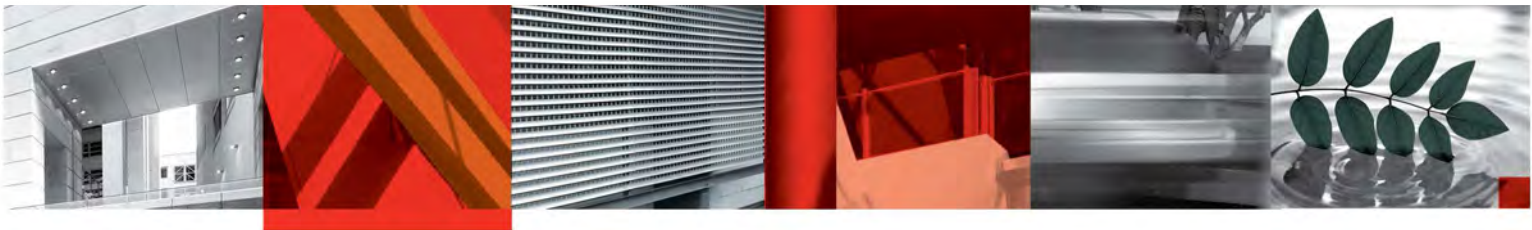


Section 75W Modification to Concept Plan MP05_0001 Putney Hill



Royal Rehabilitation Centre Ryde, Ryde

Amended Stage 2 Layout

Submitted to NSW Department of Planning and Infrastructure
On Behalf of Frasers Putney Pty Ltd

December 2013 ■ 13262

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This report has been prepared by:

A handwritten signature in blue ink, appearing to read 'B. Hoskins'.

Brendan Hoskins

19/12/2013

This report has been reviewed by:

A handwritten signature in blue ink, appearing to read 'Clare Swan'.

Clare Swan

19/12/2013

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1.0 Introduction

This Report proposes to modify the approved Concept Plan for the former Royal Rehabilitation Centre, Sydney site. This report is submitted to the Minister for Planning in accordance with Section 75W and Clauses 2(1)(a) and 3(1) of Schedule 6A of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The Concept Plan was approved by the Minister for Planning under section 75J of the EP&A Act on 26 March 2006 subject to a series of conditions (MP 05_0001) and was modified on 8 March 2013.

The approved Concept Plan allows for up to 791 dwellings as a mix of apartments and houses, a new consolidated health facility, community facilities and open space, services and site infrastructure (including drainage, internal roads and site access points). The Concept Plan approved development controls for the site prepared by BSA Architects, including land uses, landscaped space, floor space, density, heights and setbacks, road hierarchy and design and public domain. The Concept Plan also provides indicative principles for development parcels, yields, potential site sections, car parking and pedestrian and bicycle linkages.

This report has been prepared by JBA on behalf of Frasers Putney Pty Ltd based on plans provided by Cox Richardson Architects and other supporting technical information. The report describes the need for the modification, the proposed modification and includes an assessment of the potential environmental impacts. It should be read in conjunction with the appended supporting plans and reports.

1.1 Project Team

The project team is listed in **Table 1** below.

Table 1 – Project team

Specialty	Consultant
Proponent	Frasers Putney Pty Ltd
Urban Planning	JBA
Architecture and Urban Design	Cox Richardson Architects
Photomontages	Richard Lamb and Associates
Civil Engineer	J. Wyndham Prince
Landscape	Environmental Partnership
Traffic and Transport	Colston Budd Hunt and Kafes
Community Consultation	Elton Consulting

2.0 Background

2.1 Site History

2.1.1 Concept Plan Approval and SSS Listing

On 23 March 2006, the Minister for Planning approved a Concept Plan for the RRCS site, Sydney. Concept Plan approval as described in the Instrument of Approval included:

- a new, purpose built specialised rehabilitation and disability facility;
- no more than 50 residential dwellings per hectare on land excluding the new, purpose built specialised rehabilitation and disability facility;
- landscaped public and private open space;
- associated services and infrastructure;
- land use distribution, building heights, densities, dwelling mixes and types.

The site was also gazetted as a State Significant Site (SSS) under Schedule 3 of *State Environmental Planning Policy (Major Development) 2005* on 2 August 2006. This Schedule 3 listing included various development standards including zoning and permissible uses, building height, FSR and residential density. The provisions of this SSS listing have now been repealed and incorporated into *Ryde Local Environmental Plan 2010* (LEP 2010). The *Draft Ryde Local Environmental Plan 2011* yet to be formally exhibited has maintained these controls. Despite this, the Concept Plan approval has physically commenced and remains a relevant matter for consideration.

Summary of Events after approval of Concept Plan

Since the granting of the Minister's Concept Plan Consent (on 23 March 2006), the following key milestones have occurred:

Table 2 – Chronology of events after the Concept Plan Approval

Date	Event
2 August 2005	SEPP Major Projects amended to rezone the RRCS site as a State Significant Site (SSS).
29 June 2007	Frasers Putney Pty Ltd (Frasers) commence negotiations to purchase the residential portions of the site from Royal Rehabilitation Centre, Sydney Pty Ltd.
5 March 2010	A Section 94 Deed of Agreement signed between the RRCS and Ryde City Council signed.
12 August 2008	Torrens Title Subdivision to create seven superlots, associated rights of carriageway and service easements (MP_07_0100).
16 December 2008	Demolition of existing buildings on part of the RRCS site and construction of a new Health Facility, new Weemala facility, community building, open space and internal roads (MP_08_0054).
30 June 2010	Ryde LEP 2010 gazetted with RRCS zoning, height, FSR and density controls transferred to this instrument. The SSS listing for the RRCS site repealed from Schedule 3 of the Major Development SEPP.
5 July 2010	Modification to subdivision plan to be consistent with SEPP (Major Development) 2005 Amendment No. 5 Zoning Map.

Date	Event
15 July 2010	Frasers Putney Pty Ltd become a party to the Section 94 Deed of Agreement between RRCS and Ryde City Council.
17 November 2010	Modification to the health facility approval to include construction of Roads 4 and 5 as part of civil infrastructure works for the detention basin and open space.
15 April 2011	Lodgement of Project Application for Stage 1 Phase 1 Residential Development accompanied by Cox Richardson Concept Plan drawings.
10 October 2011	Modification to the health facility approval to reduce the width of the carriageway on Roads 4 and 5 and the shared path on Road 5.
1 May 2012	Project Approval granted for Stage 1 Phase 1 Project Application for 116 dwellings by the Planning Assessment Commission (PAC).
19 September 2012	Stage 1 Phase 1 Modification approved by the Department, resulting in a total number of 123 dwellings in Stage 1 Phase 1.
8 March 2013	Concept Plan Modification approved by the Department to amend the layout of Stage 1 and update the development controls to reflect the approval of Stage 1 Phase 1.
7 May 2013	Section 75W Modification (MOD 2) to Stage 1 Phase 1 to provide an additional dwelling along the Row, external amendments to dwellings fronting the Dress Circle and other minor associated changes approved by the Department.
4 July 2013	Stage 1 Phase 4A determined by the Sydney East Joint Regional Planning Panel (JRPP) and consent granted by City of Ryde Council for the construction of one Residential Flat Building (91 apartments) and 16 semi-detached dwellings.
19 September 2013	Stage 1 Phase 2A/3A determined by the Sydney East Joint Regional Planning Panel (JRPP) and consent granted by City of Ryde Council for the construction of three Residential Flat Building (218 apartments) and landscaping and public domain works.

2.2 Approved Project/Development Applications

Below is a brief description of key Project/Development Applications which have been lodged and approved for the site. These applications are discussed in chronological order.

2.2.1 Rehabilitation Centre and Open Space

A Project Application (MP08_0054) for a new Health Facility, residential care facility community facilities, open space and recreational facilities and parking for 304 vehicles within the southern and central portions of the former RRCS site was approved by the Minister for Planning on 16 December 2008. Construction of the Central Parklands and Detention Basin are complete and have been handed over to Council.

2.2.2 Stage 1 Phase 1 Residential Development

On 1 May 2012, a Project Application (MP10_0189) was approved by the Planning Assessment Commission (PAC) for the Stage 1 Phase 1 residential development relating to the central portion of the site.

This Project Approval involves the demolition of the existing RRCS buildings required to be removed to facilitate Stage 1 Phase 1 works, staged construction and occupation of a residential development including 47 apartments, 55 semi detached/terraced and 14 detached dwellings, basement car parking to the residential flat building, public domain works including roads and utilities, tree removal and landscaping, staged construction of vehicular access to the site from Charles Street and Victoria Road, and extension / augmentation of the physical infrastructure / utilities required.

Two modifications to this Project Approval have been granted by the DP&I, whilst a third modification is currently under assessment.

Modification to the Stage 1 Phase 1 (MP10_0189)

A Section 75W Modification was approved by the DP&I on 19 September 2012 to increase the number of apartments in the approved apartment building by seven. This modification involved the minor reconfiguration of the floor plate of each level and the adjustment of the upper level setbacks.

Modification 2 to Stage 1 Phase 1 (MP10_0189)

A second modification to the Stage 1 Phase 1 Approval was approved on 7 May 2013 by the DP&I. This modification involved the amendment of Lot CL2 to provide an additional townhouse and a reconfigured detached dwelling, a revised plan of subdivision, revised landscaping scheme and external changes to the dwellings fronting the Dress Circle. Other minor amendments including the variation of finished floor levels in dwellings on the Row, the inclusion of pools to some lots, and the minor shifting of a culvert on Road 12 were also included in this application.

