



**FORMULA CHEMICALS**

(N.S.W.)  
PTY LTD

ABN 37 001 129 406

*Industrial Detergent Manufacturers*



**Quality  
Endorsed  
Company**

AS / NZS ISO 9001 : 2000  
Standards Australia

Executive Director City Planning  
Greater Sydney Commission  
PO Box 257  
Parramatta NSW 2124

**SUBJECT: MEADOWBANK EDUCATION & EMPLOYMENT PRECINCT**

Dear Greg,

As the Representative of the Employment Precinct Owners Association, I attended the Community Engagement session at the TAFE Meadowbank Campus on Saturday 16<sup>th</sup> November 2019. May I say that I was impressed with the Preliminary Master Plan but as I indicated I believe there may be some items that should be included that would cover the Owners requirements and improve the Plan overall.

I have listed these below for your perusal.

- 1) **Victoria Road;** I believe it is proposed that the eventual widening of Victoria Road from Belmore Street to under the railway subway at West Ryde Railway Station was to occur on the northern side of Victoria Road. This would involve the substantial modifications to several private properties, Service Station etc. in this area. The properties on the southern side of Victoria Road have been notified back in 1950 and again in 1994 by mail from RMS (B.V. Willoughby-Property Manager) that their properties were going to be affected by a Road Widening Order under Section 25 of the Roads Act 1993, published by Government Gazette No 78 dated 4<sup>th</sup> June 1976. All the Owners in the Employment Precinct that face Victoria Road are fully aware of this fact and are willing to accept these changes so long as they are adequately compensated. The Land Acquisition Act (Just Terms Compensation Act 1991) guarantees that when the land is acquired by the Roads & Traffic Authority under the Act, the amount of compensation will not be less than the market value (assessed under the Act) unaffected by the proposal. As compensation for the acquisition of their properties they are willing to accept the rezoning in this area from IN2 to B6. This change in rezoning would bring in line the recent development along Victoria Road from Drummoyne and Gladesville which I believe has always been an NSW State Government requirement. This rezoning would allow for shop front businesses at street level with residential accommodation above up to 4-6 levels. This would be in keeping with the rest of the development in the adjacent areas.
- 2) **Sydney Water Site;** from the information provided in the Preliminary Master Plan there seems to be a large proportion of the property which has not been identified as having heritage significance, especially 'high significance'. The proposal from the HEP Owners Submission to Ryde Council Local Environmental Plan 2012 by the Town Planners engaged by HEP Owners have proposed to utilize this land for extra amenities to support the Education Precinct as we were informed that the site was short by one hectare to provide all the amenities that were required. Our proposal would include a multi-story carpark (minimum 250 spaces) at the rear of the property adjacent to the railway line which could provide commuter and education precinct parking and would include roof top tennis courts for the use of students. I believe parking for students and teachers for the Education Precinct at present is limited and a source of contention with staff; they have nowhere to

park except for street parking which is currently extremely limited. This area, I believe would be more suitable than the proposed land adjacent to the railway property at West Ryde Railway Station as I believe it has been previously earmarked but then rejected as the streets nearby were found to be unsatisfactory for access to Victoria Road. The proposed Sydney Water site has direct access to Victoria Road via Hermitage Road and the proposed pedestrian bridge over Victoria Road would service West Ryde Railway Station. It would be a short commute to the School and TAFE. I believe there has been a stumbling block over Sydney Water as they will be losing valuable property and will not have anywhere to relocate their staff. I have previously proposed that the new **Employment Precinct** in Hermitage Road adjacent to their existing site would be the most obvious site for their relocation. Whichever Company decides to develop the Employment Precinct could build a purpose-built office with basement parking, street level shop front for Sydney Water Customers and then several floors above to hold their staff. In conjunction with this building Sydney Water could also have constructed a new state of art Scientific Services Laboratory (Hawkesbury) on the site. The benefit would be great as their staff would still be in the same vicinity and would not have to relocate. The open space area can then be used for the new Schools as well as the general community in the form of playing fields, etc. It would also provide future prospective career prospects for students of the adjacent education precinct.

