

Frasers Putney Stage 1 Phase 1 - Response to Public Submissions

Issue	Issue Raised	Response
1	<i>City of Ryde Council</i>	
1.	A level of connectivity commensurate to that of Phase 1 should be provided for later stages of development.	Detailed design of vehicular and pedestrian connectivity for each stage of the Frasers Putney residential development will be dealt with during the relevant application for development.
2.	Consideration should be given as to whether the rear lane access for houses adjoining the Charles Street residences provides the optimum layout for safety, waste collection, emergency vehicle access and privacy.	<ul style="list-style-type: none"> ▪ House Type 4 provides for optimum casual surveillance of the rear lane by orienting first floor living/ dining and balcony areas towards this space. ▪ All households within detached and semi-detached dwellings within the Stage 1 Phase 1 residential development (including House Type 4) will be responsible for transporting their own bins to the kerb for weekly collection. Waste collection for House Type 4 will occur from Road 5 and will not be affected by the proposed rear lane access. ▪ Road 5 is the primary street address for House Type 4, allowing emergency vehicles easy and direct access to this dwelling type from this road. ▪ As detailed in Drawing 3025.LP02 and Drawing 3025.LP04 of the Landscape Plans (Appendix G), vegetative screening will be provided along the eastern boundary of the rear lane access to House Type 4, providing an appropriate level of privacy for both the proposed dwellings and existing properties along Charles Street.
3.	Council seeks confirmation that Condition C5 of the Concept Plan approval (MP05_0001) has been fully satisfied.	Condition C5 is required to be implemented in the event of a future approval being granted to demolish buildings on the subject site. It is therefore assumed that DoPI will re-iterate these requirements as conditions of consent.
4.	Encouraging access to and from Victoria Road is considered to be an essential design consideration for the site in order to relieve local roads.	<p>The provision of a left-in, left-out site access to Victoria Road is consistent with the approved Concept Plan and the comments of the NSW Roads and Traffic Authority and will provide an appropriate level of vehicular access to the site.</p> <p>The PPR amends the location of the intersection of Road 5 and Victoria Road to align with Irvine Crescent, and the site access has been designed to easily accommodate future retrofitting of traffic signals should this option be supported in the future.</p>

5.	Council supports the connection of Road 5 to Victoria Road. The alignment of this road should be determined having regard to possible future need for vehicular and pedestrian connections across Victoria Road. The location of the connection should not create a hazard to pedestrians.	Road 5 is proposed to connect to a left-in, left-out site access to Victoria Road. The proposed location and alignment of this site access does not create a hazard to pedestrians.
6.	Visual impact of palm trees along the Victoria Road frontage should be addressed through the conditions of approval to require that the trees are successfully transplanted and survive.	A Statement of Commitment is included at Section 5.0 of the Preferred Project Report which ensures that the existing palm trees will be retained or appropriately transplanted along the site's Victoria Road frontage. A statement detailing this process has been provided by Environmental Partnership (Attachment C).
7.	Road dedication issues (public/private) detailed in submission, particularly regarding Charles Street access point.	Refer to Section 2.2 of the PPR.
8.	The shared boundaries between proposed Lots 23-33 (House Type 3) and Lots 45-52 (House Type 1) are irregular and create unusual shaped backyards. Consideration should be given to whether more regular allotments are possible and practical, particularly for issues of amenity and inter-allotment drainage.	<p>The lot configuration of the rear yards has been developed by Cox Richardson, Environmental Partnership and Meinhardt to achieve the optimum outcome in terms of level changes, privacy, and overland flow. The detailed landscape plans indicate this in detail.</p> <p>A number of alternatives were reviewed including a simple "skewed" alignment. It was resolved that due to the slopes to the south west and north west that the current alignment provided more regular shaped lawn areas, more usable lawn and garden spaces, and more regular shaped fence lines (in keeping with architecture). It was considered that skewed boundary fences and the site topography would result in awkward fence shapes and less usable spaces. In addition, the proposed lot alignment affords more consistent gradients to sloping garden bed areas, and overall a resultant higher level of amenity.</p>

