SJB Planning

# Section 75W
# Modification Application

116A-122B Epping Road,
259-263 Lane Cove Road and
1-9 Allengrove Crescent,
North Ryde

7 June 2013

# Table of Contents




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# Table of Contents

## List of Figures



## List of Tables



## List of Attachments

# Executive Summary

This Environmental Assessment Report (EA) is submitted in support of an application to modify Concept Approval MP10_0037 for the Allengrove Project at North Ryde.

Concept Approval MP10_0037 was granted on 28 September 2012 for the redevelopment of 116A-122B Epping Road, 259 -263 Lane Cove Road and 1-9 Allengrove Crescent, North Ryde ("the site").

The Concept Approval granted approval to the use of the site for a residential flat building development, indicative building envelopes for seven (7) buildings, associated road works and landscaping throughout the site.

The Concept Application has had a complex history. The original scheme was submitted in 2010 and comprised 3 rows of buildings ranging between 3 and 11 storeys. Significant amendments were made in May 2011 under the Preferred Project Report, reducing the maximum building heights to 8 storeys and altering the scheme such that the development would comprise 5 buildings. The amended scheme was recommended for approval by the Director General, subject to further reductions in the height of a number of the buildings.

The Director General's report was referred to the Planning Assessment Commission (PAC) for determination under the delegation of the Minister for Planning. A public meeting was held in April 2012 and the PAC refused the Concept Plan on 3 May 2012.

Subsequently, an appeal was lodged to the Land and Environment Court of NSW and a section 34 conference was held. Further amendments were made during the Section 34 conference, reducing the proposed building heights to a maximum of 5 storeys stepping down to two (2) and three (3) storey buildings adjacent to the neighbouring properties. The number of buildings was also altered from five (5) to seven (7) buildings.

In September 2012, the Land and Environment Court agreed to consent orders to allow the appeal and the PAC granted approval to the concept plan application on 28 September 2012.

This modification application is made under section 75W of the *Environmental Planning and Assessment Act 1979.* The principal purpose of the modification is to make minor amendments to the approved building envelopes of the residential flat buildings, alter the floor layouts of the indicative concept plans to provide a more efficient floor layout and seek approval for an increased number of units and associated car parking.

The modifications sought are:

- Modify the approved building envelopes both vertically and horizontally to accommodate minor variations to stair/lift locations, plant equipment and minor adjustments to the design;
- Reduce the number of buildings from seven (7) to five (5), due to the deletion of the gap between two (2) of the buildings and the enclosure of the basement ramp entry;
- Increase the number of basement levels from two (2) to three (3);
- Modify the floor layout of the indicative floor plans and mix of units;
- Increase the number of units from the indicative 154 units to 179 units;
- Increase the number of car parking spaces from the indicative 205 car spaces to 218;

- Modification to the basement entry ramp design;
- Modification to the basement levels to provide sufficient head heights; and
- Provision of waste storage and collection area within the basement.

The application has been prepared on behalf of the applicant, Gondon Five Pty Limited by SJB Planning and is supported by plans and associated information prepared by SJB Architects and a range of other supporting technical information.

This report describes the site and location, the background to the project, the proposed modifications and includes an assessment of the proposal against the relevant environmental planning instruments and the Director-General's environmental assessment requirements.

The proposed modifications are considered consistent with the DGRs issued for the development and are considered appropriate for the following reasons:

- The proposal does not alter the residential flat building approved use of the Concept Approval;
- The extent of modification of the building envelopes is considered relatively minor and will not have any significant impacts on the amenity of the surrounding properties;
- The modifications do not alter the compliance of the Concept Approval with the relevant environmental planning instruments, policies and guidelines;
- The modified built form is generally consistent with the built form envisaged under the Concept Approval, with only minor variations in height and footprint and no significant increase in bulk or scale;
- The modified built form is generally consistent with the visual impact of the indicative plans and elevations of the Concept Approval;
- The performance in terms of CPTED is consistent with the indicative plans of the Concept Approval;
- The proposal is consistent with the Concept Approval in terms of the interface and upgrade to the public domain;
- The proposed modifications do not modify or affect the isolation of 253-257 Lane Cove Road, i.e. it is consistent with the Concept Approval;
- The modifications do not alter the staging of the development;
- The modifications are consistent with the Concept Plan in terms of transport and accessibility and the increase in the number of units to 179 units from the indicative 154 identified in the Concept Approval, will not have a detrimental impact on the surrounding road network;
- High levels of residential amenity have been delivered consistent with the guidelines contained within SEPP 65 – Design Quality of Residential Flat Development and the Residential Flat Design Code (RFDC);
- ESD principles have been embedded into the design satisfying the requirements of SEPP (BASIX);
- Adaptable dwellings are provided in accordance with the instrument of approval for Concept Plan application;
- The design reduces pollution and improves water runoff quality consistent with the guidelines established by SWC;
- Contributions will be consistent with the Concept Approval and will be determined and conditioned as part of the determination of the detailed DA to be lodged with Council; and
- The modification is consistent with the Statement of Commitments prepared in support of the Concept Plan.

Approval of the s75W Modification Application is sought.

# 1.0 Introduction

## 1.1 Overview

This Environmental Assessment Report (EA) is submitted in support of an application to modify Concept Approval MP10_0037 for the Allengrove Project at North Ryde.

The EA relates to a multi-unit residential development at the following properties:

- 116A-122B Epping Road;
- 259-263 Lane Cove Road; and
- 1-9 Allengrove Crescent, North Ryde ("the site").

The modification application is made under section 75W of the *Environmental Planning and Assessment Act 1979.*

A detailed description of the proposal is outlined in section 4.0.

## 1.2 Scope and Format of Report

This report has been set out as follows:

- Section 1 provides an introduction to the project and report;
- Section 2 describes the site and context;
- Section 3 describes the background and project history;
- Section 4 outlines the proposed modifications;
- Section 5 provides an assessment of the proposed modifications against the original DGRs and also provides a comparison to the Concept Approval; and
- Section 6 presents the findings and conclusions of the assessment.

The following reports and information are provided as attachments to this SEE:

- Attachment 1: Architectural Plans
- Attachment 2: SEPP 65 Report
- Attachment 3: Transport Impact Assessment

# 2.0 The Site and its Context

## 2.1 Site Context and Locality

The site is located on the southern corner of Epping and Lane Cove Roads, adjacent to the Epping Road overpass of Lane Cove Road, within the Ryde local government area (refer to Figure 1).

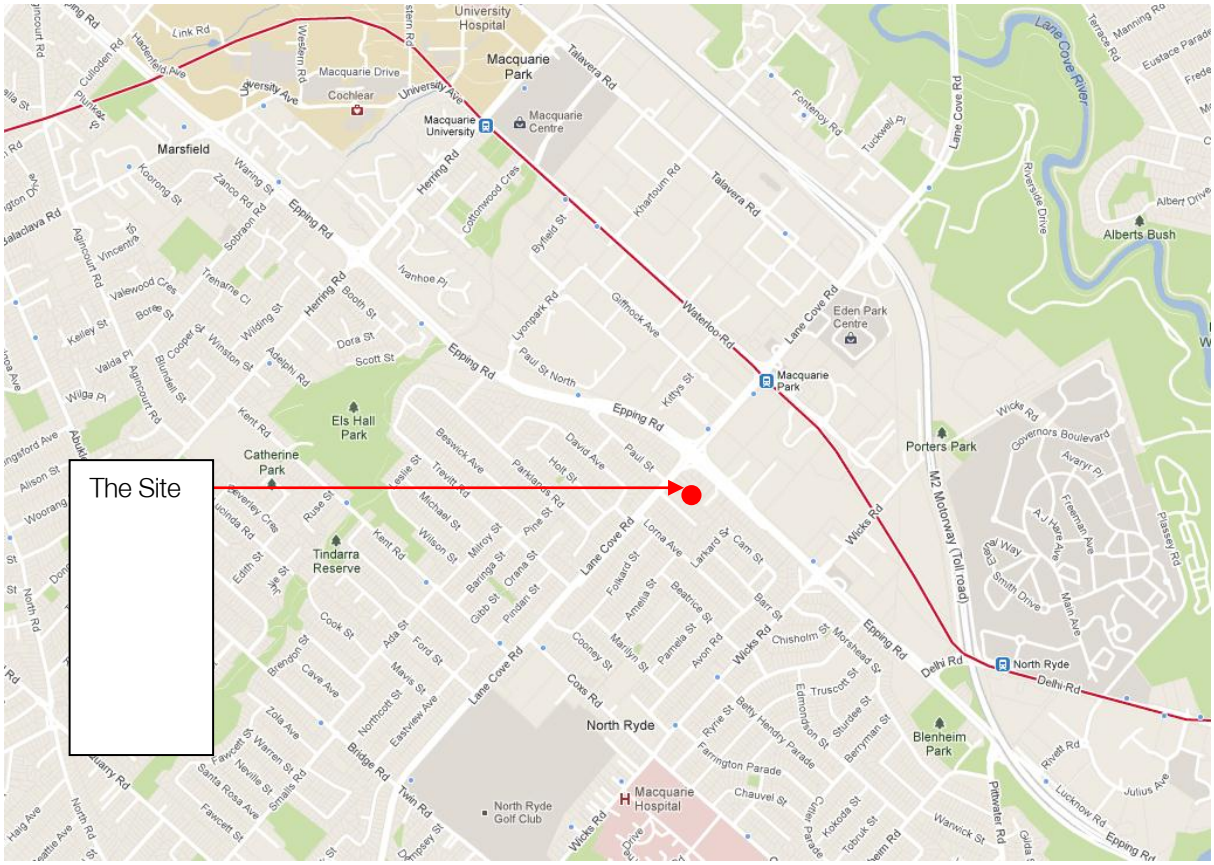


Figure 1: Site location (Source: Google Maps)

The site is in a highly accessible location approximately 400m south-west of the Macquarie Park Railway Station, on the southern side of Epping Road and the Macquarie Park Corridor.

Epping Road extends generally on a north-west by south-east alignment, while Lane Cove Road extends in a south-west by north-easterly direction.

The area is characterised by significant topographical variation, with rolling hills and broad, sweeping hills and valleys. Built form tends to obscure the topographic conditions to a significant extent, but overall landform remains evident from most streets and spaces. The major roads, including Epping and Lane Cove Roads, provide long, straight views along which the considerable topographic variation becomes evident.

The character of the area is to the south of Epping Road and is typically low density residential development in character, characterised by a mix of single storey and two (2) storey detached dwellings and occasional villa and townhouse developments.

## 2.2 The Site

The site subject to the Concept Approval (MP 10_0037) is known as 116A-122B Epping Road, 259-263 Lane Cove Road, and 1-9 Allengrove Crescent, North Ryde (refer Figure 2) and comprises 16 separate parcels as detailed within Table 1.


