



Concept Plan Modification (MP05_0001 MOD1) - Response to Submissions

Issue Raised	Response
<i>City of Ryde Council</i>	
Council is satisfied that the modification presents a density of development that is generally in keeping with the original Concept Plan approval.	Noted. The proposed density of development over the site (excluding the hospital) is consistent with Condition A1 which limits the density to 50 dwellings per hectare over the entire Concept Plan site.
The amended layout should also deliver better urban design outcomes overall for the site.	Noted.
Council sees merit in a further amendment of the Concept Plan to relocate the four dwellings shown in the north-eastern corner of the site into one or more of the residential flat buildings in the adjoining precinct.	Noted.
Council is willing to work with the Department and the proponent to determine the best location of the new height limits over the northern part of the site.	Noted. Meetings have been held on several occasions with Council's planning staff to determine the best distribution of the density of the four isolated dwellings. The proposed Concept Plan height plan was presented to Council prior to lodgement with the Department. Furthermore, the re-exhibition of the proposal will allow an opportunity for further comment from Council.
<i>Office of Environment and Heritage</i>	
The OEH has no comments to make and no further interest in the development.	Noted.
<i>Transport NSW</i>	
The proposed modification results in changes to the bus stop location, bus loading bay and associated pedestrian access to Victoria road, including the removal of the proposed Kenneth Street pedestrian access.	The proposed modification does not propose to alter the road arrangements approved under the Stage 1 Phase 1 Project Application (MP10_0189). These approved works included a left in and left out lane on the Victoria Road frontage. The removal of the Kenneth Street pedestrian access is in direct response to community feedback from consultations held prior to the lodgement of the Stage 1 Phase 1 PA. Refer to JBA cover letter regarding response to DP&I's issues.

The modification request has not addressed the impacts of the proposed changes to the road access arrangements and effect on the approved Concept Plan's bus stop and bus loading bay location on Victoria Road. This also has a material impact on pedestrian access and linkages across the site particularly to Victoria Road The proponent needs to work with Transport for NSW to resolve the issues.	Refer to JBA's response to Department of Planning and Infrastructure letter. Victoria Road access was approved under the Stage 1 Phase 1 Project Approval (MP10_0189).
It is desirable that a bus stop and bay be located near the site entrance on Victoria Road as the closest bus stop is over 300 metres from the site and the site access road is likely to provide the main pedestrian access point to and from Victoria Road bus services.	Existing bus stops are both within the 400 metre walkability criteria established in the <i>Planning Guidelines for Walking and Cycling</i> published by the Department of Infrastructure, Planning and Natural Resources in December 2004.
Name withheld, 22/06/2012	
Concerns raised with on-going construction noise associated with the development.	The hours of work for Stage 1 Phase 1 (Mon-Fri 7am to 5pm, Sat 8am to 1pm) were approved under Project Approval MP10_0189 and are consistent with the standard hours for construction and demolition contained within Part 8.1 of the <i>Ryde Development Control Plan 2010</i> .
Concerns regarding increased traffic and congestion arising from the proposal.	No change is sought to the overall number of dwellings approved for the Putney Hill site under the approved Concept Plan (791). Detailed traffic studies and assessment was carried out to inform the determination of the approved Concept Plan, and a number of local road improvements are required to be provided in accordance with the Deed of Agreement between Ryde Council, RRCS and Frasers Property.
Frasers Property Aust. P/L should be made to comply with the original DA.	Condition B1 of the Conditions of Approval for MP05_0001 (the approved Concept Plan) envisaged scope for variations from the residential component of the site master plan in order to ensure a high quality and feasible development outcome for the site. This modification application seeks to formalise this process via a S75W Modification to the approved Concept Plan in order to provide greater clarity for the community as detailed applications for development are lodged with Ryde Council. After consultation with Council and the community on a number of occasions, the revised layout is considered an improved built form outcome for the site.
Meenakshi Amin & Subhash Amin, 100 Princes Street, Ryde	
Raises objection to the approved development on the Stage 2 site.	This current modification application relates to Stage 1 of the former RRCS site only. This submission relates to land within the Stage 2 site.