As a result of these modifications, the Stage 1 Phase 1 development will consist of 124 dwellings.

Modification 3 to Stage 1 Phase 1 (MP10_0189)

A third modification is currently under assessment by the DP&I for minor design alterations to Apartment Building 1A. These design refinements relate specifically to the redesign of the two main entry lobbies of the building, the removal of the entry portico and the amendment of part of the balustrade from solid masonry to a powder coated aluminium palisade style balustrade.

2.2.3 Concept Plan (MP05_0001) Modification 1

In late 2012, Frasers embarked on the process of modifying the Concept Plan to reflect their revised and improved layout for Stage 1 of the Concept Plan site. The purpose of this modification was to update the Concept Plan drawings from the originally approved 2005 BSA Architects scheme with revised Concept Plan drawings prepared by Cox Richardson Architects on behalf of Frasers Putney.

The modification was approved on 8 March 2013 by the DP&I, facilitating the lodgement of future applications for residential development to Ryde City Council. This modification included the approval of new development parameter plans, the super lot subdivision of Stage 1, and amendments to Conditions C3, C4 and C10.

This current section 75W has been prepared in a similar light to the Modification to Stage 1 of the site, seeking to replace the approved BSA Concept Plan drawings with a modified layout prepared by Cox Richardson Architects (refer to **Appendix A**).

2.2.4 Stage 1 Phase 4A Development

On 4 July 2013 the Sydney East JRPP determined the Stage 1 Phase 4A Development Application (LDA2012/0471) and Council granted consent to the DA. This DA related to the north eastern portion of Stage 1 and included the construction of Apartment Building 4A (Palmera) containing 91 apartments and 16 semi-detached dwellings. The proposal also included approval for construction of Road 12 and a variety of landscaping areas associated with the residential development.

A Section 96(1A) Modification was approved by the City of Ryde Council on 11 November 2013. This modification included amendments to the alignment of Road 12, the inclusion of a bin collection area at the end of Road 12 and the amendment of several conditions of consent.

2.2.5 Stage 1 Phase 2A/3A Development

On 19 September 2013 the Sydney East JRPP determined the Stage 1 Phase 2A/3A Development Application (LDA2013/0165) and Council granted consent to the DA. This DA included the construction of Apartment Building 3A (Jacara) and Apartment Buildings 2A1 and 2A2 (The Gardens). In total, this phase of development included the provision of 218 apartments, as well as associated landscaping and public domain works.

2.3 Need to Modify the Concept Plan

Change in site ownership

The BSA scheme developed on behalf of the Royal Rehabilitation Centre, Sydney was developed without the involvement of any nominated residential developer for this portion of the site. The BSA scheme was not put to the market for feasibility testing. This was noted in the Director General's Assessment Report for the original Concept Plan application, which noted that:

It should be reiterated that the proponent is yet to approach a residential developer(s) so the concept plan proposal remains untested by market forces.... Given the uncertainty associated with the implementation of the residential element of the concept plan proposal, it is recommended that a series of broad development controls be approved that are based upon the revised concept plan proposal (i.e. the control plans).

All future applications will be generally in accordance with the concept approval irrespective of the consent authority nominated in Schedule 3 of the Major Projects SEPP. Notwithstanding this, the Department also recognises that a future developer(s) of the site may wish to deviate from the approved planning parameters set out within Condition A1. The Department has built some flexibility into the concept plan approval which will avoid the need for submission of a concept application afresh in the event that this occurs.

Since this time, Frasers Putney has purchased the site from RRCS and progressed the planning of the site to achieve a Concept Plan that is feasible and achieves a superior design outcome for the site within the context of the general development parameters established under the Concept Plan approval (and subsequently incorporated into the *Ryde Local Environmental Plan 2010*).

Modification envisaged in consent

Whilst any departure from the parameters of a Concept Plan approval would usually require a formal modification application in accordance with Section 75W of the *Environmental Planning and Assessment Act 1979*, Condition B1 of the Concept Plan approval provides scope for amendments to the BSA scheme to be lodged with the Director General for sign-off on amended plans without the need for any formal modification. The following excerpts from the Director General's Environmental Assessment Report for the Concept Plan approval illustrate the background and rationale for this flexibility:

The Department considers urban design to be the main point of contention between the proponent, local residents and Council. It should be reiterated that the proponent is yet to approach a residential developer(s) so the concept plan proposal remains untested by market forces. The concept plan proposal is simply one interpretation of how the site could be developed and demonstrates that the site could accommodate up to 900 dwellings. Given the uncertainty associated with the implementation of the residential element of the concept plan proposal, it is recommended that a series of broad development controls be approved that are based upon the revised concept plan proposal (i.e. the control plans). The approval will outline the overall form of development by controlling the overall number of dwellings, land use distribution, building heights, densities and dwelling mix (Condition A1) and supporting documentation which future applications for development must generally be consistent with (Condition A2). Condition A3 provides contingency in the event of any inconsistency between the approved concept plan, supporting documentation and recommended conditions of approval.

...

All future applications will be generally in accordance with the concept approval irrespective of the consent authority nominated in Schedule 3 of the Major Projects SEPP. Notwithstanding this, the Department also recognises that a future developer(s) of the site may wish to deviate from the approved planning parameters set out within Condition A1. The Department has built some flexibility into the concept plan approval which will avoid the need for submission of a concept application afresh in the event that this occurs. Condition B1 provides that departures from Conditions A1 and A2 will require lodgement of further plans and documentation addressing, and where required, revising the internal road network and associated development envelopes in accordance with several good practice urban design principles:

- *An urban design strategy, including detailed analysis of the physical, environment, social, cultural and economic aspects of the site informing opportunities and constraints, resulting in an agreed urban design outcome.*
- *An analysis of existing buildings, significant vegetation, existing building heights and footprints, surrounding street and block pattern, existing delineation of public and private open space, topography and view corridors.*
- *An appropriate street pattern, built form, building height, open space, view corridors, density, vegetation strategy, entry points, detention basin, car parking and traffic management and road hierarchy.*

The Director General will solely be responsible for determining whether any proposed departure can be addressed through the submission of revised plans and documentation (i.e. whether Condition B1 can be applied) or is significant enough to warrant submission of an application for concept plan approval afresh under Part 3A of the Act.

These conditions envisaged a situation whereby amended plans could be submitted to the (then) Department of Planning for approval directly by the Director General, without the need for a formal modification application. Given the amount of time which has passed since this consent was issued, however, and the changes to the planning assessment regime for major projects in NSW since this time, it is considered that a formal modification application is now a more suitable pathway for the approval of an amended scheme.

A modification executed under section 75W of the EP&A Act was the pathway used to facilitate the residential development of Stage 1. As such, this application is lodged in the same light, with the intention to update the current thinking for the site and facilitate the future residential development in accordance with the Cox Richardson and Fraser's vision.

Repeal of Part 3A

The *Environmental Planning and Assessment Amendment (Repeal of Part 3A) Bill 2011* (the Bill) was introduced into Parliament by the NSW Government on 16 June 2011. The Bill, which has now been passed by Parliament, replaces Part 3A with an alternative system for the assessment of projects of state significance whilst providing for appropriate 'transitional provisions' for projects already being assessed under the provisions of Part 3A.

The amended Act contains provisions for the assessment of further applications for development to which Part 3A does not continue to apply (such as residential development which is not State Significant Development). Under these provisions, and subject to the new Regulations, development which is covered by a Concept Plan approved under Part 3A but is subject to assessment under Part 4:

- is taken to be development which may be carried out under Part 4, despite anything to the contrary in an environmental planning instrument;
- must be consistent with any development standard within the terms of the Concept Plan approval;
- must be generally consistent with the terms of approval for the Concept Plan;
- the provisions of any environmental planning instrument or development control plan do not have effect to the extent of any inconsistency with the approved Concept Plan.

Future applications for the residential development of the site will be assessed under Part 4 by the City of Ryde Council, in accordance with the development parameters established under the Concept Plan (MPO5_0001) (as modified). This has been the case with two of the previous applications in Stage 1.

Clause 3c(2) of Schedule 6A of the EP&A Act stipulates that Section 75W continues to apply for the purpose of modifying Concept Plans approved before or after the repeal of Part 3A. As such, the proposed modification is submitted in accordance with the provisions of Section 75W or the EP&A Act.

Change in assessment and determination procedures

The repeal of Part 3A of the EP&A Act as described above has the effect of making the City of Ryde Council the relevant consent authority under Part 4 of the Act for all future applications for the residential development of the Royal Rehabilitation Centre, Ryde site. This follows a period of six years during which the (then) Department of Planning has had primary carriage of the project including the assessment and determination of the Concept Plan and Project Applications for subdivision, the health facility and the Stage 1 Phase 1 residential development.

In light of the changes to the development assessment system described above, the current Concept Plan approval requires amendment to provide sufficient clarity and certainty relating to the Cox Richardson Architects Concept Plan to permit Frasers to prepare future applications for development across the site for assessment by Council. A modification to the current Concept Plan provides the opportunity to achieve a suitable handover of responsibility from the Department of Planning and Infrastructure to the City of Ryde Council and ensure that the parameters for the future assessment of applications for this site are clearly defined and appropriate to the site. This was the accepted approach for Stage 1 of the Concept Plan, where a section 75W modification was approved prior to detailed DAs being lodged with Council and approved by the Sydney East JRPP.