Figure 2: Aerial photos of the subject site (Source: www.six.lands.nsw.gov.au)

| Legal Description | Common Description |
|---|---|
| Part Lot 2 DP 524945 | 116A Epping Road |
| Part Lot 1 DP 524945 | 118 Epping Road |
| Lot 10 DP 606927 | 120 Epping Road |
| Lot 1 DP 845252 | 122 Epping Road |
| Part Lot 2 DP 371325 | 122A Epping Road |
| Lot 2 DP 845252 | 122B Epping Road |
| Lot 23 DP 869002 | 259A Lane Cove Road |
| Lot 24 DP 869002 | 259 Lane Cove Road |

| Legal Description | Common Description |
|---|---|
| Part Lot 1 DP 504970 | 261 Lane Cove Road |
| Lot 100 DP 739172 | 263 Lane Cove Road |
| Lot 101 DP 739172 | 261A Lane Cove Road |
| Lot 3 DP28702 | 1 Allengrove Crescent |
| Lot 4 DP28702 | 3 Allengrove Crescent |
| Lot 5 DP28702 | 5 Allengrove Crescent |
| Lot 6 DP28702 | 7 Allengrove Crescent |
| Lot 7 DP28702 | 9 Allengrove Crescent |

Table 1: Legal description of development site

The site enjoys frontages to Epping Road to the north-east, Lane Cove Road to the west and Allengrove Crescent to the south. The site is an irregular shape and has an area of 12,297.1m$^2$.

The site is currently developed with 16 detached dwellings of a mix of either brick or fibro or clad construction, and associated outbuildings.

The site is located within easy walking distance (approximately 400m) to the Macquarie Park Railway Station and is also served by bus services along both the Epping Road and Lane Cove Road frontages.

# 3.0 Background

This project was determined by the Minister for Planning to be a project to which Part 3A of the Act applies on 21 April 2010.

Director-General's environmental assessment requirements were issued by the Department of Planning on 21 June 2010.

## 3.1 Concept Plan Application

The original Concept Plan was submitted to the Department of Planning in November 2010.

This application sought consent for development of a residential flat building comprising 269 dwellings within three (3) rows of buildings ranging from three (3) to 11 storeys, above basement parking for 394 cars. A copy of the Concept Plan Envelopes is provided in Figure 3 below.

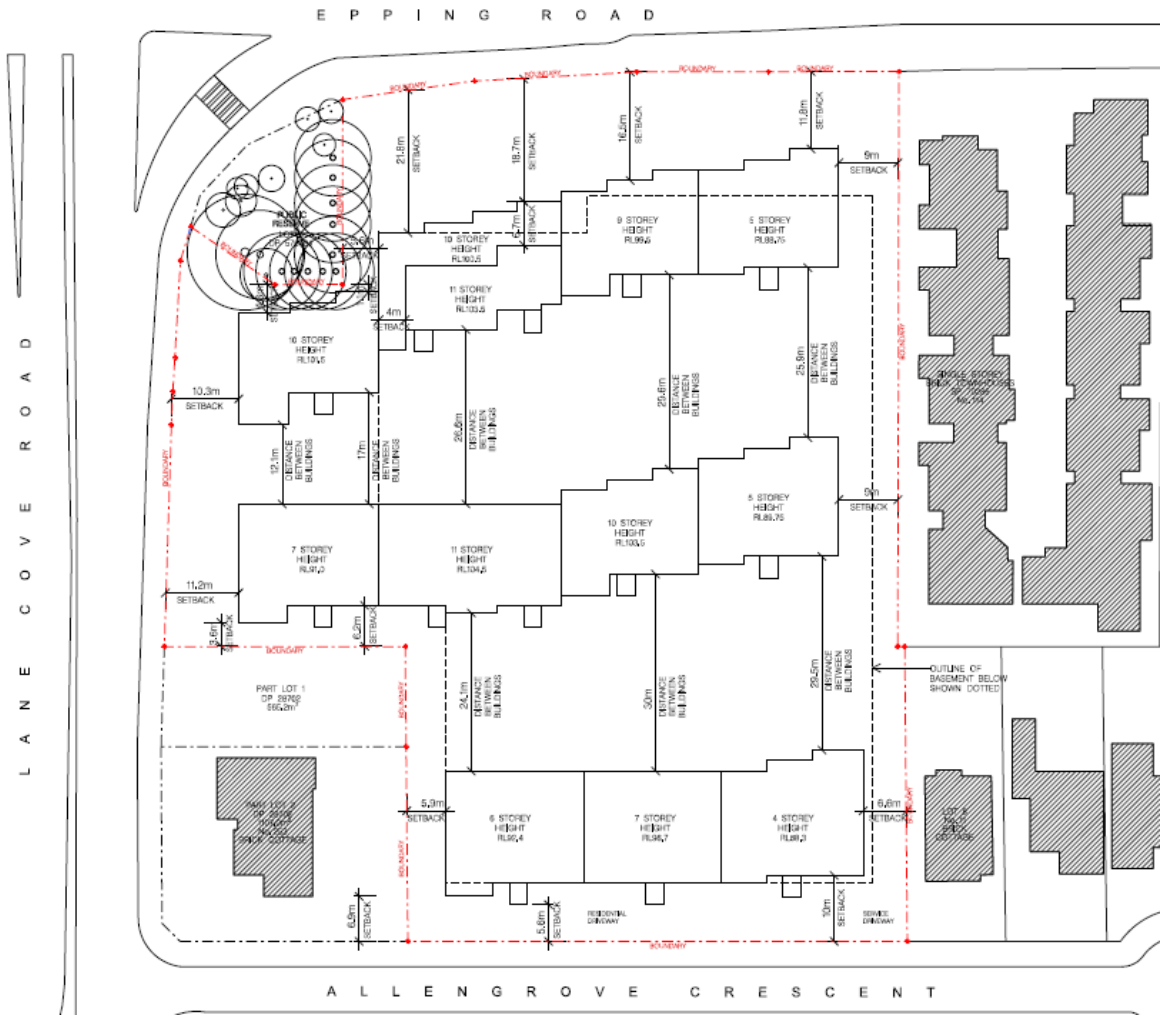


Figure 3: Extract of Concept Plan from original Concept Plan Application

The proposed built form comprised three (3) rows of buildings, each on an east-west axis, comprising an Epping Road building envelope, an Allengrove Crescent building envelope and a Central building envelope.

Lower scale buildings were proposed to be located adjacent to adjoining low density housing, with height concentrated towards the intersection of Epping Road and Lane Cove Road. The height and setbacks of these buildings are described further below.

*Epping Road Building Envelope*

The Epping Road building envelope comprised ten (10) storeys at its western end, stepping up to 11 storeys, then stepping down to nine (9) storeys and five (5) storeys at its eastern end. A 9m side setback was proposed to the eastern boundary of the site to No.114 Epping Road. Front setbacks to Epping Road varied between 11.8m at the eastern end and 21.8m at the western end.

*Allengrove Crescent Building Envelope*

The Allengrove Crescent building envelope comprised six (6) storeys at the western end, seven (7) storeys in the centre and four (4) storeys at the eastern end. A 6.6m side setback was provided to the eastern boundary to No.11 Allengrove Crescent and a 5.9m setback to the western boundary to No. 253 Lane Cove Road. A front setback to Allengrove Crescent varied between 5.6m to the lift cores and between 6.9m and 10m to the building façade.

*Central Building Envelope*

The Central building envelope comprised seven (7) storeys at the western end, 11 and 10 storeys in the centre and stepping down to five (5) storeys at its eastern end. A 9m setback was provided to the eastern boundary of the site to No.114 Epping Road.

The application sought an overall floor space of 27,634m² (FSR 2.25:1).

### 3.2 Concept Plan Notification

The original Concept Plan was notified and exhibited from 1 December to 31 December 2010.

A total of 38 public and five (5) agency submissions were received. Subsequent to the notification, the Department received a 1,412 signature petition and statement of objections.

Ryde Council objected to the proposal on grounds including urban design; amenity; traffic and pedestrian accessibility; social impact assessment; and adequacy of consultation.

### 3.3 Preferred Project Report

On 25 May 2011, a Preferred Project Report (PPR) was submitted which reduced the density and height of the proposed buildings, reduced the length of the internal service lane and increased setbacks proposed under the Concept Plan.

The key changes under the amended Concept Plan were:

- The built form was amended from building envelopes for three (3) buildings to envelopes for five (5) buildings (refer to detailed description below);
- Reduced the maximum building height from (11) to eight (8) storeys (refer to detailed description below);
- Reduced the number of apartments from 269 to 196; and
- Reduction in FSR from 2.25:1 to 1.62:1.

An extract of the amended Concept Plan Envelopes is provided at Figure 4 below.

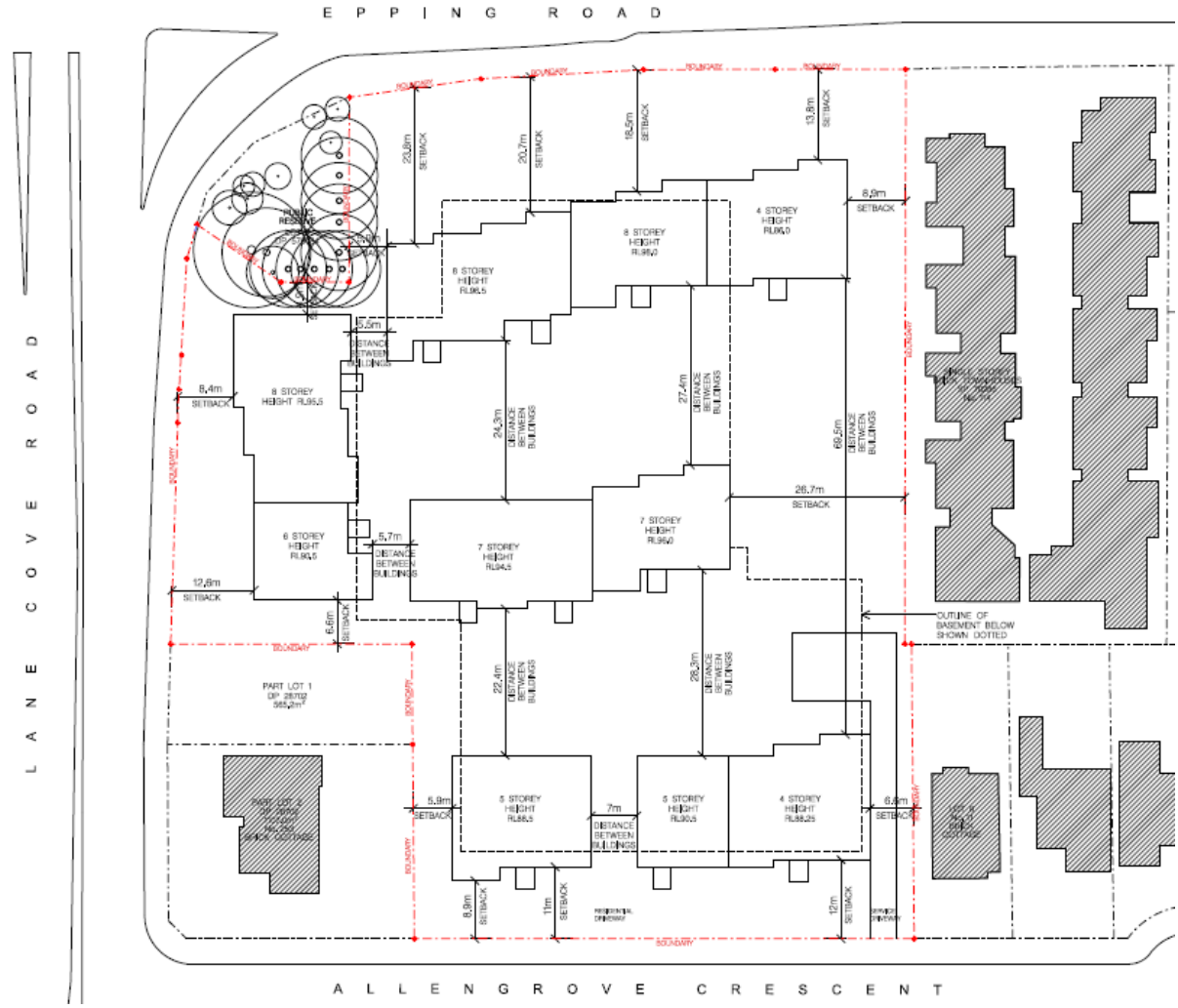


Figure 4: Extract of amended Concept Plan Envelopes from PPR (Source: DP&I website)

A more detailed description of the changes made to the built form is described as follows.