9.	Detailed consideration of the design location of driveways for small lot dwellings to ensure sufficient on-street parking can be provided without interfering with access to individual properties.	<p>On-street parking within the Stage 1 Phase 1 site will be provided along the eastern Road 5 as shown in Drawing MIE42 and Drawing MIE43 of the Civil Drawings (Attachment I). Direct driveway access to Road 5 is not provided within the Stage 1 Phase 1 site and as such the proposed on-street parking will not interfere with access to individual properties.</p> <p>The widening of Road 8 to accommodate on-street parking would require a substantial increase in cut-and-fill in this location, resulting in a significantly poorer street outcome. Dwellings along Road 8 (Dwelling Types 3 and 4) have been designed to enable driveway parking for visitors in addition to the proposed garages.</p> <p>It is noted that the location and proportion of on-street visitor parking is generally consistent with the indicative car parking plan approved under Concept Plan MP 05_0001 (refer Drawing PP 11/05).</p>
10.	Road design issues specified in submission.	Meinhardt and Frasers have met with Council's officers to address Council's comments and issues regarding engineering design for the roads and associated stormwater drainage and services. These matters are largely of a technical nature and are addressed in the revised Civil Drawings (Attachment I).
2 <i>Transport NSW</i>		
11.	Bicycle facilities should be provided at-grade located near apartment block entrances, receive casual surveillance and be protected from weather.	22 secure bicycle parking spaces will be provided within Basement Level B1. These spaces will be located within the basement level, with access provided via either the at-grade lift lobby or basement vehicular entry.
12.	Construction Management Plan should mitigate any potential impacts to accessibility and safety for public transport use, walking and cycling during the construction phase.	A Statement of Commitment is included at Section 5.0 of the EAR which provides for a detailed Construction Management Plan which will address these issues to be prepared prior to the issuing of Construction Certificate.
3 <i>Roads and Traffic Authority</i>		
13.	Car parking should be in accordance with AS 2890.1 – 2004 and AS 2890.2 – 2002	Noted, the Project Application complies.
14.	All vehicles must enter and exit the site in a forward direction, and be inside the site before stopping.	Noted, the Project Application complies for both Victoria Road and Charles Street.
15.	Demolition and construction vehicles are to be contained wholly within the site, with no construction zone permitted on Victoria Road.	<p>The construction of the deceleration lane will require the diversion of pedestrians travelling along the southern side of Victoria Rd within the site east of Road 5 and back to Victoria Rd at the eastern site boundary.</p> <p>There will be some temporary closures of the southern west bound lane of Victoria Rd along the interface of the deceleration lane. An application will be made to the RTA at the appropriate time during construction.</p>

16.	Proposed deceleration land along Victoria Road should meet the RTA's requirements.	The deceleration lane will be designed in consultation with both Council and RTA and will satisfy the design and construction requirements of Ausroads and any relevant RTA supplements.
17.	Design should be in accordance with Austroads Guide to Road Design and RTA supplements.	As above.
18.	RTA fees must be paid before commencement of works.	Noted.
19.	A Works Authorisation Deed (WAD) may be necessary.	Noted.
20.	The developer shall be responsible for utility adjustment and relocation works.	Noted.
21.	Traffic noise to be minimised in accordance with controls of Clause 102 of State Environmental Planning Policy (Infrastructure) 2007 (the ISEPP).	The proposed Stage 1 Phase 1 is capable of complying with the relevant road traffic noise criteria for residential land uses specified under the ECRTN. The Stage 1 Phase 1 residential development site is located some 200 metres from the Victoria Road corridor, and is largely protected from road noise by the topography of the site. Furthermore, Stage 1 Phase 2 residential development along the site's Victoria Road frontage (in accordance with the approved Concept Plan) will provide additional acoustic shielding from Victoria Road to the Phase 1 site.
22.	Do not support the provision of traffic signals at the proposed site access to Victoria Road.	The Stage 1 Phase 1 Project Application proposes a left-in, left-out site access to Victoria Road from Road 5, which is supported by the RTA. This site access point has however been designed to allow for the easy retrofitting of traffic signals should this option be supported in the future.
4 Sydney Water		
23.	Any excavation within the zone of influence of the Northern Beaches Ocean Outfall System Tunnel must be assessed by Sydney Water's Geologist before prior to the carrying out of any excavation.	Noted. This can be addressed as a condition of consent.
24.	There must be a drinking water extension from Charles or Kenneth Street. Extensions from either main must be separated from the others by means of a closed stop valve.	Noted. This can be addressed as a condition of consent.
25.	Wastewater extensions are required from the 225mm and 150mm mains on and around the site.	Noted. This can be addressed as a condition of consent.
26.	If trade wastewater is produced an application for permission to discharge trade wastewater to the sewage system must be made before business activities commence.	Noted. This can be addressed as a condition of consent.