3.0 Site Description and Analysis

3.1 Site Location and Context

The Royal Rehabilitation Centre Sydney (RRCS) site is located at 600 Victoria Road and 55 Charles Street, within the Ryde Local Government Area (LGA).

The overall site to which Concept Plan MP05_0001 applies is 17.7 hectares in area. The residential component of the site is 11.52 hectares in area across two parcels of land which are separated by the approved detention basin and wetlands (Lardelli Park), with pedestrian and vehicular linkages via internal roads and footpaths. These two parcels are known as Stage 1 and Stage 2 as shown in **Figure 1**. A modification to the original Concept Plan Approval has been undertaken for Stage 1 of the site, and all development approvals for residential development within this portion of the site are in place.

This modification relates to the Stage 2 portion of the site at the corner of Morrison Road and Princes Street.

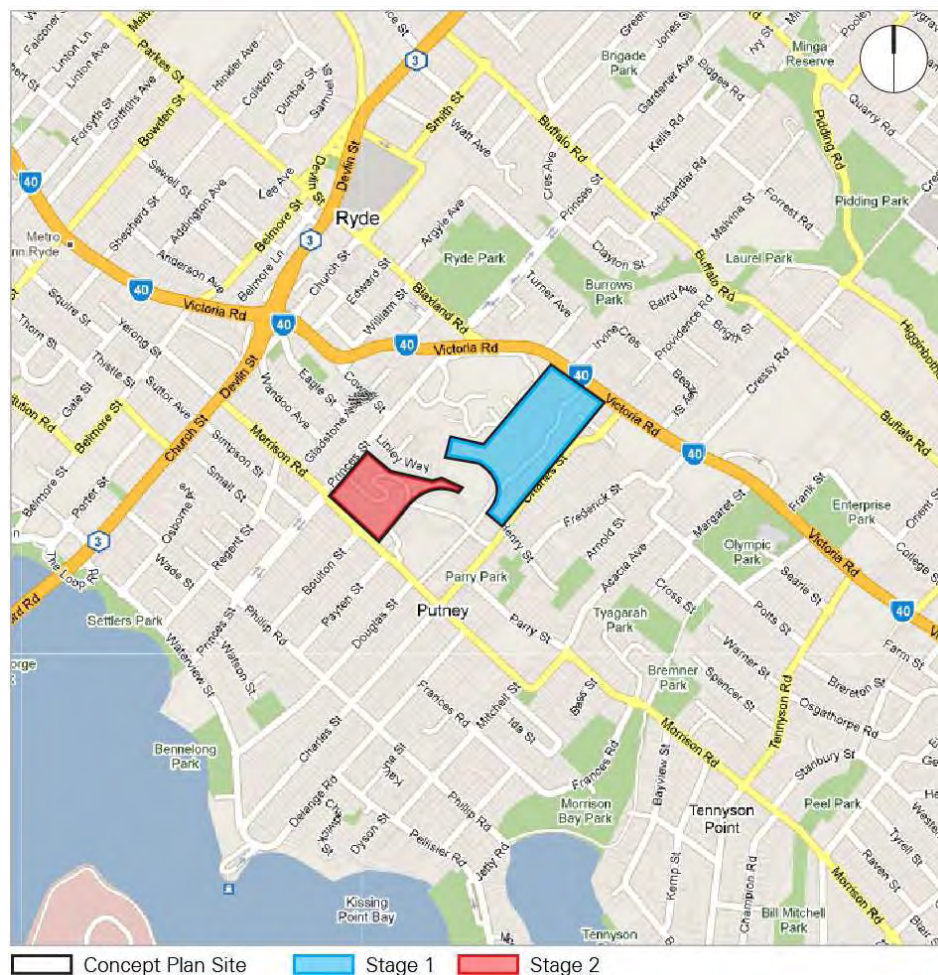


Figure 1 – Locality Plan

3.2 Site Description

The entire Concept Plan site has changed significantly since the initial Concept Plan Approval in 2006. Stage 1 of the Concept Plan site is currently under construction; Lardelli Park has been completed and is open to the public; and the recreation circle and new RRCS facilities are now complete. Stage 2 of the Concept Plan site has remained generally unchanged, containing the original RRCS buildings, roadways and landscaping. An aerial photo of the site is shown at **Figure 2**.



Figure 2 – Site Plan

3.2.1 Existing Development

Stage 1

As outlined in **Section 2.2** above, the Stage 1 site has been the subject of three separate applications for detailed development. These applications have secured approval for the construction of residential development, roads, landscaping and infrastructure and services. In total, 447 dwellings have been approved as part of Stage 1, comprising 361 apartments across five RFBs and 86 detached and semi-detached homes. The built form of Stage 1 varies between two storey detached and semi-detached houses to a maximum of eight (in part) storey RFBs. Construction is currently underway, with the phased entry of residents beginning in November 2013. **Figure 3** illustrates the photomontages of some of the various housing products approved as part of Stage 1.



Figure 3 – Approved housing types in Stage 1

Source: Cox Richardson Architects

Stage 2

There are a number of buildings currently located on the Stage 2 portion of the Concept Plan site. These buildings include the Weemala buildings located at the corner of Morrison Road and Princes Street (see **Figure 4**), and then a grouping of previous RRCS buildings to the north of the Weemala buildings (see **Figures 5** and **6**). Other key characteristics of the site are summarised below.



Figure 4 – Weemala Building on the Stage 2 site



Figure 5 – Building associated with Weemala



Figure 6 – Building within the Weemala group

3.2.2 Heritage

There is no listing of the RRCS site or any of its components on the NSW State Heritage Register (SHR) or in RLEP 2010. The Dalton House (Hospital) building located within the Calvary Retirement Community and the 'Great North Road' corridor which adjoin the Concept Plan site to the north are both listed as local heritage items under RLEP 2010.

There are no local or state heritage listed items within the vicinity of Stage 2 of the Concept Plan.

3.2.3 Landform / Vegetation

The subject site slopes steeply to the north, east and south-east, with a 25 metre change in level across the entire Stage 2 site. The site is characterised by an average gradient of 1(v): 10(h). The topography varies significantly within the site.

There are an extensive number of existing trees within the Stage 2 site, located generally between the existing buildings; along the Princes Street frontage; and in a cluster to the north west of Putney Hill Drive fronting Morrison Road.

3.2.4 Pedestrian and Vehicular Access

Vehicular access to the site is currently from several locations. There is an existing left in, left out entrance located on the corner of Princes Street and Morrison Road, and is known as the Weemala Entrance. The Coorabel Entrance is also located on Morrison Road, and a final access point known as the Main entrance is on Charles Street. Due to the current works being undertaken on the site, the internal road network is no longer completely connected.

Pedestrian access within the Concept Plan site is generally not formalised through the provision of footpaths, with pedestrians forced to share internal roads, parking areas and driveways with vehicles. Restricted access is available across the Concept Plan site as a result of the works being undertaken in Stage 1.

A new vehicular and pedestrian access point is currently being constructed at the intersection of Putney Hill Drive (Road 5), which has been approved under the Stage 1 Phase 1 PA.

3.2.5 Access to Public Transport

The subject site is highly accessible to existing public transport services within the locality which service employment destinations, retail, education, and community facilities. The Parramatta to City (via Ryde) Strategic Bus Corridor borders the Concept Plan site to the north-east, providing direct access to Parramatta and the Sydney CBD. As a result Sydney Buses operate a number of routes which travel directly past the site, providing services to North Sydney (287), Macquarie University (518) and the Sydney CBD (287,500,501,518). Another route runs from Macquarie University to the Sydney CBD (507) via Morrison Rd, Putney along the site's southern boundary. The Kissing Point Ferry wharf is located approximately 1.1km walking distance to the south-west of the site which provides services to Parramatta and Circular Quay.

3.2.6 Utilities and Infrastructure

The site is supplied with electricity, sewer, water, telephony, and gas. Services are generally provided in all surrounding streets.

3.3 Land Ownership and Legal Description

The larger RRCS site is made up of several allotments, whilst the Stage 2 site comprises Lot 4 in DP1129793. The site is currently owned by RRCS and will be delivered into the ownership of Frasers Putney Pty Ltd in March 2014.

3.4 Surrounding Development

The entire Concept Plan site is bounded by Victoria Road to the north east, Charles Street to the east/south east, Morrison Road south west and Princes Street north west. The majority of the north western border is bound by the Little Company of Mary (Calvary Retirement Village).

Putney Village is located at the intersection of Charles Street and Morrison Road, adjacent to the Concept Plan site's Morrison Road Access point. Top Ryde Shopping Centre is 0.8 kilometres from the Victoria Road entrance to the site and 2 kilometres from the Morrison Road entrance. The site is roughly equidistant to the Sydney and Parramatta CBDs (approximately 13 kilometres to each) and is well serviced by public transport given its location to Victoria and Morrison Roads and in close proximity to Ryde bus depot and Meadowbank railway station. More detailed surrounding development context is explored below and through **Figures 7 to 10**.