*Epping Road Building Envelope*

The Epping Road building envelope was reduced in length from east to west with a new separate building added along the Lane Cove Road frontage of the site. The Epping Road building envelope was reduced from eleven (11) and nine (9) storeys in the central portion to eight (8) storeys, and reduced from five (5) storeys to four (4) storeys at its eastern end. The 9m setback to the eastern boundary with No.114 Epping Road was reduced from 9m to 8.9m. Front setbacks from Epping Road were increased to between 13.8m at the eastern end and 23.8 at the western end.

*Allengrove Crescent Building Envelope*

The Allengrove Crescent building envelope was separated into two (2) buildings. The western building was reduced from six (6) to five (5) storeys. The central portion (in the eastern building) was reduced from seven (7) storeys to five (5) storeys. The eastern end of the building maintained a height at four (4) storeys. A 6.6m

side setback was maintained to the eastern boundary and a 5.9m side setback was maintained to the western boundary. Front setbacks were increased from 6.9m and 10m to 8.9m, 11m and 12m.

*Central Building Envelope*

The Central building was significantly reduced in length from east to west, with the creation of the new building along Lane Cove Road. The setback to the eastern boundary increased from 9m to 26.7m. The height of the building envelope was reduced from eleven (11) and ten (10) storeys down to seven (7) storeys.

*Lane Cove Road Building Envelope*

A new building was added to the Concept Plan on a north-south axis fronting Lane Cove Road. This new Lane Cove Road building was proposed in the area of the site previously occupied by the western ends of the Epping Road building and Central building envelopes. The Lane Cove Road building envelope was eight (8) storeys at the northern end and six (6) storeys at the southern end. The front setback to Lane Cove Road varied between 8.4m and 12.6m.

### 3.4 Director-General's Environmental Assessment

The Department of Planning and Infrastructure undertook an assessment of the application and prepared the Director-General's Environmental Assessment Report. The Report concluded that the proposed development's scale, height and form were appropriate within the site's context, subject to further modifications. The proposal was found to increase housing supply on a site with accessibility to public rail transport, employment opportunities and a range of services and facilities.

The Department of Planning recommended approval of the Concept Plan, subject to further modifications, that reduced the height of four (4) buildings by one (1) to two (2) storeys, resulting in a further reduction of the GFA by 1,444m$^2$ (14 apartments), to improve the development's transition to neighbouring dwellings and to provide a greater level of internal amenity.

These recommended amendments included:

- A two (2) storey reduction to the eastern end of the Central Building from seven (7) storey to five (5) storeys; and
- A one (1) storey reduction in the two (2) Allengrove Crescent building envelopes from five (5) and four (4) storeys to four (4) storeys and three (3) storeys.

The Concept Plan was referred to the Planning Assessment Commission (PAC) for determination under Ministerial delegation dated 14 September 2011, as the City of Ryde objected and more than 25 submissions were received.

### 3.5 Planning Assessment Commission

On 20 March 2012, the PAC received the Director-General's Environmental Assessment Report.

The Commission held a public meeting on 16 April 2012.

On 3 May 2012, the Commission refused the Concept Plan on the following grounds:

(1) It is not in the public interest to approve the proposed development because it would be inconsistent with the provisions of the Ryde Local Environmental Plan 2010 and would adversely impact on the orderly development of land in the City of Ryde;
(2) The proposed development would be incompatible with the Ryde Local Environmental Plan 2010 R2 Low Density Residential zone objectives and out of character with the surrounding residential area;

(3) The proposed development would give rise to traffic generation and access constraints that would detrimentally impact on existing and future residents, and the local road network; and
(4) The proposed development would adversely impact on the amenities of residents by way of noise and disturbance, traffic, overlooking and visual intrusion.

In response to the refusal of the Concept Application by the PAC, EGC Custodian Services lodged an appeal to the Land and Environment Court of NSW.

### 3.6 Land and Environment Court Appeal

The PAC acted for the Minister for Planning and Infrastructure in the Land and Environment Court proceedings, as the Minister's delegate.

The Court, with the parties consent, listed the matter for a conciliation conference i.e. a section 34 Conference. The section 34 conference was held on 30 July 2012.

On 26 September 2012, the Land and Environment Court entered Consent Orders to allow the appeal in accordance with the parties' agreement. The Orders in summary provide for a residential flat development concept, including:

- Use of the site for residential flat buildings;
- Indicative building envelopes for seven (7) buildings to a maximum height of RL 89.25m AHD – i.e. buildings ranging in height between 2 to 5 storeys;
- Road works to support the development; and
- Landscaping areas throughout the site.

A copy of the Approved Concept Plan Envelopes is provided at Figure 5.

The key changes between the scheme recommended by the Director-General of the Department of Planning and Infrastructure and that of the Concept Approval are described below:

*Epping Road Building*

The height of the Epping Road building was reduced from eight (8) storeys and four (4) storeys under the PPR to five (5), four (4) and three (3) storeys under the Concept Approval. The setback to the eastern boundary was increased from 8.9m to 9.0m. The front setbacks to Epping Road were reduced from 23.8m – 13m under the PPR to 10m.

*Allengrove Building*

The height of the Allengrove Building was reduced from the recommended three (3) and four (4) storeys under the Director-General's recommendations to three (3) and two (2) storeys under the Concept Approval. A 6.6m and 5.9m side setback was maintained to the eastern and western boundaries respectively. The Allengrove Crescent front setbacks under the PPR were 8.9m, 11m and 12m. This was reduced to a consistent front setback of 8.9m.

*Lane Cove Road Building*

The height of the Lane Cove Building was reduced from eight (8) and six (6) storeys under the PPR to four (4) and three (3) storeys under the Concept Approval.

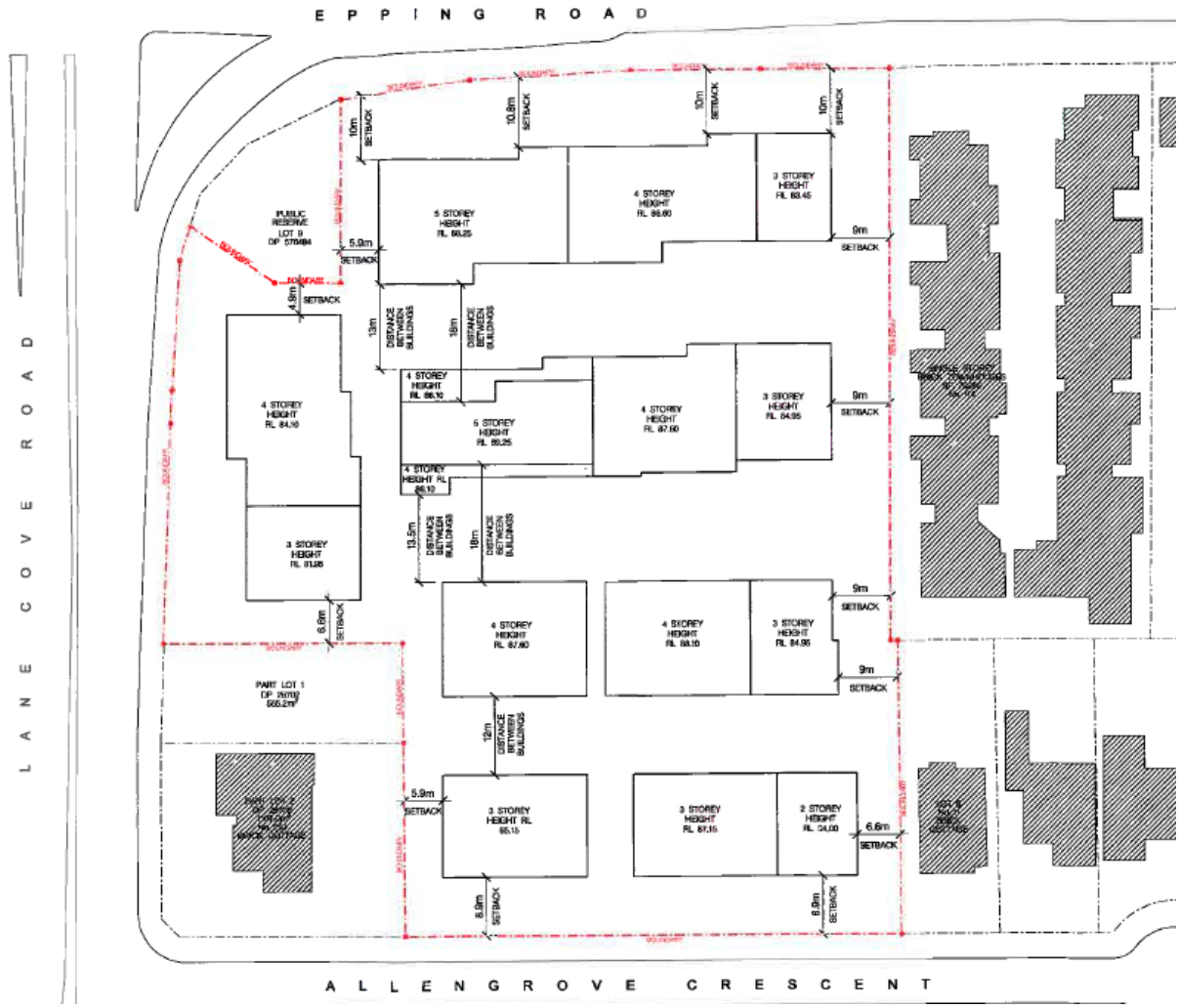


Figure 5: Extract of the Concept Plan Envelopes from the Concept Approval

*Central Building*

Previously under the PPR scheme, the proposal consisted of a single building in the centre of the site of seven (7) storeys, which was proposed to be reduced to five (5) storeys under the Director-General's recommendations.

Under the Concept Approval, this building envelope has been amended to two (2) rows comprising a single building in the northern row and two buildings in the southern central row. The northern central building is five (5) storeys at its western end, stepping down to four (4) and then three (3) storeys at the eastern end. The southern central row comprises two (2) buildings, the western central building being four (4) storeys and the eastern one part 4 storeys and 3 storeys at its eastern end. Both rows of buildings provide a 9m setback to the eastern boundary and a 5.9m side setback to the western boundary.

Following the appeal, the PAC granted approval to the concept plan application on 28 September 2012.

The Proponent subsequently submitted an application known as a 'slip rule application' to the Court to correct errors it had made in the site's Lot and Deposited Plan details. The Court sealed the amended Orders on 21 November 2012. The Commission approved the amended Concept Plan in accordance with the amended Orders on 23 November 2012.

# 4.0 Proposed Modification

## 4.1 Modification Summary

The principal purpose of the modification is to make minor amendments to the approved building envelopes of the residential flat buildings, alter the floor layouts of the indicative concept plans to provide a more efficient floor layout and increase the number of units and associated car parking.