27.	An application for a Section 73 Certificate must be made to assess the impact of the development on the current system and what future works may need to be carried out.	Noted. This can be addressed as a condition of consent.
5 Office of Environment and Heritage		
28.	Does not want any further involvement in this proposal.	Noted.
6 Stavi Antoniou – Landowner of 598 Victoria Road, Ryde		
29.	There should be no increase of floor space ratio and no changes to the setback of the boundary for the building line should be compromised.	The Concept Plan approval provides for up to 791 dwellings on the Frasers Putney site, and it is not proposed to alter this overall approved number. Detailed justification for the proposed setbacks, including improved environmental outcomes resulting from these was demonstrated at Section 5.8.3 of the EAR.
30.	Traffic entering the site should do so by way of a deceleration lane beginning from the intersection of Charles Street and Victoria Road.	A deceleration lane is proposed to be provided within the site’s frontage to Victoria Road, as show in the Civil Drawing MIE44. The design of this deceleration lane satisfies the relevant design and construction requirements of Ausroads and the relevant RTA supplements.
7 Kenneth Street Residents (8 properties)		
31.	Ultimately wish to create a fence between the development and Kenneth Street and not extend the Kenneth Street cul-de-sac.	Noted. It is the proponent’s intention to delete the Kenneth Street cul-de-sac extension (as shown in the diagrams at Appendix S of the EAR) subject to a separate future Development Application to the City of Ryde Council for the Stage 1 Phase 2 residential development (i.e. it is outside of the Stage 1 Phase 1 area).
32.	Against the removal of two significant trees at the end of Kenneth Street.	Relates to Stage 1 Phase 2.
33.	Increased pedestrian traffic from Kenneth Street.	Relates to Stage 1 Phase 2.
34.	Long and short term parking congesting Kenneth street and hindering council services such as garbage collection.	Relates to Stage 1 Phase 2.
35.	Increased traffic congestion on Kenneth Street.	Relates to Stage 1 Phase 2.
8 Gulseppe and Teresa Ristuccla (109 Charles Street)		
36.	The increase of buildings and cars will cause more accidents.	Traffic generation for the site has previously been addressed and approved as part of the Concept Plan approval, with which the Stage 1 Phase 1 Project Application is consistent. Traffic assessments for both Stage 1 Phase 1 (Appendix P of the EAR) and the overall Concept Plan (Appendix Q of the EAR) have been provided as part of the Project Application which demonstrate that the overall residential development of the site will