Victoria Road

To the north of the Concept Plan site is Victoria Road, which is an RTA controlled road. The character of Victoria Road opposite the site is a mixture of residential dwellings and car yard dealerships. The north west portion of Victoria Road is car yard dealerships. The majority of Victoria Road opposite the site is characterised by single storey residential dwellings. To the north east corner of the site and continuing along Victoria Road are Residential Flat Buildings, reaching up to four storeys. **Figure 7** illustrates the character of Victoria Road.



Figure 7 – Single storey dwellings and the RFB on Victoria Road

Charles Street

Bordering the Concept Plan site on the west is Charles Street, which is predominately low density residential (refer to **Figure 8**). The residential properties share a fence line with Stage 1 of the Concept Plan site. Also included on Charles Street to the south west of the site is Putney Village, which is a small strip of speciality shops. The northern end of Charles Street is characterised by St Charles Catholic Church and primary school.



Figure 8 – Detached dwelling houses and villas facing Charles Street

Princes Street

The Little Company of Mary (Calvary Retirement Village) adjoins the Stage 1 portion of the Concept Plan site along the north western boundary and has a frontage to Princes Street. The remainder of Princes Street is characterised by low density residential dwellings as shown in **Figure 9**. The topography falls from the Victoria Road frontage to the lowest point at Linley Way before rising steeply to Morrison Road. Linley Way is a cul-de-sac of single to two storey dwellings and villas which border the site.



Figure 9 – View of Princes Street to Morrison Road

Morrison Road

The surrounding locality of Morrison Road is characterised by low density residential dwellings. There is a decrease in gradient from Princes Street to Charles Street. The corner of Charles Street and Morrison Road is the beginning of Putney Village; containing a service station, a Liquorland store and various commercial uses (**Figure 10**).



Figure 10 – Service station, corner of Morrison Road and Charles Street

4.0 Description of Proposed Modification

The proposed modification to the approved Concept Plan is described in this section and illustrated in the Modified Concept Plan Drawings provided at **Appendix A**. This proposal seeks to modify the approved layout and configuration of residential dwellings established under the 2005 BSA Architects scheme for the Stage 2 portion of the site with the updated Cox Richardson Architects Concept Plan. Several other technical documents have been provided to support the proposed amendment and provide an update on the current conditions of the site, as well as outlining the vision for the site under the amended Concept Plan.

4.1 Approval Sought Under the Modification

This modification seeks to amend the Concept Plan scheme prepared by BSA Architects and dated August 2005 and the Preferred Project Report prepared by BSA Architects dated December 2005, as approved by the Minister for Planning on 23 March 2006.

Specifically, this modification is seeking that the Minister:

- Modify Condition A1 and Condition A2 of the Conditions of Approval MP05_0001 to include this report and update certain approved Concept Plan Control Diagrams by BSA Architects with Concept Plan drawings prepared by Cox Richardson Architects, being:
 - Building Height and Setback – Control [PP09/05]
 - Landscape Space- Control [PP04/05]
 - Road Hierarchy- Control [PP07/05]
 - Public Domain- Control [PP08/05]
 - Building Height and Setback-Control [PP09/05]
 - Indicative Sections – Indicative [PP10/05A and PP10/05B]
 - Car Parking – Indicative [PP11/05]
 - Pedestrian and Bicycle Paths – Indicative [PP12/05A and PP12/05B]
 - Road and Pathway Sections – Control [PP13/05]
 - Indicative Development Proposal– Indicative [PP14/05]
 - Aerial Views – Indicative [PP16/05 and P17/05]
 - Shadow Diagrams – Indicative [PP23/05, PP24/05 and PP25/05]

4.2 Proposed Modified Concept Plan

4.2.1 Built Form

The Cox Richardson Architects Concept Plan (**Appendix A**) provides for the following:

- Indicative development structure, including:
 - Dwelling mix
 - Building layout, heights and setbacks
 - Internal road layout and hierarchy
 - Indicative car parking locations
 - Site sections and elevations
 - Planning principles
 - Public Domain
 - Staging

- Development controls, including:
 - Maximum Building Heights
 - Maximum Floor Space Ratio (FSR)
 - Minimum Setbacks

Dwelling Mix

The approved 2005 BSA Architects Concept Plan made provision for up to 900 dwellings, which was reduced to 791 dwellings through the maximum dwelling density control (50 dwellings per hectare) specified under Condition of Approval A1. The **Putney Hill – Indicative Numbers Plan** prepared by Cox Richardson Architects demonstrates the indicative distribution of dwellings across the site that can be achieved within the parameters set out in the control drawings and the overall site density control of 50 dwellings per hectare. A total of 447 dwellings have been approved in Stage 1, resulting in 344 dwellings capable of being approved in Stage 2. **Table 3** illustrates the envisaged number of dwellings in the BSA scheme, the approved number of dwellings in Stage 1 and the proposed range of dwellings to be provided in the amended Stage 2. The overall limit of 791 dwellings across the site is not proposed to be amended.

Table 3 – Approved and modified dwelling mix

Dwelling Type	BSA Concept Plan	Stage 1	Proposed Stage 2 Scheme
Apartments	798 dwellings	361	304
Detached Houses	31 dwellings	16	-
Semi-Detached Houses	-	70	40
Town Houses	71 dwellings		
Total	900	447	344
		791	

Building Layout, Height and Density

The amended Concept Plan proposes to concentrate areas of medium density residential development within the centre of the Stage 2 site, opposed to the BSA scheme which included a greater number of dwellings on the edges of the site. A rationalisation of building footprints is proposed across Stage 2 from the BSA scheme, with a maximum height of 26 metres.

The placement of higher density in the centre of the site will not result in any adverse overshadowing or privacy impacts on surrounding dwellings and delivers a built form outcome generally consistent with the approved building envelopes. Lower density semi-detached dwellings will be placed around the Recreation Circle and adjacent to the access road from Morrison Road, providing suitable transition between densities on the site.

The amended layout proposed for Stage 2 responds directly to the steep topography of the site, minimising the need for significant earthworks to enable the construction of the future buildings. A simplified building layout is proposed as part of this modification, with the retention of six RFB envelopes, but the removal of lower density housing across the Morrison Road/Princes Street corner and along the boundary to dwellings fronting Linley Way.

Due to the amended layout of the building envelopes, the modified scheme varies slightly from the height and FSR boundaries established in the RLEP 2010 for the Stage 2 portion of the site. The current height and FSR demarcation was generally based on the layout of previous building forms in the BSA Concept Plan Scheme. All amended heights include provision for plant material on the roof of apartment buildings.

Setbacks

The proposed building setbacks to the site's boundaries have been generally increased from those shown on the approved Height and Setback Control Drawing (PP 09/05). These setbacks provide for a suitable transition from areas of higher density within the centre of Stage 2 to areas of lower density surrounding the site.

Whereas the 2005 BSA scheme included a number of apartment buildings in the centre of Stage 2 and lower dwellings around the perimeter of the site, the amended Cox Richardson scheme provides for greater densities internal to the site, with limited development on the periphery. This will enable greater setbacks to surrounding development, with enhanced opportunities to provide additional landscaping. **Figure 11** illustrates the proposed setbacks under the amended Stage 2 proposal.

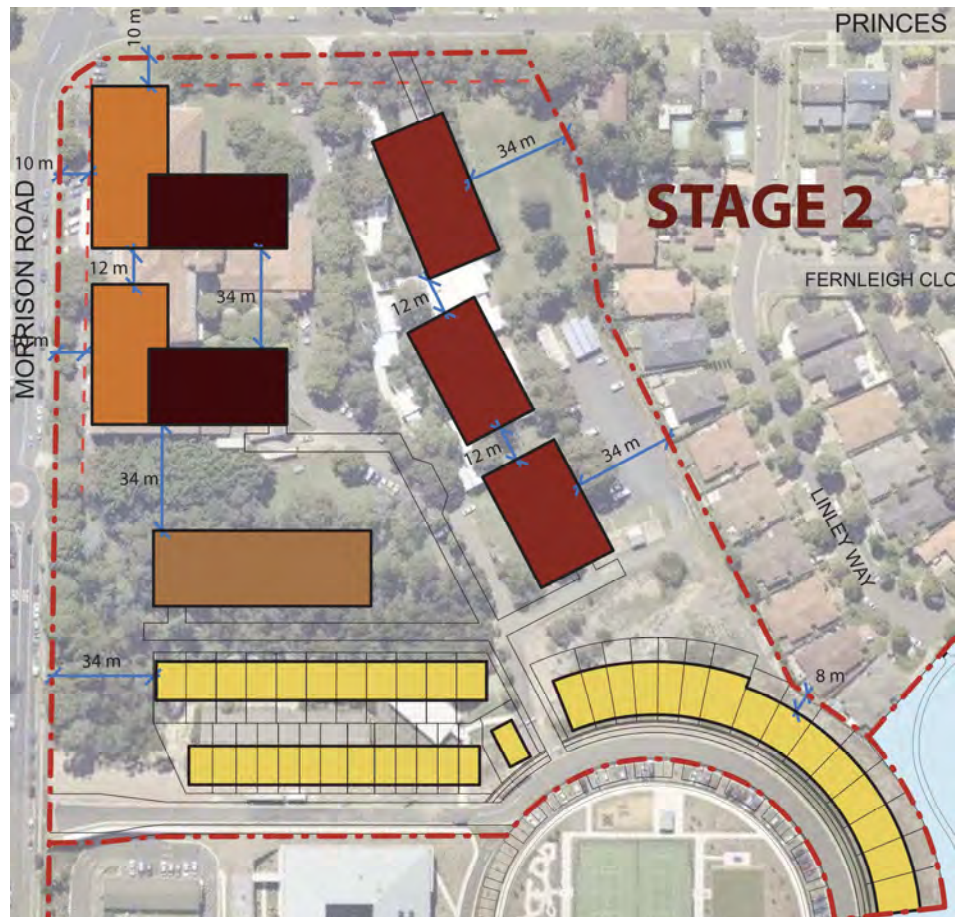


Figure 11 – Proposed setbacks in the Stage 2 scheme

Source: Cox Richardson Architects

4.2.2 Street Layout, Access and Parking

Site Access

The site access arrangements approved under the 2005 BSA Scheme are proposed to be modified to reduce the amount of traffic travelling through the site and exiting onto Princes Street. This modification is a direct result of community consultation, where it was determined that the local community would prefer limited access from the site into/from Princes Street. As such, the access points for the site are now at Morrison Road and Charles Street in the location originally envisaged under the approved 2005 BSA Scheme.