- 3) **MEEP Preliminary Masterplan;** at present the Employment Precinct is Zoned IN2 which is a relatively old classification with limited floor space ratios (FSR) and minimum height regulation. Most of the properties in the precinct are small areas and 52% are under 1000sqm in size. For these properties to be developed individually then they would have to be amalgamated to make it profitable for redevelopment. A further 31.7% are under 3000sqm, not really large enough to redevelop. The majority of the existing buildings were constructed back in the 1940's and nearly all are constructed of asbestos type roofing and cladding. Who really wants this type of material on buildings adjacent to the new Primary and High School? A further survey of the precinct indicated that only 9.1% of employees reside in the Ryde Municipality so one could assume that the precinct is not providing employment for local residents. This means employees are using private methods of transport to travel to and from work which is not ideal. It is therefore essential that the Employment Precinct is rezoned to minimum B4 to accommodate the bare minimum for redevelopment of the area. We propose that the Precinct also include a large development of Student Accommodation as well as some basic accommodation. As can be seen from the change in demographics of the area, attendance at TAFE NSW and the local School precincts that it is important to cater for the students of Asian nationalities. These children are often sent to Australia for their education and to be able to reside adjacent to their Schools and TAFE would be a benefit to their parents. This type of development also lends itself to engage a special type of Developer to create the right environment for the area. With the Metropolis of Three Cities (the Plan) identifies the 40-year strategy for the Greater Sydney. The current development of the PAYCE site in Melrose Park, this Education Precinct will become the hub of excellence in the area. Students and families living within the Precinct will not have to travel and will relieve the current traffic situation in the area. With Railway Stations a short walking distance to West Ryde and Meadowbank and Meadowbank Ferry Wharf in close proximity, students living in the area will not have to commute. At present the Draft West Ryde Town Centre Revitalization details the nine Precincts which includes the State Significant Pumping Station of which will include "some office and residential development"
- 4) **Investment in the area;** the employment area dates back to the 1940's and the style and type of industries do not suit the current requirements of a vital community. The employment precinct covers an area of approximately 7 hectares and with Sydney Water included there is another 5 hectares. This is the golden opportunity to get it right. There is

an overabundance of smash repair/vehicle repairers (55.0%) in the precinct which is over represented. We believe with NSW Government investment in the area that it will be possible to deliver a community with a vibrant amenity. This could include State Government Departments such as Service NSW for instance. It is essential that the Plan includes the construction of additional education facilities such as after School OOSH, indoor playing centres etc which could be situated in the adjacent Employment Precinct in Rhodes Street. Within the Precinct there are several internal Council roads which will no longer be required in the redevelopment of the area which then opens the prospect of widening the external road to provide better access. At present, Hermitage, Rhodes and Mellor Streets are narrow which makes it difficult for bus access let alone School drop off. By integrating both Precincts at the same time gives the ability to provide wider roads by use of part of the Sydney Water site for both on street parking and pedestrian/bicycle access within the precinct. There is a proposal to have the 'V Line', bus service come into the Precinct to service the TAFE and Schools. If this is to occur then provision should now be made to accommodate this new service. As we have previously proposed, the light rail coming from Parramatta to Melrose Park and then pass over the Parramatta River to Wentworth via Wharf Road should be considered to travel along the Parramatta River foreshore, pass under the rail and vehicle bridges and then turn up Belmore Street which would service the TAFE, Schools, Employment Precinct as well as the large residential developments at Shepherds Bay. This Stage III of the Light Rail would not inconvenience any residents as no acquisition of private land would be required since the route would run along the foreshore of the river in parkland where no housing is present. Access is already available under the two bridges and this route would also connect up at the ferry wharf at Meadowbank.

**Summation;**

We believe that it is essential that the Education and Employment precincts should be developed in conjunction with each other at the same time line so that we can achieve the desired effect of the Master Plan. If one moves ahead without the other major benefits will be lost. It is therefore essential that all parties work together which will include the rezoning of the Employment Precinct.

If this does not occur then we will not be in a position to attract the right Developer. Individual Owners within the Precinct with small portions of land are not in the position to develop their own sites as it is just not viable. If Owners decide to amalgamate properties there will be spasmodic development which will not achieve the desired benefits of the Master Plan. And more importantly if the Education Precinct goes ahead with no change to the current Industrial Zone you will have major impact on local businesses due to school traffic congestion in the street and limited parking.

The existing workers of the area predominantly work from 6am-4pm. There is a high volume of delivery and tow-trucks based on these businesses. This is a real safety issue with over 2,500 children commuting down these narrow streets. The area is predominantly an industrial male environment which is not conducive to an education precinct.

If you require any further information or wish to discuss further please do not hesitate to contact me on 02 9807 4266 or 0418 613 526.

Kind Regards



Leigh Smart  
DIRECTOR