The Section 75W Modification Application, seeks to make the following modifications:

- Modify the approved building envelopes both vertically and horizontally to accommodate minor variations to stair/lift locations, plant equipment and minor adjustments to the design;
- Reduce the number of buildings from seven (7) to five (5), due to the deletion of the gap between two (2) of the buildings and the enclosure of the basement ramp entry;
- Increase the number of basement levels from two (2) to three (3);
- Modify the floor layout of the indicative floor plans and mix of units.
- Increase the number of units from the indicative 154 units to 179 units;
- Increase the number of car parking spaces from the indicative 205 car spaces to 218;
- Modification to the basement entry ramp design;
- Modification to the basement levels to provide sufficient head heights; and
- Provision of waste storage and collection area within the basement.

The reason for such modifications is explained in detail as follows.

The proposed modifications are illustrated in the Architectural Design Package prepared by SJB Architects (refer to Attachment 1)

### 4.1.1 Modify the Approved Building Envelopes

The application seeks to modify the approved building envelopes both vertically and horizontally.

The extent of modification to the building envelope is highlighted in the Envelope Study Drawings DA-221 to DA-226 and DA-621 to DA-625 prepared by SJB Architects (refer to Attachment 1).

The Envelope Study highlights in yellow those areas where the proposed modifications project outside of the Concept Approval building envelopes and highlights in blue those areas within the Concept Approval Building Envelopes.

An example of the Envelope Study is provided at Figure 6 overleaf which illustrates the proposed modifications at the ground floor level.

The modifications are the result of the detailed design of the unit layout and building floor plates, revisions of unit sizes, reduction in the number of lift cores, revision of stair/lift locations, provision of plant equipment on the rooftop and minor adjustments to the design of the buildings.


Figure 6: Level 01 Envelope Study

An analysis of the proposed modifications to the building height is provided in Table 2 below.

| Building | Concept Approval | Proposed Modification | | |
|---|---|---|---|---|
| | Roof Level (RL) | Roof Level (RL) | Services Level (RL) | Lift Overrun (RL) |
| **Building A (fronting Epping Road)** | | | | |
| 3 storey component | 83.45 | 83.00 | 84.3 | 83.4 |
| 4 storey component | 86.6 | 85.1 | 86.4 | 85.5 |
| 5 storey component | 88.25 | 87.2 | 87.5 | 87.6 |

| Building | Concept Approval | Proposed Modification | | |
|---|---|---|---|---|
| Building B | | | | |
| 3 storey component | 84.95 | 84.425 | 85.725 | 84.825 |
| 4 storey component east | 87.6 | 86.6 | 87.9 | 87.0 |
| 4 storey component west | 86.1 | 86.6 | n/a | n/a |
| 5 storey component | 89.25 | 88.7 | 90.0 | 89.1 |
| Building C | | | | |
| 3 storey component | 84.95 | 84.7 | 86.0 | n/a |
| 4 storey component east | 88.10 | 87.8 | 89.1 | 88.2 |
| 4 storey component west | 87.6 | 86.85 | 88.15 | 87.25 |
| Building D (fronting Allengrove) | | | | |
| 2 storey component | 84 | 83.55 | n/a | n/a |
| 3 storey component east | 87.15 | 86.65 | 87.95 | 87.05 |
| 3 storey component west | 85.15 | 84.75 | 86.05 | 85.15 |
| Building E (fronting Lane Cove Road | | | | |
| 4 storey component | 84.1 | 84.1 | 85.4 | 84.5 |
| 3 storey component | 81.95 | 82.3 | 83.6 | 82.7 |

Table 2: Details of proposed modified building heights compared with Concept Approval

It is evident from Figure 6 and Table 2 above that the proposed modifications to the building envelope include both an increase and reductions in the approved envelopes both horizontally and vertically in various locations across the site. The proposed modifications are appropriate for the following reasons:

- Modifications to the building footprints are largely internal to the site and therefore will not be visible to or impact upon the surrounding properties;
- The architectural plans demonstrate that the proposed modifications to the building envelope still enable the residential units to meet the requirements of SEPP 65 and the RFDC;
- External setbacks are as per the Concept Approval, in particular to the neighbouring residential properties, with the exception of a minor reduction in the Allengrove Crescent front setback by 500mm for the lift/stairwell cores;
- With the exception of the three (3) storey component of Building E, the roof levels of all of the buildings are within the Concept Approval Building Envelope heights; and
- Lift overruns and services zones require a very minimal increase in the building heights above the Concept Approval Building Envelope heights.

### 4.1.2 Reduce the Number of Buildings from 7 to 5

The modification application seeks to delete a 3m gap between two (2) of the buildings, so that one (1) single building is formed.

The modifications also seek to enclose the basement driveway from Allengrove Crescent. The enclosure of the basement driveway will effectively join the two (2) buildings fronting Allengrove Crescent at the ground floor level.

### 4.1.3 Amend Basement Configuration and Increase the Number of Basement Levels from 2 to 3

The indicative basement plans that form part of the Concept Approval identified one (1) and half levels of basement parking. The basements did not include any provision for the storage of waste, bicycle parking or ancillary storage for the residential units.

The basement configuration has been amended for the following reasons:

- Improve basement layout and efficiency;
- Include adaptable parking;
- Accommodate increase in car parking;
- Provide a half level of basement to accommodate waste and recycling collection area and associated loading dock to comply with Condition 11 of Schedule 3 of the Concept Approval;
- Accommodate bicycle parking and ancillary residential storage to comply with Condition 1(a) of Schedule 3 of the Concept Approval, and
- Allow for amended basement entry ramp design.

### 4.1.4 Modify the floor layout and mix of units

Whilst the Concept Approval did not approve the floor layout of the residential units, the Concept Approval does make reference to indicative floor plans.

The application proposes to modify the floor plans to provide more efficient floor plates, introduce light wells to provide light and ventilation to units, and revise unit sizes and mix of units to respond to the market requirements.

A comparison of the unit mix in the Concept Approval indicative floor plans and the proposed modification is detailed in Table 3 below.

| Dwelling Type | Concept Approval | Concept Percentage | Proposed | Proposed Percentage |
|---|---|---|---|---|
| Studio | 8 | 5% | 21 | 12% |
| One (1) bedroom | 49 | 32% | 14 | 8% |
| One (1) bedroom + study | - | - | 58 | 32% |
| Two (2) bedroom | 72 | 47% | 39 | 22% |
| Two (2) bedroom + | - | - | 38 | 21% |

| Dwelling Type | Concept Approval | Concept Percentage | Proposed | Proposed Percentage |
|---|---|---|---|---|
| study | | | | |
| Three (3) bedroom | 25 | 16% | 9 | 5% |
| **Total** | **154** | | **179** | |

Table 3: Breakdown by dwelling type

### 4.1.5 Increase the Number of Units

The modification seeks approval for 179 units. This is an increase in 25 units from the 154 units shown on the indicative floor plans in the Concept Approval.

Whilst the PAC correspondence of 28 November 2012 identifies that the final number of units and car parking spaces will be determined as part of subsequent development application(s) to be submitted to Council, this modification application seeks consent as part of the Concept Approval for the quantity of units.

The increase by 25 units is appropriate for the following reasons:

- The increase in the number of units is achieved through a more efficient building design than that shown on the indicative Concept Plans, and a revision of unit sizes and mix of units;
- The increase in units numbers is achieved largely within the approved building envelopes;
- The increase in units will not result in any amenity impacts on the surrounding properties, in terms of loss of privacy, bulk and scale or any significant overshadowing impacts;
- The revised unit sizes and mix of units respond to the market requirements;
- The increase in units will not result in a significant increase in traffic impacts, and
- The modified unit layouts, inclusive of the additional units comply with the objectives of SEPP 65, and objectives and Rules of Thumb of Residential Flat Design Code 2002.

### 4.1.6 Increase the Number of Car Parking Spaces

As identified above, whilst the final number car parking spaces was to be determined as part of subsequent development application(s) to be lodged with Council, the proposed modification seeks approval for increased parking, from 205 to 218 car spaces, reflective of the increase in unit numbers on the site. Parking within the basement is proposed to comprise:

- 179 residential spaces, inclusive of 18 adaptable spaces;
- 36 visitor spaces;
- One (1) car share space, and
- Two (2) service parking spaces.

The proposed increase in parking complies with the car parking requirements of Part 9.3 of the Ryde DCP 2010.

### 4.1.7 Modification to the Basement Entry Ramp Design

The proposed modifications include an amended basement ramp layout. The indicative basement plans in the Concept Approval identify basement access in the centre of the site from Allengrove Crescent. The ramp into the basement was shown between the two (2) buildings fronting Allengrove Crescent then descending beneath the next internal building.

In order to accommodate the waste storage and collection area within Level 1 of the basement, the basement entry ramp was required to be redesigned to provide sufficient vehicle clearance to enable a waste vehicle to enter the basement. As a result, the basement entry and egress ramp has an "S" type layout so that sufficient vehicle clearance is provided.

### 4.1.8 Modification to the Basement Levels

As part of the reconfiguration and redesign of the basement and the increase from two (2) basement levels to three (3), the basement levels are proposed to be amended. Table 4 below provides details of both the Concept Approval and proposed modification basement levels.

| | Concept Approval | Proposed Modification |
|---|---|---|
| Basement 01 | RL 70.8 | RL 72.65 |
| Basement 02 | RL 67.8 | RL 69.5/68.3 |
| Basement 03 | N/A | RL 66.5 |

Table 4: Comparison of Concept Approval indicative basement levels with proposed basement levels

The above table demonstrates that whilst the modification proposes three (3) basement levels, Level 3 is only 1.3m deeper than Level 2 of the Concept Approval. Furthermore, proposed Basement Level 3 is only a half level whereas Basement Level 2 on the indicative plans of the Concept Approval was a full level. In other words, the additional basement level does not significantly alter the level of excavation across the site.

### 4.1.9 Provision of Waste Storage and Collection Area within the Basement

Condition 11 of Schedule 3 of the Concept Approval requires the provision of waste collection facilities within the site. The indicative building designs that formed part of the Concept Approval did not identify such facilities.

The modification proposes to provide waste and recycling collection facilities within the basement of the building, inclusive of a loading dock, garbage room and recycling room. This will enable waste and recycling to be collected within the basement of the building, so as to maximise amenity and minimise impact on neighbouring properties.

The modification seeks approval for the proposed waste facilities within the basement of the building.

# 5.0 Key Assessment Issues

In accordance with Section 75W(3), the Department of Planning and Infrastructure (DP&I) has confirmed that the modification application is required to provide adequate justification of the proposed amendments, in relation to the Director-General's Requirements (DGR's) and issues raised during the original application.

Section 5 of this report provides an assessment of the proposed development against the DGRs issued for the original project.

## 5.1 Environmental Planning Instruments

The following sections address the relevant Environmental Planning instruments and policy documents to be considered in an assessment of the proposal.

### 5.1.1 State Environmental Planning Policy (Major Development) 2005

The application has been prepared in accordance with the Concept Plan prepared for the redevelopment of the site and the recommended instrument of approval for Concept Plan application MP10_0037.

The proposal requires no additional assessment under the provisions of the SEPP over and above that covered by the EA and the Concept Plan.

### 5.1.2 State Environmental Planning Policy (Infrastructure) 2007

The provisions of SEPP Infrastructure require consideration of the application for traffic generating development and development within the vicinity of a rail corridor.