A vehicular driveway to a single basement below one of the proposed apartment buildings will be provided from Princes Street. Access to the internal street network will not be available from this driveway; therefore it will only service a limited number of vehicles.

Internal Street Network

From the Morrison Road access point, the internal street network will include one access road looping around the Recreation Circle and connecting to Putney Hill Drive, as well as continuing through to Charles Street. This will provide direct access through the site to Victoria Road. From this access road, internal collector roads will provide access to the basement parking for apartment buildings and driveways for the semi-detached houses. The proposed street network is illustrated in **Figure 12**.

All roads marked on the Road Hierarchy Plan as Collector Road will be dedicated to the City of Ryde Council or will be burdened by the necessary rights of way for residential access, as per the approved Deed of Agreement between Ryde Council and the proponent. RRCS will retain and maintain the Access Road illustrated on the Road Hierarchy Plan. Private roads will be managed by way of a Community Title scheme over the affected buildings.

No modification is sought to the overall number of dwellings approved within the overall Concept Plan site (791) and as a result the site trip generation rates remain unchanged. With the inclusion of more dwellings in Stage 1 than Stage 2, the overall generation of Stage 2 should be reduced.



Figure 12 – Internal street network hierarchy

Source: Cox Richardson Architects

Parking

A Car Parking Plan is provided at **Appendix A** which shows indicative locations of consolidated basement parking for multiple apartment buildings and parking for dwelling houses within building envelopes and locations of on-street visitor parking. This indicative parking plan is generally consistent with the approved Concept Plan, with the locations of parking amended to reflect the modified layout.

4.2.3 Landscaping

This modification seeks to update the approved landscape report and drawings. An updated Landscape Report and Landscape Plan have been prepared by Environmental Partnership (**Appendix B** and **Appendix C**). The Landscape Plan updates the overall landscaping scheme for the site to be consistent with the proposed site layout. The Landscape Report has examined the overarching principles for the site and illustrated the consistency of the proposed landscaping amendments with the approved Concept Plan.

Future applications for detailed components of the development will seek consent for the landscaping works across Stage 2.

Landscaped Open Space

As a result of the proposed modifications to the layout of the site, the amount of landscaped open space has been increased. **Table 4** outlines the amount of landscaped open space approved under the 2005 BCA scheme and the proposed amount of landscaped open space. Overall, there has been an increase of 6,389m² equating to an increase of 9.4% of landscaped open space across the site, attributable to the rationalised built form of the Concept Plan modifications (both Stage 1 and Stage 2).

It is notable that whilst the requirement for landscaped rooftop spaces was removed from the Concept Plan in the previous modification, a landscaped rooftop space was provided on Apartment Building 3A (Jacara) for residents of the apartment building. For the purposes of remaining consistent with the intent of the original measurement of open space across the site being accessible to all residents, this rooftop space has not been counted in the overall figure of the amended scheme.

Table 4 – Approved and modified landscaped open space (Stage 1 and Stage 2)

	Approved BSA Architects Scheme	Amended Cox Richardson Scheme
Landscaped Open Space	52,354m ²	74,660m ²
Roof-top Open Space	15,917m ²	-
Total Open Space	68,271m ² (42.5% of residential site area)	74,660m ² (64.8 % of residential site area)

4.2.4 Project Implementation

A Staging Plan is included in the Cox Richardson Architects scheme (**Appendix A**) and illustrated in **Figure 13**. As outlined in **Section 2.2**, three separate applications have been approved for the residential development of Stage 1. A number of Development Applications for the phases of Stage 2 will be lodged with the City of Ryde Council in 2014, with construction anticipated to follow immediately from Stage 1. It is currently envisaged that Stage 2 will be divided into three phases, each to comprise a separate DA.

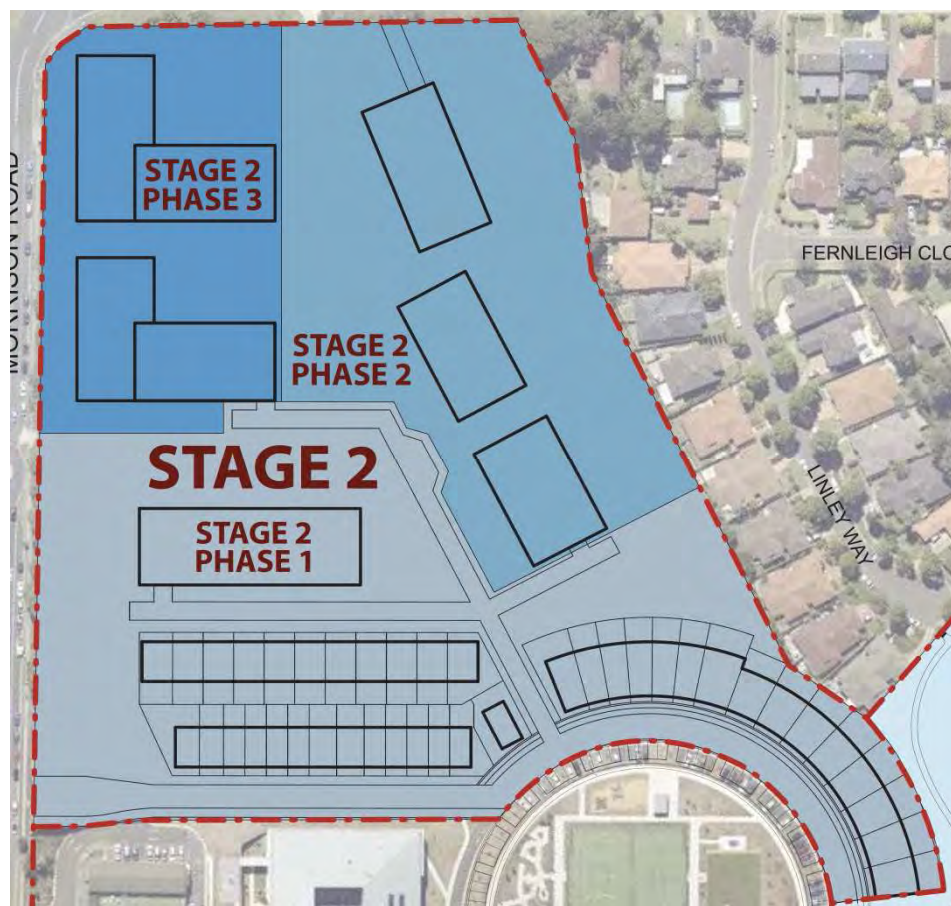


Figure 13 – Envisaged phasing of Stage 2

Source: Cox Richardson Architects

4.3 Proposed Modifications to Conditions of Approval

The proposed modifications described above necessitate amendments to the approved conditions which are identified below. Words proposed to be deleted are shown in ~~bold strike through~~ and words to be inserted are shown in ***bold italics***.

PART A – ADMINISTRATIVE CONDITIONS

A1. Development Description

*Concept approval is granted only to the carrying out the development described in Volume 1: Urban Design Principles Site Analysis and Development Plan and Volume 2: The Preferred Project Revised Concept Plan, prepared by BSA Architects (December 2005), as amended by the Concept Plan Drawings by Cox Richardson Architects (February 2013), ***Concept Plan Drawings by Cox Richardson Architects (December 2013) and Landscape Plan by Environmental Partnership (December 2013)*** including:*

- 1) *A new, purpose built specialised rehabilitation and disability facility.*
- 2) *No more than 50 residential dwellings per hectare on land excluding the new, purpose built specialised rehabilitation and disability facility.*
- 3) *Landscaped public and private open space.*
- 4) *Associated services and infrastructure.*
- 5) *Land use distribution, building heights, densities, dwelling mixes and types.*

A2. Development in Accordance with Plans and Documentation

The development shall also be generally consistent with the following plans and documentation:

- 1) Concept Plan and Environmental Assessment for the Redevelopment of Royal Rehabilitation Centre Sydney Site, prepared by BSA Architects (August 2005).*
- 2) The Redevelopment of Royal Rehabilitation Centre Sydney Site – Secondary Consultant reports for Concept Plan Submission to DIPNR, prepared by BSA Architects (August 2005).*
- 3) Preferred Project Report and Statement of Commitments and Proponent's Responses to Exhibition of the RRCS Concept Plan, prepared by BSA Architects (December 2005).*

As amended by the following plans and documentation:

- 1) Concept Plan Drawings by Cox Richardson Architects (February 2012); and*
- 2) **Concept Plan Drawings by Cox Richardson Architects (December 2013); and***
- 3) **Landscape Plan Drawing by Environmental Partnership (December 2013); and***
- 4) S75W Modification to Concept Plan MP05_0001 Report by JBA Urban Planning Consultants dated May 2012 as amended by correspondence from JBA Urban Planning Consultants dated 7 September 2012; 9 November 2012 and 14 February 2013; and*
- 5) **S75W Modification to Concept Plan MP05_0001 Report by JBA Urban Planning Consultants dated December 2013.***
- 6) Subdivision Plans prepared by Tasy Moriatis dated 22 February 2013.*

Except for otherwise provided by the plans and documentation described in Condition A1, Part A, Schedule 2 and the Department's conditions of approval as set out in Schedule 2, Part B and the proponent's statement of commitments as set out in Schedule 2, Part C.