The Stage 2 site has high environmental value and the respondent's outlook will be affected by a number of impacts resulting from the approved Stage 2 development.	The matters raised were addressed and approved during the assessment of the original Concept Plan.
Overall objection to any residential dwellings along the Princes Street boundary and the site should remain in its current form.	See above.
<i>Stavi Antoniou – Landowner of 598 Victoria Road, Ryde</i>	
The developer should work with the approved 2005 Concept Plan.	Condition B1 of the Conditions of Approval for MP05_0001 (the approved Concept Plan) envisaged scope for variations from the residential component.
Basement car parking should not extend beyond the footprint of the building.	The provision of consolidated basement parking is generally consistent with the approved Concept Plan.
The Concept Plan 2005 has an approved 19 metre setback from the Victoria Road frontage and the setback from the eastern boundary line was determined by the residents of Ryde and Council's administrative processes. The planning code should be upheld.	<p>The approved Concept Plan approved an arced 18m-high residential flat building addressing Victoria Road with minimal setbacks to the road reserve or the Calvary Retirement Village, residential dwellings with zero setback to the Charles Street boundary and a setback of between approximately 12 and 19 metres to Victoria Road.</p> <p>The amended Concept Plan (as revised post-exhibition) delivers an improved outcome for neighbouring properties by providing clear setbacks to the site's side boundaries, including a 40+ metre setback to the Charles Street/598 Victoria Road boundary. Future detailed development applications for these setback will detail landscape treatments and plantings, including measures to ensure and protect the amenity and privacy of neighbouring dwellings.</p>
Objection to reducing the setback to 10 metres and the removal of the existing circular driveway. Also object to residential development on the western side of the internal road network.	<p>The alignment of Road 5, including management processes to ensure the retention or transplantation within the site of the Canary Island Date Palms along the Victoria Road frontage, was approved under the Project Approval for Stage 1 Phase 1 (MP10_0189). A number of the Date Palms are required to be transplanted to permit the construction of the deceleration lane to Victoria Road, and this is not a consequence of the proposed building envelopes.</p> <p>As noted above, the approved Concept Plan provided for residential dwellings directly adjoining the eastern site boundary in the vicinity of Victoria Road. The amended Concept Plan (as revised post-exhibition) removes these dwellings thereby providing a substantial side setback between the proposed residential flat building and neighbouring properties.</p>

The topography of Stage 1 is the highest on the site and the increase in height will result in unsightly development.	The concentration of density towards Victoria Road is generally consistent with the built form controls under the approved Concept Plan, which is appropriate to the scale of Victoria Road and the width of the Putney Hill site frontage at this location. The Putney Hill site sits below the crest of Victoria Road, which continues to rise towards Charles Street and gradually beyond, and the landscaped setting of the proposed building envelopes will substantially diminish their prominence. The concentration of density towards this frontage is appropriate for a major transport corridor and promotes increased public transport use and reduces car dependency. Refer to JBA's response to Department of Planning and Infrastructure letter which addresses the presentation of these buildings in the vicinity of Victoria Road.
The Concept Plan 2005 did not permit built form on the eastern side of the internal road network for the protection of amenities to those adjoining properties. All built form should be maintained on the western side of the internal road network as was in the original Concept Plan 2005 and approved by Council.	The approved Concept Plan included large residential dwellings to the east of the Victoria Road access, which was to generally follow the alignment of the existing site access. Road 5, which will provide access from the site to Victoria Road and was approved under the Stage 1 Phase 1 Project approval, is located some 30 metres further to the west than the existing site access road and this provides scope to provide increased development addressing this road with less impacts upon the amenity of surrounding properties.
The RTA has objected to traffic lights on Victoria Road. Victoria Road between Charles Street and Blaxland Road is currently 'dangerous'.	The Stage 1 Phase 1 Project Approval (MP10_0189) included the provision of a left-in, left-out only access from Road 5 to Victoria Road, and this application does not seek to alter this arrangement.
Objection and concern raised on the height proposed along Victoria Road citing that it is not in keeping with the surrounding built form.	The proposed building envelopes sensitively place density on the site to ensure minimal impacts to adjoining properties. The amended Concept Plan reduces the prominence of the building envelopes from Victoria Road by minimising the length and bulk of the building faced which presents towards this frontage and by significantly increasing the amount of publicly accessible landscaping which is visible from the street.
Concern over losing the existing boulevard into the site.	Stage 1 Phase 1 approved the realignment of the site access point towards Irvine Crescent in order to improve the safety and efficiency of the Victoria Road deceleration lane. Stage 1 Phase 1 also approved management processes which will ensure that all of the Canary Island Date Palms are either retained or transplanted within the site.