		<p>result in only a modest increase in traffic flows on surrounding streets. The Stage 1 Phase 1 Project Application is consistent with the approved Concept Plan in terms of traffic generation, and is expected to generate only 65 vehicle movements per hour (two-way) during the weekday morning and afternoon peaks.</p> <p>A number of intersection improvements and traffic calming measures will be provided in order to improve local traffic flows and safety as detailed in the Deed of Agreement between the City of Ryde, RRCS and Frasers Putney. A number of these measures are required to be completed prior to the completion of the new RRCS health facility under the terms of approval.</p>
9	Orazio Impala (8 Douglas Street)	
37.	Over development of the site and vehicular access from Charles Street.	Vehicular access from Charles Street is consistent with the previously approved Concept Plan, and is consistent with the existing site access point for RRCS.
10	Anonymous	
38.	Traffic will not be able to cope in surrounding streets, and the traffic will be dangerous for residents, patients and school children.	As per response 36.
39.	The increase in traffic will destroy public amenity.	As per response 36.
40.	All access into the site should be off Victoria Road.	Vehicular access via Charles Street is consistent with the Concept Plan approval.
41.	There is no new public transport provided.	<p>The Frasers Putney site is well served by existing high-frequency and high-capacity public transport, as detailed at Section 5.5.2 of the EAR.</p> <p>Further to the above, Frasers and Council and have held initial discussions regarding the potential for Frasers to fund a community bus which operates through the site linking the residential and RRCS to surrounding centres.</p>
42.	The density is out of character and will cause social problems, is not family friendly and will not cater to the aged.	<p>The proposed Stage 1 Phase 1 residential development incorporates 14 detached dwellings, 55 semi-detached dwellings and 47 apartments (within two residential flat buildings). Numerous examples of each the above dwelling types are evident within the immediate vicinity of the subject site. The proposed density is consistent with the approved Concept Plan for the former RRCS site (MP05_0001), and is commensurate to the high level of amenity available to the site, including good access to community services and facilities, shops, public open space and public transport.</p> <p>The proposed development will meet the relevant accessibility standards, and a Statement of Commitment is provided within the EAR to ensure compliance with the Access Report (Appendix T of the EAR).</p>

43.	There is a lack of open space, and there are no sizeable parks in walking distance of the site.	A key component of the overall redevelopment of the former RRCS site, as approved under the Concept Plan, is the delivery of a new 2.4 ha public parklands and open space area which is currently under construction (completion due late-2011) This open space area is located within the site and will be dedicated to Council on completion, representing a substantial new public open space area for both existing and future residents of the Putney locality.
44.	No new infrastructure/utilities will be provided, and the present system will not be able to cope.	The Stage 1 Phase 1 Project Application provides for the necessary upgrades to site infrastructure and services to support the proposed development, as detailed at Section 3.7 of the EAR.
45.	Questions whether the scale of development is required to support the hospital.	The Concept Plan approval provides for up to 791 residential dwellings across the former RRCS site.
11 Mark Hilder (21 Frederick Street)		
46.	High rise development in this locality is out of character with the area.	The Stage 1 Phase 1 Project Application provides for building heights which are consistent with the approved Concept Plan (MP 05_0001).
47.	Proposed development will turn the area into a traffic nightmare.	Refer response 36.
12 Katherine Clark		
48.	Without both left and right-out access to Victoria Road, traffic generated by the site will be forced to travel via Charles Street to the intersection of that road with Victoria Road, or travel through the Putney shops, creating additional congestion and safety issues.	The proposed left-in, left-out site access to Victoria Road is consistent with the approved Concept Plan and supporting documentation.
49.	Proposal will result in additional pressure on Morrison Road, particularly at the unsafe intersections to Charles Street, Parry Street and Acacia Avenue.	Refer response 36.
50.	Negative impact on parking at Putney Shops with limited availability at present.	The Stage 1 Phase 1 site is located between 400m and 600m walking distance of the Putney shops, and as such it is expected that trips to these shops will be predominately undertaken by non-car modes of travel, and will not result in any significant demand for additional parking at Putney.
51.	Congestion on overloaded and unsafe road network in the immediate vicinity. Namely the Acacia/Morrison/Parry Street intersection.	Refer response 36.
52.	Lack of access from Victoria Road.	Left-in, left-out vehicular access to Victoria Road is included in this Project Application.