5.0 Environmental Assessment

This section of the report describes and assesses the potential environmental impacts associated with the proposed modification.

As demonstrated in the following assessment, there are very few potential impacts from the revised Concept Plan and none that cannot be managed. Potential impacts in relation to the following are associated with the proposed works:

- Consistency with Conditions of Approval;
- Consistency with relevant EPIs, Policies and Guidelines;
- Built Form;
- Landscape;
- Transport and Access;
- Heritage; and
- Services and Infrastructure.

5.1 Consistency with Conditions of Approval

5.1.1 Part A – Administrative Conditions

By its nature, this modification seeks to amend a number of the development controls established under the approved documentation described in the Part A – Administrative Conditions. Justification for the proposed amendments to these development controls is provided at **Section 5.3** of this report.

5.1.2 Part C – Statement of Commitments

The proposal remains consistent with the original statement of commitments listed in Part C of the Concept Plan. Specific comments on commitments relevant to the proposed modifications are provided below.

Condition C2 – Density and Relationship to Surrounding Community

The amended Concept Plan proposed is consistent with Condition C2 in that it will continue to:

- Provide a mix of dwelling types which provide for a range of housing choice;
- Evenly distribute residential density across the site to ensure the achievement of sustainable and environmentally sensitive development;
- Provide buffer zones to surrounding residential communities, in turn maintaining a good amenity, solar access, light and privacy for existing residents;
- Locate higher density residential development in the interior of the site to increase the liveability of the community, providing housing close to employment opportunities, existing retail, educational and community facilities and in a location well serviced by public transport; and
- Provide opportunities for the whole community to benefit from the development by integrating open space and residential development, with unobstructed access for surrounding residents to the open space areas of the site.

Condition C3 – Urban Design

Condition C3 establishes the framework for the assessment of detailed applications on the site within the broad framework of development controls established under the approved concept plan. As demonstrated in **Table 5** below, the amended Concept Plan is consistent and supportive of these design principles.

Table 5 – Consistency with Condition C3 urban design principles

Condition	
Urban Design Principles	
Maximise the northern aspect for solar access to dwellings.	Dwellings have been sited to maximise solar access whilst responding to the site's topography and available views.
Respond to the microclimate of each location and to the varying topography.	The positioning of the buildings has been selected to respond directly to the topography of the site with views and outlook maximised.
Set back buildings from the street frontages to create landscaped settings.	Buildings have been setback from all street frontages to allow for the enhancement of landscaped settings. The setbacks proposed in the amended layout are well in excess of those approved under the current Concept Plan. The rationalised extent of the built form will also enable the opportunity for more existing trees to be retained.
Introduce view corridors through the subject site to maximise visual permeability.	The amended building envelopes are located in such a way to allow for the creation of view corridors, whilst steps in the building forms allow for views to be maximised for a greater range of apartments.
Share views by stepping buildings from the street frontages to create landscaped settings.	The amended Stage 2 layout responds to the site's varied topography to create a rationalised built form which sits comfortably within the natural landscape. The amended siting of building envelopes will reduce the level of bulk earthworks which need to occur to facilitate the future development of the site. This will increase the opportunity for existing vegetation to be retained. The rationalised extent of development across Stage 2 will also increase the opportunity for more trees to be retained, enhancing the landscaped setting of the site. Setbacks to all of the site's boundaries enhance the opportunity for landscaped settings to be established along the site's edges, providing a suitable transition into the site from surrounding residential development.
Diversify building forms to create variety and visual interest.	The amended Concept Plan provides for a range of dwelling types in different building forms. Detailed applications for development will be designed to a high architectural standard to create variety and visual interest as has been the case in Stage 1.
Limit overshadowing to 50% for 2 hours per day for private open space.	Noted. This will be further explored in the detailed applications for development.

Minimise overshadowing of public open space.	Overshadowing of public space is minimised through the careful siting and design of buildings, as shown in the shadow diagrams provided at Appendix A .
Maintain privacy by ensuring adequate distances between dwellings – windows of habitable rooms be a minimum of 12m apart or if these distances are not achievable other design measures, such as appropriate window and balcony locations and screening, being incorporated.	All apartment buildings provide for a minimum separation distance of 12 metres. Further design refinement will occur to ensure appropriate measures are included to enhance privacy for residents.
Design Philosophy	
Articulated buildings with an interplay of planes, with balconies and pergolas.	Noted. The amended Cox Richardson Concept Plan provides envelopes for buildings within which articulated building forms will be designed as part of the relevant detailed application for development.
An interplay of self-finishing building materials, brick, stone and tiles.	Noted. These considerations will be incorporated in future detailed applications for development.
Variations in colour and texture.	
Human scale in design of facades and spaces between buildings.	
Ceiling heights of the parking areas beneath residential flat buildings not to exceed 2.1m above natural ground level at any point.	Noted. This shall be incorporated in future detailed applications for development.
Community Consultation	
The proponent will encourage the broader community to use the open space and community facilities on the subject site by ensuring that the design of the pedestrian network encourages access to these facilities.	Fraser's Putney is committed to a residential development which is integrated and open to the local community, with public access along roads through the site and a number of additional pedestrian-only linkages to promote public use of Lardelli Park and other recreation area. The commitment to public access through the entire site is illustrated through the open access nature of Lardelli Park, opened before any other aspect of the Concept Plan.
The proponent will include a condition of sale for the residential stages of the subject site, which states that gates are not permitted on the access roads to Charles Street, Morrison Road, Princes Street and Victoria Road.	See above.

Condition C4 – Landscaping

The amended landscape scheme is generally consistent with the principles prescribed in the original Oculus report. An updated Landscape Report prepared by Environmental Partnership NSW and provided at **Appendix B** details the landscape principles and strategies to be adopted in the amended Concept Plan. The updated Landscape Plan (**Appendix C**) illustrates the proposed landscape scheme to complement the revised Cox Richardson Scheme for Stage 2 of the Concept Plan.

Condition C6 – Utilities Infrastructure

In accordance with Condition C6, confirmation that existing infrastructure and services can service the future development, and necessary approvals from relevant utility providers, will be gained prior to the construction of residential development on Stage 2 of the Concept Plan site.

Condition C7 – Traffic and Transport

The overall number of dwellings approved under the original Concept Plan (791) is not proposed to be modified. Therefore the traffic generation of the concept plan will not change. This is confirmed in the Traffic Report prepared by CBHK which is provided at **Appendix D**.

5.2 Consistency with Relevant EPIs, Policies and Guidelines

The Modification's consistency with the relevant strategic and statutory plans and policies is located in **Table 6** below.

Table 6 – Consistency with key strategic and statutory plans and policies

Instrument/Strategy	Comments
NSW 2021: A plan to make NSW number one	<p>The proposed modification is consistent with the NSW State Plan in that it will:</p> <ul style="list-style-type: none"> ▪ Improve the supply of land for housing; ▪ Enhance open space for the local community; and ▪ Provide additional housing opportunities close to established centres, taking benefits of local services and infrastructure.
Draft Inner North Subregional Strategy	<p>The proposed modification is consistent with the Strategy in that it will:</p> <ul style="list-style-type: none"> ▪ provide greater housing supply and housing choice; ▪ contribute to achieving the targets for the Ryde LGA which require 12,000 additional dwellings by 2031; ▪ better utilise land for residential purposes which is currently underutilised; and ▪ fulfil the objectives of encouraging urban consolidation.

5.2.1 SEPP 32 – Urban Consolidation (Redevelopment of Urban Land)

SEPP 32 aims to promote the orderly and economic use and development of land by enabling urban land which is no longer required for the purpose for which it is currently zoned or used to be redeveloped for multi-unit housing and related development.

In determining a proposal for urban consolidation ‘Each council must consider and the Minister must consider whether urban land is no longer needed or used for the purposes for which it is currently zoned or used, whether it is suitable for redevelopment for multi-unit housing and related development in accordance with the aims and objectives of this Policy and whether action should be taken to make the land available for such redevelopment.’

In the assessment and approval of the Concept Plan (MP05_0001) the Minister has already determined that the designated residential portion of the site is no longer needed for use by the Royal Rehabilitation Centre, Sydney and that the site is suitable for redevelopment with an average density of up to 50 dwellings per hectare across the residential portion of the site.

5.2.2 SEPP 65 – Design Quality of Residential Flat Development

SEPP 65 aims to improve the design quality of residential flat development in New South Wales. It sets out ten (10) design quality principles relating to built form and amenity.

