p>	<p>The connection of Road 5 to with Victoria Road is proposed to shift</p>

<p><b>ROAD ACCESS &amp; FRONTAGE</b></p>	<p>westward from the line approved in the Concept Plan towards the middle of the site frontage. A new slip lane is shown on Victoria Road from the eastern boundary to the realigned Road 5.</p> <p>Since the inception of this project, Council has expressed strong concern on the amount of additional traffic that will be generated by the redevelopment of the RRCS site and has supported local community concerns on the same issue. Already, the local roads around the RRCS site, and particularly Morrison Road along its southern edge, carry considerably more traffic than they are designed or constructed to carry. It is understood that Morrison Road alone currently carries up to three times more than the amount of traffic recommended under NSW Roads and Traffic Authority guidelines. The Putney community has also strongly and consistently expressed concerns about the potential safety impacts of the additional traffic on local roads affecting the local school, businesses in the shopping centre and residential properties around the RRCS site. For these reasons, encouraging access to and from Victoria Road is considered to be an essential design consideration for the site.</p> <p>Council supports the connection of Road 5 to Victoria Road. However, the Department needs to ensure that it is in the best location. The alignment of Road 5 relative to Irvine Crescent opposite should be determined having regard to possible future need for vehicular and pedestrian connections across Victoria Road in the future. The final location of the connecting road should not be allowed to create a crossing hazard for pedestrians including schoolchildren attending the nearby school. Detailed design of the intersection should be undertaken for approval by the RTA and Council as a condition of any consent.</p>
<p><b>AVENUE OF PALM TREES</b></p>	<p>The relocated road will severely impact on the rows of established palm trees that form a vegetative feature of the site. It is understood that the trees are proposed to be taken up and relocated elsewhere on the RRCS site. The visual impact of the loss of this avenue of trees is of concern to Council and conditions should be attached to any approval to ensure that the trees area successfully transplanted and survive.</p>
<p><b>PUBLIC AND PRIVATE ACCESS INTERFACE</b></p>	<p>A matter of concern for Council that may not be easily addressed through consideration of the Phase 1 residential development by itself or later stages of the project is the fact that not all roads on the RRCS site are currently proposed to be dedicated. For example Road 5 is expected to be dedicated as a public road. However, it ends at the "Recreational Circle" which is not proposed to be dedicated. The southern connection to Charles Street (which is identified in the EA as the "main access point " for Phase 1 is actually over a private road that includes rights of access but will not be a public road. Instead of services being accommodated within the road reserve (which is the conventional approach), at this end of the site, they will be in easements alongside the road or in open space.</p> <p>Council s preference is that there should be no future confusion on who can use roads on the site. While there may be good reasons</p>

	<p>to control traffic movement through the hospital precincts, connections to existing public roads should be continuous and unambiguous. If dedication of the roads proceeds as mooted by current arrangements, Council will not be responsible in future for the maintenance of the link from Charles Street into the site.</p>
<p><b>LOT LAYOUT</b></p>	<p>In general, most of the new residential lots are regular in shape. However, the shared boundary of lots facing Road 4 and Road 8 is irregular and creates unusual shaped backyards for a number of dwellings in Road 8 (see below). The Department should give consideration as to whether a more regular arrangement is possible and practical for future residents of these properties particularly if inter-allotment drainage is proposed along this boundary.</p> 
<p><b>LOCATION OF DRIVEWAYS</b></p>	<p>Council is keen to ensure that there is sufficient capacity on sites within this estate and in the streets to provide for the car parking demands that will be generated initially and over time. It requests that the Department give some scrutiny to the detail of design including the location of driveways for these small lot development so that there is sufficient room to accommodate on street parking without interfering with the free access of individual property owners.</p>
<p><b>ROADS AND OTHER INFRASTRUCTURE</b></p>	<p>Council's submission in response to MP08_0054-MOD 1 raised issues with roads and related infrastructure which is reproduced in whole below. Council is keen to ensure that the built roads can adequately function as required and that staging of construction is such that all services are provided without the need to retro-fit the road reserve and any constructed works.</p> <ul style="list-style-type: none"> <li>• A Traffic Management Access and Parking Plan is required to deal with staged construction of roads as well as final signs, line-markings and parking controls. The TMAP especially needs to address parking controls as typical cross sections are not wide enough for unregulated parking and through traffic. TMAP Plan</li> </ul>

	<ul style="list-style-type: none"> <li>• <i>shall be submitted to the Local Traffic Committee for approval.</i></li> <li>• <i>Pedestrian crossing locations to be confirmed so kerb ramps and street lighting can match these locations.</i></li> <li>• <i>The new intersection of Road 5 and Road 4 (previously roundabout) should be redesigned. The section of Road 5 (previously numbered as Road 4) and Road 5 (to Victoria Road) should be designed as the through route, with Road 4 (as now designated) being brought in square. It should not be a continuous arc.</i></li> <li>• <i>More detail of road design is required including pavement structure, path alignments at intersection, including kerb ramps to match TMAP Plan above, drainage pit locations to not interfere with likely driveways, low point treatments and major flow paths over roads to be demonstrated as safe (<math>V \times D &lt; 0.4</math>).</i></li> <li>• <i>Roads shall be built to City of Ryde's public domain specifications for local streets.</i></li> <li>• <i>Local widening of road reserve is required to accommodate future kiosk substations without impacting on footpaths or sight lines.</i></li> <li>• <i>Conduits or tunnels for services shall be installed with road works to avoid road opening for service done in the future with residential building, particularly across intersections.</i></li> <li>• <i>Services to be located according to Streets Opening Agreement allocations.</i></li> <li>• <i>Street lighting to be constructed at same time as the street and to be operational prior to road open to public use.</i></li> <li>• <i>Street tree species and locations to be located so as to not interfere with street lighting illumination.</i></li> <li>• <i>Property boundary levels to be such to allow driveways without exceeding 3% footpath crossfall.</i></li> <li>• <i>Footpaths (property to kerb) to fall towards road to keep surface flows out of private property.</i></li> <li>• <i>Roofwater outlets in kerbs be provided at least one per regular frontage at construction.</i></li> </ul> <p>Council staff have been meeting with Frasers Properties' consultants to address these issues.</p>
<p><b>SUBMISSIONS BY LOCAL RESIDENTS</b></p>	<p>Council is aware that a number of local residents have made submissions directly to the Department on the proposed development. Council looks forward to the Department's thorough consideration of the issues raised by the community in its assessment of the application.</p>
<p><b>TEMPORARY MARKETING SUITE</b></p>	<p>Part of the application to the Department seeks approval for a temporary marketing suite and for temporary advertising signs along Victoria Road. Following discussions with Council staff, the</p>

**AND  
TEMPORARY  
ADVERTISING  
SIGNS**

proponents have submitted Local development Applications for both uses. The applications (LDA2011/426 and LDA2011/427) are currently being notified and assessed. Council is happy to provide the Department with any details of these applications.