53.	Inadequate traffic impact studies	A comprehensive Transport Report prepared by Colston Budd Hunt and Kafes for the overall redevelopment of the RRCS site was included within the Secondary Consultants Reports approved under Condition A2(2) of the Concept Plan, and a Transport Review for Stage 1 Phase 1 prepared by Colston Budd Hunt and Kafes is provided at Appendix P of the EAR.
13 <i>Richard Horsburgh</i>		
54.	Rear access for Dwelling Type 2 to be altered as driveways are too close to the residential walls of numbers 4 and 9 Kenneth Street.	The interface to the Kenneth Street dwellings to which this submission refers is not subject to the Stage 1 Phase 1 Project Application, and will be addressed as part of a future detailed planning application for the development of Stage 1 Phase 2.
14 <i>Wendy Pascoe</i>		
55.	Increased traffic flow on local streets will result in negative traffic noise and flows.	Refer response 36.
15 <i>Tony Amy</i>		
56.	There is not a holistic approach to the development.	The Stage 1 Phase 1 Project Application is consistent with the approved Concept Plan (MP05_0001) which provides the overall framework for the provision of residential and hospital development and open space within the former RRCS site, and represents a holistic approach to the planning and development of the entire site.
57.	Proposal will result in negative impacts on the existing road network, with increased congestion, poor access and compromised safety.	Refer response 36.
16 <i>Stavi Antoniou – supplementary submission (598 Victoria Road)</i>		
58.	The former Royal Rehabilitation Centre, Ryde site should be limited to a maximum height of two storeys with pitched tile roof construction as approved by the City of Ryde Council.	The Stage 1 Phase 1 Project Application provides for a range of dwelling types and heights including detached houses, townhouses and residential flat buildings which are consistent with the approved Concept Plan (MP 05_0001) for the site.
59.	Dwellings adjacent to the property should be fully consulted.	Frasers has engaged in a comprehensive community consultation process since becoming the contracted purchaser of the residential portion of the former RRCS site, using a range of mediums and providing ample opportunity for community engagement (refer Section 3.0).
60.	The proponent's intention to provide a right-hand turn bay on Victoria Road into the site is not safe.	A right-hand turn bay on Victoria Road does not form part of this proposal. The Stage 1 Phase 1 Project Application provides for a left-in, left-out only site access to Victoria Road which is consistent with the Concept Plan approval.

61.	Parking for Victoria Road residents should be provided within the Victoria Road frontage of the Stage 1 site.	The site is private property and is designated for residential development under the Concept Plan approval, and it is not appropriate that public parking (with the exception of visitor parking for residential dwellings) should be provided on this portion of the site. Parking within the former RRCS site has only ever been provided for staff, patients and visitors to the RRCS and associated facilities.
62.	Any building height increase should be accompanied by a 25 metre setback.	A 25 metre setback is not consistent with either the approved Concept Plan or with surrounding development within the Putney or Victoria Road localities.
17 Dr Michael Ellis (68 Phillip Road, Putney)		
63.	The 2005 CBHK Transport Report notes that Charles Street (a collector road/ sub-arterial road) is already operating above the RTA's recommended maximum flow levels, and the proposed development will cause this flow level to further exceed this limit.	Local traffic generation and site access arrangements for the residential development of the former RRCS, Ryde site were assessed and deemed acceptable via the 2006 Concept Plan approval (MP 05_0001), subject to the implementation of a number of traffic calming measures which are being delivered by Frasers and RRCS in accordance with the Deed of Agreement. This application relates to Stage 1 Phase 1, involving the delivery of the first 114 dwellings as envisaged in the Concept Plan approval.
64.	The 2005 CBHK Transport Report notes the average operating delay at the Charles Street/ Victoria Road intersection as 20 seconds, however this does not accurately reflect the long waiting times experienced by vehicles seeking to exit right from Charles Street. These delays cause a safety risk to pedestrians, and in particular local primary school children.	See above.
65.	The overall development of 800+ dwellings will result in a significant increase in the Putney population and will overload existing transport amenities.	The subject site is well serviced by public transport, as described at Section 2.2 of the Environmental Assessment Report. In addition, Frasers and Council and have held initial discussions regarding the potential for Frasers to fund a community bus which operates through the site linking the residential and RRCS to surrounding centres.