As the modified Concept Plan identifies building envelopes and floor space areas for residential flat development, the SEPP’s design principles of context, scale, built form and density apply. An assessment of the proposed envelopes against each of the ten design principles is provided sequentially below.

Principle 1: Context

“Good design responds and contributes to its context. Context can be defined as the key natural and built features of an area.

Responding to context involves identifying the desirable elements of a location’s current character or, in the case of precincts undergoing a transition, the desired future character as stated in planning and design policies. New buildings will thereby contribute to the quality and identity of the area.”

The site is surrounded by several different contexts, ranging from high rise development at Ryde Town Centre to low scale residential development within Putney. The Putney Hill development responds to these different contexts by ensuring appropriate transitions to lower scale surrounds whilst providing strong connections to local destinations including the Lardelli Park and the Recreation Circle within the site.

The increased setbacks afforded to all boundaries through the amended layout of Stage 2 enhance the transition from the lower scale dwellings on Morrison Road, Princes Street and Linley Way to the future residential development on the site. The design principles adopted for the site in the Urban Design Statement prepared by Cox Richardson Architects (**Appendix E**) contribute to ensuring the development responds well to the existing context.

Principle 2: Scale

“Good design provides an appropriate scale in terms of the bulk and height that suits the scale of the street and the surrounding buildings.

Establishing an appropriate scale requires a considered response to the scale of existing development. In precincts undergoing a transition, proposed bulk and height needs to achieve the scale identified for the desired future character of the area.”

The proposed modified concept plan provides an appropriately scaled built form generally consistent with the RLEP 2010 height controls and the built form of the approved 2005 BSA Concept Plan. The modified layout and building envelopes have been designed to respond to the topography of the site whilst not creating unacceptable bulk or massing. The amended layout concentrates density internally to the site and enables greater setbacks to the site's boundaries. Lower scale dwellings are proposed to be located along the Recreation Circle, transitioning to the approved low scale development of Stage 1.

Principle 3: Built form

“Good design achieves an appropriate built form for a site and the building's purpose, in terms of building alignments, proportions, building type and the manipulation of building elements.

Appropriate built form defines the public domain, contributes to the character of streetscapes and parks, including their views and vistas, and provides internal amenity and outlook.”

The proposed Stage 2 amendments seek to create building envelopes which are positioned to maximise the amenity of the public domain, whilst at the same time providing the highest level of amenity possible to future occupants. The footprints of the buildings have been identified following a review of the topography of the site and are strategically positioned to minimise overshadowing to open space. The grouping of the dwellings and stepping of height across the site creates variety and a level of interest in the design. The positioning of buildings around large expanses of open space will enhance the potential for pleasant outlooks for future residents. The opportunity for casual surveillance will also be heightened through the proposed building layout.

The proposed layout of the roads will ensure that views and vistas are captured and maximised. Buildings are oriented north where possible to maximise views and to achieve the solar and ventilation requirements of SEPP 65. Privacy and building separation will be achieved through the proposed siting of the buildings, as well as detailed design measures adopted in future applications.

Principle 4: Density

“Good design has a density appropriate for a site and its context, in terms of floor space yields (or number of units or residents).

Appropriate densities are sustainable and consistent with the existing density in an area or, in precincts undergoing a transition, are consistent with the stated desired future density. Sustainable densities respond to the regional context, availability of infrastructure, public transport, community facilities and environmental quality.”

The proposed modified development will result in no change to the overall approved average residential density of 50 dwellings per hectare or dwelling yield on the site of 791 dwellings. Currently 447 dwellings have been approved in Stage 1, allowing 344 dwellings to be constructed in Stage 2. The amended Stage 2 layout concentrates density towards the site's interior, increasing setbacks to the site's boundaries and rationalising the spread of development across the site.

Principle 5: Resource, energy and water efficiency

"Good design makes efficient use of natural resources, energy and water throughout its full life cycle, including construction."

Sustainability is integral to the design process. Aspects include demolition of existing structures, recycling of materials, selection of appropriate and sustainable materials, adaptability and reuse of buildings, layouts and built form, passive solar design principles, efficient appliances and mechanical services, soil zones for vegetation and reuse of water."

Fraser's Putney is committed to providing a high level of sustainability in the delivery and during the post development phase of the development. All development across the site will achieve the BASIX requirements. The proposed modification will not impact on the development achieving any sustainability targets. All development approved within Stage 1 achieved the BASIX targets for water, energy efficiency and thermal comfort.

Principle 6: Landscape

"Good design recognises that together landscape and buildings operate as an integrated and sustainable system, resulting in greater aesthetic quality and amenity for both occupants and the adjoining public domain."

Landscape design builds on the existing site's natural and cultural features in responsible and creative ways. It enhances the development's natural environmental performance by co-ordinating water and soil management, solar access, micro-climate, tree canopy and habitat values. It contributes to the positive image and contextual fit of development through respect for streetscape and neighbourhood character, or desired future character."

Landscape design should optimise useability, privacy and social opportunity, equitable access and respect for neighbours' amenity, and provide for practical establishment and long term management."

The proposed landscape scheme across the Stage 2 portion of the Concept Plan site is generally consistent with the approved Concept Plan. The design principles and strategies seek to optimise the useability, privacy and social opportunity, equitable access and respect for neighbours' amenity. An important component of the landscape scheme is the provision of buffer zones to not only enhance privacy levels, but contribute to the achievement of a landscape setting.

The proposed layout of the residential development will also optimise the opportunity for an improved use of space at the ground level. The proposed layout will provide for rationalised building footprints which allow for more useable spaces and the opportunity to retain existing trees. The building envelopes have been strategically placed to allow for a high amenity to be experienced by all future occupants, as well as create more open space which can be used by surrounding members of the community.

Principle 7: Amenity

“Good design provides amenity through the physical, spatial and environmental quality of a development.

Optimising amenity requires appropriate room dimensions and shapes, access to sunlight, natural ventilation, visual and acoustic privacy, storage, indoor and outdoor space, efficient layouts and service areas, outlook and ease of access for all age groups and degrees of mobility.”

The amended scheme includes the fundamental elements required to support the achievement of good residential amenity. Achievement of good residential amenity will be addressed in detail at the relevant application for development. The modified layout of buildings optimises the relationship between internal and external spaces, improves building separation and orientation, and provides envelopes which have a greater opportunity to capture views. The building envelopes are sufficiently separated based on their heights and outlook, with the minimum separation distance comprising 12 metres. The upper levels of the apartment buildings will be setback, whilst suitable screening methods and balcony orientations will be provided to enhance privacy.

Principle 8: Safety and security

“Good design optimises safety and security, both internal to the development and for the public domain.

This is achieved by maximising overlooking of public and communal spaces while maintaining internal privacy, avoiding dark and non-visible areas, maximising activity on streets, providing clear, safe access points, providing quality public spaces that cater for desired recreational uses, providing lighting appropriate to the location and desired activities, and clear definition between public and private spaces.”

The amended design of Stage 2 in the Concept Plan optimises safety and security, both internal to the development and for the public domain. The amended Concept Plan adopts appropriate design principles to minimise the incidence of crime by addressing the principles outlined in the Department of Planning’s guidelines titled *‘Crime prevention and the assessment of development applications’* (2001), being surveillance, access control, territorial reinforcement and space management.

Safety and security has been considered in accordance with CPTED principles of surveillance, access, territorial reinforcement and space management. The proposed development makes the following positive contribution in terms of safety and security, in accordance with the recommended design principles of CPTED and SEPP 65, by:

- The design and structure of the buildings on the site will provide a clear distinction between private and public spaces, employing architectural features such as entry awnings, fences, walls and landscaping to encourage this distinction;
- Living areas will generally be orientated over public and communal open spaces to encourage casual surveillance;
- Opportunities for concealment will be minimised. Blind or dark alcoves will be avoided in proximity to lifts, stairwells, entries, within basement car parks or along corridors and walkways;
- Clear sightlines between spaces including public and private interfaces will be established through building design, orientation and landscape treatments;
- Open space areas will be designed to promote broad use by the wider community and as a result, achieve high levels of active surveillance; and

- Optimise visibility, functionality and safety of buildings by orientating entrances towards the internal roads and providing clear lines of sight between entrances, foyers and the street.

The further implementation and consideration of the CPTED principles will be included in future applications for development.

Principle 9: Social dimensions and housing affordability

“Good design responds to the social context and needs of the local community in terms of lifestyles, affordability, and access to social facilities.

New developments should optimise the provision of housing to suit the social mix and needs in the neighbourhood or, in the case of precincts undergoing transition, provide for the desired future community.

New developments should address housing affordability by optimising the provision of economic housing choices and providing a mix of housing types to cater for different budgets and housing needs.”

The proposed amendments to the Concept Plan continue to provide for a modern, integrated development of the Concept Plan site which promotes outdoor living with substantial areas of public open space, high quality pedestrian and cyclist facilities and close access to services and shops. The proposed amendment to the Concept Plan is generally consistent with the approved dwelling mix for the site comprising a range of houses, townhouses and apartments which shall improve the range of housing options available within the surrounding locality to cater to the differing budgets, needs and lifestyles of future residents. The residential development of Stage 2 will build on the mix of housing types and sizes provided in Stage 1.

Principle 10: Aesthetics

“Quality aesthetics require the appropriate composition of building elements, textures, materials and colours and reflect the use, internal design and structure of the development. Aesthetics should respond to the environment and context, particularly to desirable elements of the existing streetscape or, in precincts undergoing transition, contribute to the desired future character of the area.”