In considering traffic generating development, clause 104 of the SEPP identifies circumstances where referral is required to the RMS. The access for the proposed development is not via a classified road (Epping Road and Lane Cove Road) but is within 90m of a classified road.

Referral is required for access to a road that connects to a classified road (within 90m of that connection) where 75 or more dwellings are proposed.

The Concept Application was referred to the Roads and Traffic Authority (RTA) pursuant to clause 104 of the SEPP Infrastructure during the exhibition of the Concept Plan in 2010. It is noted that the Concept Plan referred to and considered by the RTA was at that time for 269 dwellings above basement parking for 394 cars.

The matter was considered by the Sydney Regional Development Advisory committee (SRDAC) at its meeting on 15 December 2010 and raised no objections to the traffic generation of the proposal, requiring conditions to be imposed requiring:

- Car parking to comply with Australian Standards;
- The upgrade of the footpath along the sites frontage to Lane Cove Road and Allengrove Crescent;
- Subject to Local Traffic Committee approval the provision of a pedestrian refuge at the intersection of Allengrove Crescent and Lane Cove Road;
- The RTA supported the use of car share vehicles;

- The demolition and construction zone is not permitted on Lane Cove Road or the Epping Road off ramp;
- All redundant driveway crossings along Lane Cove Road and Epping Road to be removed and replaced with kerb and gutter to match existing;
- The proposed development to be designed of durable materials to mitigate the road traffic noise from Lane Cove Road and Epping Road; and
- All works shall be at no cost to the RTA.

The Concept Approval issued included the above conditions recommended by the SRDAC.

The proposed modifications will comply with the terms and conditions of the Concept Approval.

### 5.1.3 State Environmental Planning Policy No.65 - Design Quality of Residential Flat Development

The SEPP aims to improve the design quality of residential flat development throughout NSW. It recognises that the design quality of residential flats is of state significance due to the economic, environmental, cultural and social benefits of high quality design.

SEPP 65 applies to the whole development.

Condition 1(a) of Schedule 3 of the Concept Approval requires the future applications to demonstrate compliance with the provisions of the SEPP and the accompanying Residential Flat Design Code 2002.

Whilst it is acknowledged that a SEPP 65 assessment is required for the future detailed DA to be submitted to Council, given the proposed modification seeks to alter the floor layouts, unit mix and increase the number of units, an assessment of the consistency of the proposal with SEPP 65 and the Residential Flat Design Code (RFDC) is provided at Attachment 2. The proposal has been designed by SJB Architects.

The SEPP 65 Assessment Report provides a detailed analysis against the ten (10) design principles that must be taken into consideration when designing new residential flat development. Those principles are: context; scale; built form; density; resource, energy and water efficiency; landscape; amenity; safety and security; social dimensions; and aesthetics.

The SEPP 65 Report also provides analysis against the provisions contained in the Residential Flat Design Code.

The modified residential development maintains a design that meets SEPP 65 and RFDC requirements through:

- Provision of a mix of apartment sizes responding to different household requirements;
- Incorporating units capable of adaptation to cater for the needs of occupants at different life stages;
- Apartment layouts which ensure access to daylight, natural ventilation and privacy;
- 89% of units achieve the minimum two (2) hours of solar access between 9am and 3pm;
- 75% of units are cross ventilated;
- All units meet the minimum private open space area requirements with all units provided with at least one balcony and all ground floor units achieving a minimum private open space area of 25m$^2$; and
- All units are provided with the minimum storage capacity requirements.

### 5.1.4 State Environmental Planning Policy (BASIX) 2004

This SEPP operates in conjunction with EP&A Regulations 2000 to ensure the effective introduction of BASIX in NSW.

In accordance with clause 6(1) of the SEPP, BASIX applies to BASIX affected development as defined by the Regulations. The proposed development is defined as a BASIX affected development as it involves construction activities with a value over $50,000.

Certification of the compliance with the requirements of BASIX has been obtained. The certification demonstrates that the proposed design has met the water and energy consumption reduction targets required by the SEPP in conjunction with the ESD strategy prepared for the development.

Copies of the BASIX Certification do not accompany the modification application, but can be provided if required. Copies will be submitted with the Detailed DA to be submitted to Council.

### 5.1.5 State Environmental Planning Policy 55 – Remediation of Land

A Phase 2 Detailed Site Assessment has been prepared by Douglas Partners for the proposed development site. The Phase 2 concludes that the site is suitable for the proposed residential development and that there is no contamination across the site warranting remediation.

A copy of the Phase 2 Detailed Site Assessment has not been submitted with the modification application, but is proposed to be submitted with the future Detailed DA to be lodged with Council.

### 5.1.6 Ryde Local Environmental Plan 2010

*Zoning and Permissibility*

Under the LEP, the site is zoned R2 Low Density Residential. As the proposed use is defined as a residential flat building, it is prohibited under the R2 zone. However, pursuant to Section 75P(2)(c1) of the Act, being:

> *(c1) a provision of an environmental planning instrument prohibiting or restricting the carrying out of the project or that stage of the project under Part 4 (other than a project of a class prescribed by the regulations) does not have effect if the Minister so directs,*

While the above LEP prohibition must be considered, the prohibition is therefore not strictly applicable to the proposed modification to the Concept Approval.

*Height of Buildings*

Clause 4.3(2A) of the Ryde LEP 2010 restricts the height of multi-dwelling housing in the R2 Low Density Residential zone to a maximum height of 9.5m. Given the development is a residential flat building, this development standard does not strictly apply. Notwithstanding this, as identified above, in accordance with Section 75P(2)(c1) of the Act, the development standard is not strictly applicable to the Concept Approval or any subsequent modification where it has the effect of prohibiting or restricting the carrying out of the project.

The Concept Approval permits development to a maximum height of RL89.25, which equates to a height of approximately 17m.

The proposed modification seeks to increase the allowable building envelope height by approximately 750mm to RL 90 to accommodate plant equipment on the roof top of Building B.

The proposed modifications in height are relatively minor variations to the existing Concept Approval and result in minimal impact on surrounding properties.

*Floor Space Ratio*

Clause 4.4 of the Ryde LEP 2010 applies a 0.5:1 FSR control to dwelling houses and multi-unit housing within the R2 Low Density Residential zone. Given the development is a residential flat building, this development standard does not strictly apply. Notwithstanding this, as identified above, in accordance with Section 75P(2)(c1) of the Act, the development standard is not strictly applicable to the Concept Approval or any subsequent modification.

We are advised that the indicative floor plans which form part of the Concept Approval had an FSR of approximately 1.3:1. The proposed development has a GFA of 14,670.2m², which equates to a FSR of 1.19:1. In this respect, the modification is generally consistent with indicative plans of the Concept Approval.

Whilst the proposed modifications clearly exceed the underlying development standard applicable to the zone, the extent of modification of the Concept Approval is relatively minor, and will not result in any detrimental impacts on the surrounding properties.

*Density Controls for Zone R2 Low Density Residential*

Clause 4.5A applies minimum site area requirements to the construction of multi-dwelling housing on land within the R2 Low Density Residential zone.

Given the development is a residential flat building, this development standard does not strictly apply.

Notwithstanding this, the Concept Approval has recognised the location of the site, in its proximity to the railway station and its appropriateness for higher density residential development. In this respect, the Building Envelopes approved under the Concept Approval, establish the allowable density of development on the site.

The proposed modifications are generally consistent with the approved building envelopes, with only minor variations.

*Acid Sulfate Soils*

Clause 6.1 seeks to ensure that development does not disturb, expose or drain acid sulphate soils and cause environmental damage.

The site is located outside of a Class 5 Acid Sulfate Soils Area and is therefore not affected by acid sulfate soils.

*Earthworks*

Clause 6.2 requires consent to be granted for any significant earthworks and requires consideration to be given to environmental functions and processes, neighbouring uses, cultural or heritage items or features of the surrounding land.

Consent for the proposed earthworks will be sought as part of the Detailed DA to be submitted to Council in the future.

### 5.1.7 Ryde Development Control Plan 2010

The provisions of the Ryde DCP 2010 have been considered where the provisions would not conflict with the Concept Plan.

The Ryde DCP 2010 comprises two (2) parts that contain provisions relating to multi-dwelling housing being:

- Part 3.4 – Residential Flat Buildings and Multi Dwelling Housing (not within the Low Density Residential Zone; and
- Part 3.5 – Multi Dwelling Housing (for Low Density Residential Zone).

Whilst Part 3.4 does not strictly apply to the R2 Low Density Residential zone, for the purposes of this assessment, the provisions of Part 3.4 are deemed to be the most appropriate provisions to apply, as Part 3.4 contains provisions relating to residential flat building development i.e. the proposed development. Part 3.5 relates to multi-dwelling housing i.e. villa and townhouse type development, and therefore is not applicable.

The following table details the consideration of the proposal against the relevant provisions of Part 3.4 of the DCP.

| DCP Provision | Proposed | Consistent |
|---|---|---|
| 2.1 Density | | |
| | The Concept Approval establishes the maximum building envelope for the site, which restricts the scale and density of development.<br><br>The proposal seeks to make minor modifications to the building envelopes as approved under the Concept Approval. | N/A |
| 2.2 Height of Buildings | | |
| | The Concept Approval establishes the maximum building heights for the site.<br><br>The proposal seeks to make minor modifications to the Concept Approval to increase the height of all building envelopes to allow for plant equipment on the roof tops and for lift overruns. | N/A |
| 3.0 Setbacks | | |
| Front Setbacks<br>- Epping Rd – 14m<br>- Lane Cove – 12.5m<br>- Allengrove – 11m | Generally consistent with Concept Plan.<br><br>Minor modification sought to the setback to Allengrove Crescent to reduce the front setback by 500mm to the lift core and stairwells i.e. a setback of 8.4m. | N/A |
| Side Setback – 6m | Consistent with Concept Plan | Consistent |

| DCP Provision | Proposed | Consistent |
|---|---|---|
| 3.3 Internal Setbacks | | |
| - 10m habitable to habitable | Consistent with Concept Plan | N/A |
| 4.0 Balconies | | |
| - Balconies to be provided with each unit;<br>- Balconies are not to be enclosed to a height greater than 1.2m. | Minimum of one (1) balcony provided per unit.<br><br>No balconies enclosed above 1.2m | Consistent<br><br>Consistent |
| 5.0 Car Parking | | |
| - 1 car space per 1 bedroom dwelling<br>- 1.2 car spaces per 2 bedroom dwelling<br>- 1.6 car spaces per 3 bedroom dwelling; and<br>- 1 car space per 4 dwellings for visitor parking | Contrary to Part 3.4 Chapter 5.0, Part 9.3 of the DCP identifies the following car parking rates for High Density Residential Development<br>- 0.6 to 1 space / one bedroom dwelling<br>- 0.9 to 1.2 spaces / two bedroom dwelling<br>- 1.4 to 1.6 spaces / three bedroom dwelling<br>- 1 visitor space / 5 dwellings<br><br>Council confirmed that proposal should be assessed against the car parking rates identified in Section 9.3.<br><br>The proposal comprises:<br>- 21 x studios<br>- 14 x one bed units<br>- 58 x one bed plus studies<br>- 39 x two beds<br>- 38 x two beds plus studies<br>- 9 x three beds<br><br>Under Part 9.3, the modification requires between 177-238 parking spaces.<br><br>The proposal provides a total of 218 car spaces, including 179 resident spaces, 36 visitor spaces, one (1) car share and two (2) service spaces. | Consistent |
| 5.3 Basement Parking | | |
| - ceiling height of 2.2m; | A minimum of 2.2m floor to ceiling height is provided throughout the basement with a minimum of 2.5m above adaptable spaces. | Consistent |

| DCP Provision | Proposed | Consistent |
|---|---|---|
| - the ceiling height does not exceed an average of 1.5m above natural ground level along the appropriate elevation; | The ceiling height is predominantly below natural ground level across the site. | Consistent |
| - the ceiling height of the parking area does not exceed 2.1m above natural ground level at any point | The ceiling height projects a maximum of 1.1m above the natural ground level beneath Building E. | Consistent |
| 5.4 Driveways | | |
| - Minimum width 4m, minimum pavement width 3m<br>- Maximum grade of 1 in 6. | The driveway has a minimum width of 5.5m and has a maximum grade of 1 in 4.<br><br>The non-compliance with the maximum ramp gradient is addressed in the Transport Impact Assessment (refer to Attachment 3) | Inconsistent. as the ramp gradient exceeds 1 in 6. |
| 5.5. Off Street Loading Facilities | | |
| Residential flat buildings with access to a Classified Road shall provide a space for temporary standing of trades and goods vehicles | The proposal includes an off street loading area within the basement of the building and two service vehicle spaces in a central position on the eastern boundary of the site. | Consistent |
| 5.6 Visitor Parking | | |
| Visitor parking to be sited to allow for security between resident and visitor parking | Boom gates provide separation between visitor and resident parking spaces within the basement.<br><br>Secure fencing/screens can be installed between resident and visitor parking if required. | Consistent |
| 6.1 Landscaped Area | | |
| | Consistent with Concept Plan | N/A |
| 6.3 Private Open Space | | |
| | Consistent with Concept Plan | N/A |
| 8.1 Materials | | |
| Details of materials and finishes to be provided. | A Materials and Finishes schedule will be submitted with DA. | Consistent |

| DCP Provision | Proposed | Consistent |
|---|---|---|
| Preference given to materials with natural textures and colouring. | Materials are proposed to be a mix of texture painted finish, timber cladding, metal screens and stone clad courtyard walls. | |
| 8.2 Fencing | | |
| A wall, fence or kerb shall be constructed along the front alignment of the property. | Walls or fencing is only provided around the private open space/courtyards of the ground floor units. Otherwise all frontages are proposed to be openly landscaped.<br><br>This treatment is not inconsistent with the Allengrove Crescent streetscape which has a mix of fenced and open front gardens. | Inconsistent, but sympathetic to the streetscape. |
| 8.3 Clothes Drying Facilities | | |
| Adequate clothes drying facilities shall be provided for each dwelling either in the form of mechanical dryers or external clothes lines | Each unit is proposed to contain mechanical dryers. | Consistent |
| 8.4 Noise | | |
| Buildings are to comply with the BCA in terms of noise transmission between dwellings.<br><br>Noise producing plant to be installed to Council's satisfaction. | The proposed development is capable of complying with the BCA in terms of noise transmission.<br><br>Plant is proposed to be installed on the roof top of each building in a centrally located position, well setback from the edges of the building and neighbouring properties.<br><br>An acoustic report has been prepared and will be submitted with the Detail DA to be submitted to Council. | Consistent<br><br>Consistent |
| 8.5 Services | A Servicing Strategy has been prepared by Worley Parsons and identifies that there are ample services within the vicinity for extending water, wastewater, power and gas services to the development. Formal applications for connection and design details will be prepared at the next state of the development. | Consistent |
| 8.6 Consolidation of Allotments | The future DA to be submitted to Council will include the consolidation of the 16 allotments in accordance with the DCP. | Consistent |

| DCP Provision | Proposed | Consistent |
|---|---|---|
| 9.5 Earthworks and Retaining Walls | Details of retaining walls will be included as part of the landscape plans to be submitted with the Detailed DA to be submitted to Council. | Consistent |
| 9.7 Works adjacent to Public Roads | | |
| Where the ground level of the development is higher or lower than the footpath level at the property alignment, adequate precautions are taken to support the site or public road | Retaining walls and landscaped batters along the Lane Cove Road and Epping Road frontages will provide appropriate transition between the site and the public road. | Consistent |
| 9.8 Loading Bays/Docks | | |
| Loading docks shall be located in such positions that loading and unloading vehicles do not obstruct a public road and vehicles must be able to enter and exit in a forwards direction | A loading dock facility is provided within Basement 1 consistent with this requirement. | Consistent |
| 9.9 Stormwater Management | | |
| Chapter 9.9 of the Part 3.4 of the DCP requires reference to Chapter 8.2 Stormwater Management. | A Stormwater Management Strategy has been prepared by Worley Parsons and will accompany the DA to be submitted to Council in the future.<br><br>The Strategy proposes the implementation of the following measures across the site to meet the Council's DCP requirements for the management and treatment of stormwater:<br>- rainwater tanks at the northern boundary adjacent to Nimbin Reserve;<br>- rainwater re-use throughout the development;<br>- grassed swales at the northern and eastern boundaries;<br>- a bio-retention swale along the eastern boundary, and<br>- a 180Kl On Site Detention (OSD) tank proposed at the north east corner. | Consistent |
| 9.10 Kerb and Gutter Works | | |
| | All frontages of the site have kerb and | N/A |

| DCP Provision | Proposed | Consistent |
|---|---|---|
| | gutter and paved road shoulders. | |
| 10.1 Garbage Storage Areas | Garbage and recycling storage areas are provided within the basement of the building and are designed in accordance with the DCP requirements. | Consistent |
| 10.2 Garbage Chutes | | |
| The installation of garbage chutes within buildings is prohibited. | This control is inconsistent with Part 7.2 Chapter 2.7 of the DCP which allows garbage chutes for residential flat buildings of four (4) or more storeys. | Consistent |
| 11.0 Building Requirements | | |
| Developments are to be carried out in accordance with the BCA | The modified development is capable of complying with the BCA. A BCA Assessment has been prepared and will be submitted with the Detailed DA to be lodged with Council in the future. | Consistent |

Table 5: Ryde DCP 2010 assessment table

## 5.2 Built Form Urban Design/Public Domain

The DGRs identified that:

- *The Environmental Assessment shall address the height, bulk and scale of the proposed development within the context of the locality. In particular, detailed envelope/height and contextual studies should be undertaken to ensure the proposal integrates with the local environment. The EA shall provide the following documents:*
  - *Comparable height study to demonstrate how the proposed height relates to the height of the existing/approved developments surrounding the subject site and in the locality;*
  - *Visual and view analysis to and from the site from key vantage points; and*
  - *Options for the siting and layout of the building envelopes, massing and articulation, with particular consideration given to the impact upon residential amenity arising from different options.*
- *The EA shall address the design quality with specific consideration of the massing, setbacks, building articulation, landscape setting, and public domain including an assessment against the CPTED Principles.*
- *The EA shall consider the interface of the proposed development and public domain and domain improvements needed to provide a high level of residential and pedestrian amenity.*

The following sections address the key assessment issues relating to the built form of the proposal.

### 5.2.1 Height, Bulk and Scale

The proposed modifications will be generally consistent with the height bulk and scale of the Concept Approval. The FSR of the proposed modification (1.19:1) is generally consistent with the indicative concept plans which are understood to be approximately 1.3:1. The proposed building envelopes involve only minor

variations to the height and footprints of the envelopes of the Concept Approval, resulting in a built form substantially the same as or comparable to the approved building envelopes.

The elevations and photomontages at Attachment 1 demonstrate the visual appearance of the building is consistent with that of the Concept Approval.

### 5.2.2 Massing, Setbacks, Building Articulation, Landscape Setting

As demonstrated by the building envelope plans submitted as part of the Architectural Design Package (refer to Attachment 1), the overall massing, setbacks, building articulation and landscape setting are generally consistent with the Concept Approval.

### 5.2.3 Public Domain Interface

As detailed in the architectural plans, the proposal provides a five (5), four (4) and three (3) storey presentation to Epping Road to the north, a four (4) and three (3) storey presentation to Lane Cove Road to the west and a three (3) and two (2) storey presentation to Allengrove Crescent to the south.

All buildings are generally within the heights established by the Concept Approval building envelopes, with the exception of the location of plant equipment and minor variations from lift cores. Consistent with the Concept Approval, the building form provides an articulation of building scales to reflect the pattern of lower scale buildings at the site edges, stepping up to taller buildings towards the central and northern area of the site, where the height is of least impact.

The configuration of the buildings creates a courtyard development providing communal open space for the proposed dwellings between buildings, whilst ensuring all exterior buildings contain dwellings orient to public domain areas.

The range of materials comprise stone clad walls, textured painted masonry and timber facades and metal clad or concrete roof forms. Materials are robust and are long lasting and will weather naturally.

The façade treatments display clear entries, delineate private and public spaces and form a positive relationship with the existing and proposed streets through the use of combinations of solid elements and openings.

Otherwise, the modification will maintain landscaped setbacks to the public or street frontages of the site, generally in accordance with the Concept Approval.

## 5.3 Public Domain

The proposed modifications will not alter the relationship of the Concept Approval to the public domain or the works within the public domain.

In accordance with the Statement of Commitments of the Concept Approval, the proposed development will still include the following works within the public domain:

- Upgrade of existing landscaping and embellishment of the adjoining Nimbin Reserve;
- Establish street trees along Lane Cove Road, Epping Road and Allengrove Crescent;
- Upgrades to the turf verge and pedestrian footpath bounding sections of Epping Road, Lane Cove Road and Allengrove Crescent;
- Dedication of a 2m wide strip of land to Council along the Allengrove Crescent frontage of the site for the future widening of Allengrove Crescent.

### 5.3.1 CPTED Consideration

Crime Prevention Through Environmental Design (CPTED) entails four (4) principles to minimise the opportunity for crime.

The four (4) principles to be considered are:

- Surveillance;
- Access control;
- Territorial reinforcement; and
- Space management.

The modification is consistent with the Concept Approval in terms of the CPTED principles as demonstrated below:

- Principal building entrances are clearly identifiable and allow for passive surveillance;
- Building design allows for passive surveillance of Allengrove Crescent and all pedestrian access ways within the site;
- Building entrances are highlighted through the use of building form and articulation of materials;
- Basement car park layouts are designed to minimise opportunities for alcoves. Columns or walls do not obstruct sight lines and the car parks are generally open. Security access in the form of swipe cards and remote controllers will be provided;
- Spaces are managed through appropriate fencing at the building line around the perimeter of the site;
- Courtyard walls and landscaping are used to define private open spaces and differentiate from the public domain;
- Direct access is available to the ground floor apartments fronting Allengrove Crescent;
- Direct access is available from the basement to common lobby spaces;
- Entries are well lit; and
- Increased pedestrian traffic.

### 5.3.2 Residential and Pedestrian Amenity

The proposed modifications will not detrimentally alter the residential or pedestrian amenity compared with that of the Concept Approval, with the proposal generally consistent with the building envelopes of the Concept Approval.

The proposed unit layouts comply with the provisions of SEPP 65 and the Residential Flat Design Code, which demonstrates that the proposal will provide a high level of amenity.

A SEPP 65 Design Statement prepared by SJB Architects, the project architects, addresses SEPP 65 and the Residential Flat Design Code and is provided at Attachment 2.

## 5.4 Isolated Sites

The Concept Approval isolates No.253-257 Lane Cove Road. Plans submitted with the original Concept Application demonstrated how future redevelopment of the site could occur.

The proposed modifications do not alter the relationship to No. 253-257 Lane Cove Road, North Ryde.

## 5.5 Staging

The Preferred Project Report submitted as part of the Concept Application identified that the proposal would be developed as a single project and as such no staging plan was required to be submitted.

The proposed modifications do not alter this. The project is still to be developed as a single stage.

## 5.6 Transport and Accessibility (Construction and Operational)

A Traffic Impact Assessment was submitted as part of the Concept Application which addressed the construction and operational requirements of the DGR's

The DGRs required the EA to address:

- *Demonstrate the provision of minimal levels of on-site car parking for the proposal having regard to local planning controls, RTA guidelines, and the high public transport accessibility of the site, and include opportunities for car sharing.*
- *Provide an estimate of the trips generated by the proposed development and identify measures to manage travel demand, increase the use of public and non-car transport modes, and assist in achieving the objectives and targets set out in the NSW State Plan 2010;*
- *Provide a Traffic and Accessibility Impact Study prepared with reference to the RTA's Guide to Traffic Generating Developments and Australian Standards, considering traffic generation including trip generation (Daily and peak traffic movements), any required road/intersection upgrades, service vehicle generation and movements, access, loading dock(s), car parking arrangements, and measures to promote public transport usage and pedestrian and bicycle linkages; particularly between the site and Macquarie Park train station and the nearest bus stops and the potential for implementing a location specific sustainable travel plan; and*
- *Provide an assessment of the implications of the proposed development for non-car travel modes (including public transport, walking and cycling), including an assessment of existing and proposed pedestrian and cycle movements within the vicinity of the subject site;*
- *Details of the potential impacts on the local road network and in particular, the intersections identified in the RTA response (25 May 2010). Consideration should also be given to the Macquarie Park 2007 Base Paramics Model, where appropriate; and*
- *Consideration of future pedestrian/vehicular/cycle connectivity with adjoining sites and to and from the Macquarie Railway Station.*

A Transport Impact Assessment (TIA) has been prepared for the proposed modification and Detailed DA (refer to Attachment 3). The TIA provides an assessment of the proposed development of 179 units on the site.

The TIA concludes:

*(i) The proposed development is required to provide between 176 and 237 spaces under the City of Ryde DCP (2010).*
*(ii) The proposed supply of 218 spaces is consistent with these requirements and is considered to be appropriate.*
*(iii) The site is conveniently located for access to public transport services and walking facilities.*
*(iv) Walking facilities are well established in the local area and the proposal includes a site design aimed at improving the urban amenity.*
*(v) The provision for bicycle facilities meets the NSW Planning Guidelines for Walking and Cycling suggested rates with up to 222 bicycle racks/cages provided within the basement car park.*
*(vi) The proposed parking layout is consistent with the dimensional requirements as set out in the Australian Standard for Off Street Car Parking (AS2890.1:2004 and AS2890.6:2009).*

(vii) *The provision of loading facilities has been designed to accommodate medium rigid vehicles up to 8.8m in length and is consistent with the requirements of Australian Standard (AS2890.2:2002). Swept path assessment indicates that there is sufficient space for vehicles to enter and exit the site in a forward direction via Allengrove Crescent.*

(viii) *The site is expected to generate up to 72 vehicle movements in any peak hour assuming a conservative traffic generation rate of 0.4 vehicle trips per dwelling.*

(ix) *The Traffix report assessed the proposed development at the Concept Plan Application stage using a Paramics microsimulation model for a similar development yield and concluded that there is adequate capacity in the surrounding road network to cater for the traffic generated by the proposed development.*

(x) *Concept Approval was considered for 154 apartments. In comparison, the proposed development (179 apartments) will result in an additional1 vehicle departing the site every 7.5 minutes during the AM peak hour.*

(xi) *There is adequate capacity in the surrounding road network to cater for the traffic generated by the proposed development.*

(xii) *A pedestrian refuge island in Allengrove Crescent at Lane Cove Road would provide an improved pedestrian amenity however road widening is required to accommodate access by service vehicles.*

(xiii) *Provision is made for the Allengrove Crescent access driveway to operate safely and efficiently, including for access by service vehicles up to 8.8m in length.*

(xiv) *The design considers the future widening of Allengrove Crescent and is appropriate under such a future scenario.*

## 5.7 Environmental and Residential Amenity

The DGRs required the EA to address:

- *Solar access, acoustic privacy, visual privacy and view loss and demonstrate that the Concept Plan development will achieve a high level of environmental and residential amenity;*
- *Siting of the development in relation to any existing significant landscaping on site and provide a site tree survey and detailed arborist report;*
- *The issue of noise impacts and provide details of how these will be managed and ameliorated through the design of the building, in compliance with relevant Australian Standards and the Department's Interim Guidelines for Development near Rail Corridors and Busy Roads.*

The above DGRs are addressed in the following sections.

### 5.7.1 Solar Access, Acoustic and Visual Privacy

The ability of the Concept Plan to achieve a high level of environmental and residential amenity in terms of solar access and acoustic and visual privacy is demonstrated through the compliance of the proposal with SEPP 65 and the Residential Flat Design Code.

This has been addressed in Section 5.1.3, where it is demonstrated that the proposed modifications to the Concept Approval will still meet the objectives of SEPP 65 and the objectives and the "Rules of Thumb" of the Residential Flat Design Code.

### 5.7.2 Overshadowing

The modification to the Concept Approval Building Envelopes, in particular the increase in the height of the lift cores/stairwells and the location of plant equipment on the roof tops, has the potential to have overshadowing impacts external to the site.

Shadow Diagrams are included in the Architectural Design Package (refer to Attachment 1) which provide a comparison between the shadow diagrams generated by the approved building envelopes and the proposed modifications.

The majority of the modifications to the approved building envelopes have no overshadowing impact external to the site. The additional overshadowing external to the site occurs in the following locations at the following times:

- At 9.00am in midwinter, the 350mm increase in the roof level of Building E will result in a minor increase in shadow length across No. 253-257 Lane Cove Road;
- At 9.00am in midwinter, the increase in the lift core/stairwell and the 500mm reduction in front setback to Allengrove Crescent on the western component of Building D, will result in a minor increase in the shadow length across Allengrove Crescent within the front garden of Nos. 2 and 4 Allengrove Crescent;
- At 12.00 noon in midwinter, the 350mm increase in the roof level of Building E modifications to the building envelope will have a very minor increase in shadows to the north-east corner of No. 253-257 Lane Cove Road; and
- At 3.00pm in midwinter, the modifications lift core on the eastern end of Building B will result in a very minor increase in the overshadowing of one of the courtyards of the villas to the east at No. 114-116 Epping Road, North Ryde.

In summary, the proposed modifications to the Concept Approval building envelopes result in a negligible increase in overshadowing external to the site, outside of the shadows generated by the approved building envelopes. All surrounding properties will still achieve reasonable levels of solar access to private open space and living areas. Based on this, the proposed modifications to the building envelopes do not have a significant impact on surrounding properties in terms of solar access and are in this respect acceptable.

### 5.7.3 Vegetation

The Concept Approval does not identify any vegetation to be retained across the site.

It is noted that the Arborist Report, submitted with the original Concept Application, identified one (1) tree (Tree No.78) being a Eucalypt, was to be retained on the site. However, the building envelopes were amended as part of the Land and Environment Court proceedings and the resultant Concept Approval Building Envelope provides a building envelope to within 4.5m of the trunk of the tree, therefore resulting in its removal.

The proposed modifications do not allow for the retention of Tree No.78.

### 5.7.4 Noise Impacts from Busy Roads

The proposed modifications do not alter the location of the Concept Approval Building Envelopes in terms of the proximity of the envelopes to either the Epping Road or Lane Cove Road frontages of the site.

In this respect, the proposed modifications will not alter the building in terms of its ability to comply with the relevant Australian Standards and the Department's Interim Guidelines for Development near Rail Corridors and Busy Roads

An acoustic report has been prepared as part of the Detailed DA, to be submitted to Council, which demonstrates that the development will comply with the guidelines.

## 5.8 Ecologically Sustainable Development

The proposed modifications do not alter the ESD qualities of the Concept Approval.

As identified in the Preferred Project Report (Urbis 2011), the underlying principle of concentrating new development around major transport nodes in existing areas is one of the most important sustainability objectives for the future development of Sydney, and significantly contributes to:

- Containment of the urban footprint of Sydney;
- Better utilisation of existing infrastructure; and
- Reduced private car use and associated congestion and $CO^2$ emissions.

Furthermore, in terms of the design of the proposal:

- The proposed design solution is consistent with the principles of SEPP No. 65 particularly through the orientation and design of the dwellings (solar access and ventilation) and the choice of construction materials to reduce heating and cooling costs;
- Operable screens to the north-western elevation allow residents to control internal temperatures and solar impact;
- 89% of apartments achieve a minimum of two (2) solar access in midwinter;
- 75% of apartments allow cross-flow ventilation;
- Over 80% apartments have multiple aspects;
- Private open space is located so as to maximise the potential for use year-round;
- The building falls under the strictest of BASIX categories and passes due to good building design and careful selection of fixtures and equipment;
- On-site retention of rainwater for reuse in irrigation; and
- Bio-retention swales to mitigate pollutants going into the stormwater system.

An Environmental and Sustainable Design (ESD) Report has been prepared for the development by WSP Built Ecology. The report describes how the proposal incorporates ESD principles and outlines a series of commitments relating to the proposed ESD measures to be incorporated in the development. The report will be submitted with the detailed DA to be submitted to Council.

Based on the Nationwide House Energy Rating Scheme (NatHERS) modelling performed, all proposed dwellings in Allengrove Crescent project pass the minimum requirements of BASIX, subject to the details set out in the 'Allengrove NatHERS and BASIX report being implemented in the design.

## 5.9 Drainage, Stormwater Management and Flooding Potential

The proposed modifications do not alter the drainage, stormwater management or flooding potential of the Concept Approval.

The Detailed DA is supported by a comprehensive analysis of stormwater management and impact. This includes the gross pollutant management, location of swales, on-site detention and drainage lines. Stormwater plans will detail the proposed pipe drainage system, the incorporation of Water Sensitive Urban Design (WSUD) initiatives and demonstrate achievements of the required improvements in the water quality of run-off.

### 5.10 Contributions

The proposed modification does not alter the application of the City of Ryde's Section 94 Contributions Plan 2007 to the proposed development.

In accordance with Commitment 1 of the Statement of Commitments, Section 94 Contributions in relation to the project will be paid prior to the issue of a Construction Certificate.

### 5.11 Statement of Commitments

The S75W application does not seek to modify the Statement of Commitments approved as part of the Concept Approval.

### 5.12 Concept Plan Requirements

The Concept Plan Approval details a range of matters to be addressed in the subsequent Project and Development Applications.

The relevant matters raised are addressed in the following table.

| Requirement | Response |
|---|---|
| Schedule 3 | |
| Building Design | |
| (a) Future applications shall demonstrate compliance with the provisions of the State Environmental Planning Policy 65 – Design Quality of Residential Flat Development (SEPP 65) and the accompanying Residential Flat Design Code 2002. | A SEPP 65 and RFDC Compliance Report is provided at Attachment 2. |
| (b) Future buildings shall be designed to incorporate greater horizontal and vertical articulation and modulation. Such articulation/modulation shall incorporate a variety of architectural techniques including variable material and colour choice, building stepping and the incorporation of appropriate openings. The modulation/ articulation shall provide for visual interest, quality and definition to street walls. | The detailed DA plans incorporate greater horizontal and vertical articulation and modulation with a variety of materials and colours, providing for visual interest and quality. Buildings step down from west to east to provide an appropriate transition to the adjoining lower density development to the east. |
| (c) Future applications shall ensure that the buildings fronting Allengrove present a built form, mass, scale and design that is consistent with the existing and future residential character of Allengrove Crescent. Particular regard shall be given to addressing Allengrove Crescent, including provision of individual access to each ground floor flat where appropriate. | Building D fronting Allengrove Crescent is three (3) storeys stepping down to two (2) storeys adjacent to the east boundary with No. 11 Allengrove Crescent. At the eastern end, the built form comprises 2 x 2 storey terraces, providing two (2) dwellings with direct entry from Allengrove Crescent. The building also has two (2) lift core/stair wells accessible from Allengrove Crescent, with the other three (3) ground floor units also being accessible via gates within the courtyard walls. |

| Requirement | Response |
|---|---|
| (d) Future applications shall demonstrate that solar access complies with the provision of the State Environmental planning Policy 65 – Design Quality of Residential Flat Development (SEPP 65) and the accompanying Residential Flat Design Code 2002. | Consistent.<br><br>A minimum of 89% of the units meet the required two (2) hours of solar access between 9am and 3pm in midwinter in accordance with the RFDC 2002. |
| (e) The detailed design shall incorporate durable materials to mitigate road traffic noise from lane Cove and Epping Roads in accordance with The Environmental Criteria for Road Traffic Noise (EPA, May 1999), the Environmental noise Management Manual (RTA 2001) and Development Near Rail Corridors and Busy Roads – Interim Guideline (Department of Planning, 2008). | Consistent.<br><br>An Acoustic Report has been prepared and will be submitted with the detailed DA.<br><br>The report demonstrates that the proposed development complies with the Interim Guideline and identifies the use of standard to upgraded glazing, where upgraded glazing will comprise heavier glazing and/or secondary (or cavity) systems in window and door frames with quality seals. |
| (f) Future applications shall include an acoustic assessment that demonstrates how the proposed development will comply with Development near Rail Corridors and Busy Roads – Interim Guideline (Department of Planning, 2008). | Consistent.<br><br>The Acoustic Report which demonstrates that the proposed development complies with the Interim Guideline will be submitted with the Detailed DA to be lodged with Council in the future. |
| (g) The detailed design shall incorporate any changes necessitated as result of any dedication to Council for the widening of Allengrove Crescent (see Condition 7(a) below). | Consistent.<br><br>The proposal incorporates the required 2m wide dedication along the Allengrove Crescent frontage of the site. |
| Privacy | |
| Future applications shall demonstrate that adequate privacy screening and treatment will be provided to minimise privacy impacts between buildings located on the site and adjoining properties. | Consistent.<br><br>The architectural design incorporates the use of permeable screening elements to provide a buffer at the interface between public and private, while referencing existing building typologies.<br><br>These screens are operable allowing the occupant to determine the level of screening |
| Landscaping | |
| Future applications shall include detailed landscape plans demonstrating consistency with Council's requirements, except where amended following any further discussion between the Proponent and Council. | Consistent.<br><br>Detailed landscape plans have been prepared and will be submitted with the Detailed DA to be submitted to Council. |

| Requirement | Response |
|---|---|
| Construction and Operational Impacts | |
| Any future applications shall include construction management plans and dilapidation surveys. Any further application shall address any potential contamination on the site and implement the recommendations of the Environmental Investigation Services report dated April 2008.<br>Details are to be submitted with future applications of the acoustic treatments to be implemented to address the recommendations of the Acoustic Assessment prepared by Heggies dated September 2010. | Consistent.<br><br>Construction management plans, a Phase 2 Contamination Assessment and an Acoustic Report will all be submitted with the Detailed DA to be submitted to Council.<br><br>Dilapidation surveys will be undertaken prior to the issue of a Construction Certificate. |
| ESD | |
| Future applications shall demonstrate that any further development will incorporate ESD principles in the design, construction, and ongoing operation phases, including water sensitive urban design measures, energy efficiency, recycling and water disposal. | Consistent.<br><br>An ESD Report and BASIX Certificates to be submitted with the future DA will demonstrate the development incorporates ESD principles. |
| Public Domain | |
| Future Applications shall address the following:<br><br>(a) The provision by the proponent at no cost to Roads and Maritime Services (RMS) or Council of all necessary street works, including: | |
| The dedication to Council of a 2m strip of land along the site's south western boundary for the widening of Allengrove Crescent in consultation with Council; | Consistent.<br><br>The proposal allows for a 2m wide strip of land to be dedicated to Council along the Allengrove frontage of the site.<br><br>A Public Domain Plan will be prepared and submitted with the Detailed DA complying with this requirement. |
| The widening of the carriageway of Allengrove Crescent along the site frontage, with new kerb and gutter; | Consistent.<br><br>A Public Domain Plan will be prepared and submitted with the Detailed DA complying with this requirement. |
| The upgrade of the footpath along the site's frontage to Lane Cove Road and Allengrove Crescent to match the existing RMS works along the Epping Road off-ramp; | Consistent.<br><br>A Public Domain Plan will be prepared and submitted with the Detailed DA complying with this requirement. |

| Requirement | Response |
|---|---|
| A pedestrian refuge at the intersection of Lane Cove Road and Allengrove Crescent (subject to Local Traffic Committee approval); | Consistent.<br><br>A Public Domain Plan will be prepared and submitted with the Detailed DA complying with this requirement. |
| The removal of all redundant driveways along Lane Cove Road and Epping Road off-ramp and replacement with kerb and gutter to match existing to the satisfaction of RMS; | Consistent.<br><br>A Public Domain Plan will be prepared and submitted with the Detailed DA complying with this requirement. |
| The removal of all redundant driveways along the site frontage to Allengrove Crescent, to the satisfaction of Council; | Consistent.<br><br>All redundant driveways will be removed during the construction phase and identified on a Public Domain Plan to be submitted with the Detailed DA to Council. |
| To implement “No Stopping” restrictions on both sides of Allengrove Crescent between Lane Cove Road and the western property boundary, where the road widening, referred to in Schedule 2, Condition 6(a), commences in consultation with Council; and, | Consistent.<br><br>Parking restrictions will be installed during construction phase and identified on a Public Domain Plan to be submitted with the Detailed DA to Council. |
| To implement “No Parking” restrictions on Allengrove Crescent between the western property boundary and the access to the basement car park in consultation with Council. | Consistent.<br><br>Parking restrictions will be installed during construction phase and identified on a Public Domain Plan to be submitted with the Detailed DA to Council. |
| (b) The development shall provide pedestrian and cycle linkages through the site in accordance with the approved Concept Plan. | The development includes pedestrian and cycle linkages through the site in accordance with the Concept Plan with paths provided between Allengrove Crescent and Epping Road. |
| (c) The landscape embellishment of Nimbin Reserve adjoining the site on the corner of Epping and Lane Cove Roads in consultation with RMS with evidence of consultation and any proposed embellishment submitted with future applications. | The proposal includes the landscape embellishment of Nimbin Reserve and a Landscape Concept Plan for Nimbin Reserve will be submitted with the Detailed DA to be lodged with Council. |
| Car Parking | |
| Future applications should address the following:<br><br>(a) The provision of on-site parking in accordance with the requirements of Ryde DCP 2010; | The proposed parking is in accordance with Part 9.3 of the Ryde DCP 2010. |

| Requirement | Response |
|---|---|
| (b) The layout of the proposed car parking area associated with the development, including driveways, grades, turn paths, sight distance requirements, aisle widths and lengths and parking bay dimensions should be in accordance with the Australian Standards AS2890.1-2004 and AS2890.2-2002 for heavy vehicle usage; and | The layout and design of the basement car parking is in accordance with the Australian Standards. |
| (c) The design of parking facilities so that all vehicles, including service vehicles, enter and exit in a forward direction. | The design of the basement facilitates all vehicles entering and exiting the basement in a forwards direction. |
| Stormwater Drainage | |
| Future applications shall address the design of stormwater drainage facilities general in accordance with Council's requirements. | A Stormwater Concept Plan has been prepared and is in accordance with Council's requirements. |
| Groundwater | |
| Future applications are to demonstrate that the development does not impact upon the health of groundwater dependent ecosystems; and where basements intercept groundwater, they are to be tanked. | Groundwater monitoring and testing has been undertaken and reports identify that the development will not impact on the health of the groundwater and minor tanking of the basement will be required. Such reports will be submitted with the Detailed DA to be lodged with Council. |
| Monitoring of groundwater levels is to commence prior to basement design and continued through to construction. | Ground water monitoring has commenced on site and the initial results will be reported as part of the Detailed DA to be submitted to Council. |
| Servicing | |
| Future applications shall provide details of suitable located and landscaped on-site storage areas for waste bins. | Waste storage areas are proposed to be accommodated within the basement of the building. |
| Staging of Development | |
| Details of the intended staging of the development are to be submitted with the first application to ensure the orderly and coordinated development of the site. | The proposed development is to be constructed in one stage. |

Table 6: Concept Plan requirements

# 6.0 Conclusion

The Concept Approval was approved by the Minister for Planning in September 2012. The Concept Approval granted consent to the use of the site for residential flat buildings and approved building envelopes for seven (7) residential flat buildings across the site.

A Detailed Development Application is to be lodged with Council in the near future. Construction is yet to be commenced on the site.

The modification arises from the detailed design phase of the development and seeks to provide a more efficient floor and unit layout that better responds to the residential market conditions. As a result, the application proposes minor amendments to the building envelope, an altered unit mix and an increase in the number of units and associated car parking. There are other minor modifications, as outlined in this report.

The plans prepared by SJB Architects demonstrate the high architectural quality of the development. The buildings meet the provisions of SEPP 65 and the Residential Flat Design Code, and will provide quality residential accommodation for future occupants, within 400m walking distance of the Macquarie Park Railway Station.

The modifications involve minor alterations to the building envelopes and heights, as part of the detailed design of disabled access, lift and stair cores, and the location of plant facilities on the roof tops. The proposed modifications do not alter the setbacks of the buildings to the external boundaries of the site and do not significantly alter the appearance or presentation of the development to the public domain. The modifications to the external building envelopes will have no significant external impacts.

The modification seeks to alter the unit mix and seeks approval for 179 units on the site. The modification to the unit mix and the minor alteration to unit numbers, from the indicative 154 units to 179, will have no discernible social or economic impacts, in the context of the approved development. The social and economic benefits of the development were accepted by the Minister at the time of consent. The supporting specialist reports reinforce the environmental performance and technical compliance of the development, as well as the acceptable external impact.

The increase in unit numbers is supported by an increase in 13 car parking spaces (from 205 shown on the indicative basement plans to 218). The supporting Transport Impact Assessment identifies that the increase in unit numbers, represents one (1) vehicle every 7.5 minutes exiting the site into Allengrove Crescent during the AM peak hour. The TIA identifies that there is adequate capacity in the surrounding road network to cater for the traffic generated by the proposed development and the increase in units will not detrimentally impact on the surrounding road network.

Given the modest scope of the modification application and the acceptable impacts of the changes, approval of the application is warranted.

Attachments

# Attachment 1: Architectural Plans

# Attachment 2: SEPP 65 Report

# Attachment 3: Traffic Impact Assessment