Throughout the design process there has been a focus on responding to the existing context of the site and creating a development which is well integrated with its surrounding environment. A focus of the amended Stage 2 layout has been to provide greater green spaces throughout the development and rationalising the density of future development to smaller building footprints. The provision of greater setbacks to all street frontages and adjoining dwellings will enable logical transitions to the future built form of the site, whilst proposed landscaping features and retention of existing trees will create an identifiable character for the site.

The treatment of Stage 2 will reflect the established character of the Stage 1 development which is currently under construction and Lardelli Park which is open to the public. The amended Landscape Plan and objectives for the site (**Appendix C**) illustrate the high quality streetscape and character which will be achieved throughout the site.

5.2.3 SEPP Building Sustainability Index 2004

BASIX Certificates will be required to be provided to the relevant consent authority prior to the determination of any application for residential dwellings. No change is proposed to the requirements under Conditions B13 of the Concept Plan approval which would prevent future dwellings from achieving BASIX certification.

5.2.4 Ryde Local Environmental Plan 2010

The *Ryde Local Environmental Plan 2010* (RLEP 2010) is the principal environmental planning instrument within the Ryde LGA. The development controls for the site previously included in Part 3 of Schedule 3 of *State Environmental Planning Policy (Major Development) 2005* have been translated into the RLEP 2010.

These controls no longer reflect the envisaged pattern of development for the site, as illustrated by the Stage 1 area of the Concept Plan site where amendments have occurred. Whilst Stage 1 of the Concept Plan has been formally amended, no change has occurred to the RLEP 2010.

In any case, strict compliance with the RLEP 2010 is not required as the site is covered by an approved Part 3A Concept Plan. Schedule 6A (Transitional Arrangements – repeal of Part 3A) of the EP&A Act provides for special provisions relating to development subject to concept plans. Notwithstanding this, the relevant controls are addressed below.

Height

The proposed amendments to Stage 2 of the Concept Plan are generally consistent with the location of height controls specified under RLEP 2010, placing higher densities in the interior of the site. The RLEP 2010 specifies a height limit of 18.5 metres over the majority of the Stage 2 site, except for the Morrison Road/Princes Street corner and the north eastern edge of the approved Recreation Circle, where a height of 11.5 metres is specified; and along the northern boundary to dwellings fronting Linley Way, where a height of 9.5 metres is established.

These height limits generally reflect the previous development layout under the SSS listing for the site, with lower scale dwellings fronting the Morrison Road/Princes Street corner, and along the edge to Linley Way dwellings and the Recreation Circle. The 18.5 metres height limit area was intended to contain six residential flat buildings, yet does not reflect the maximum heights envisaged within the approved 2005 BSA Scheme which reached 25 metres (BSA Plan PP09/05).

The modified layout of the Concept Plan has sought to concentrate more density within smaller building footprints, whilst optimising the amenity for future residents and retaining the most vegetation possible on the site. The low scale dwellings fronting Morrison Road, Princes Street and the dwellings on Linley Way are proposed to be removed and rationalised internally within the Stage 2 site. This will allow greater setbacks to these frontages and will also allow for a greater retention of existing vegetation.

Along the Morrison Road boundary, the maximum height limits have been restricted, with the greater increases of height placed on the portion of the building located further within the site. Overall, five different height limits are proposed across Stage 2, with a maximum height limit of 26.5 metres, being 1.5 metres higher than the maximum height approved under the 2005 BSA Scheme. These height limits apply to particular buildings, and are in direct response to topography.

The amended building heights will enable the envisaged density of dwellings to be achieved, whilst responding to the constraints and opportunities of the site. The appropriateness of these height increases is explored further in **Section 5.3.2**.

Figures 14 and 15 illustrate the varied height of the modified buildings to the Ryde LEP Height map.

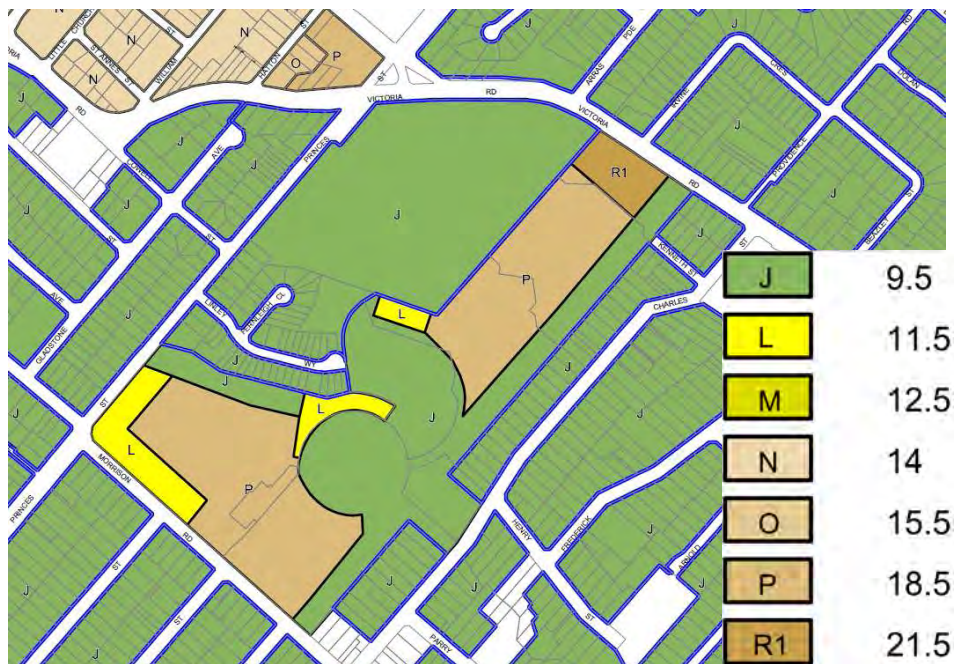


Figure 14 – RLEP 2010 Height Map

Source: Ryde LEP 2010

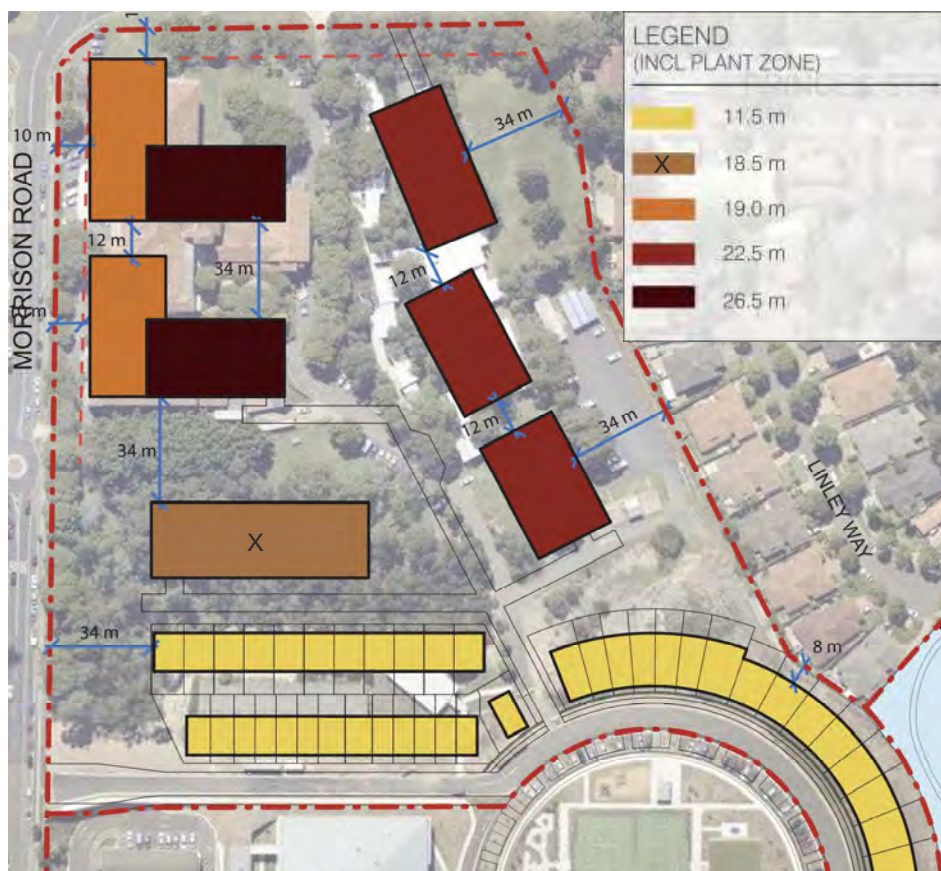


Figure 15 – Proposed Stage 2 height controls

Source: Cox Richardson Architects

Floor Space Ratio

The maximum floor space ratio (FSR) controls which apply to the subject site under RLEP 2010 are also an adaptation of the original Concept Plan floor space controls (originally illustrated on BSA Architects Floor Space Control Drawing PP 05/05). The RLEP 2010 specifies six different FSR zones ranging from 0.3:1 to 3.5:1 (refer to **Figure 16**).

The FSR controls contained within the RLEP 2010 relate directly to the internal road network and development envelopes approved under the approved BSA Architects Concept Plan drawing, and do not reflect the terms of approval of the Concept Plan that foresee future amendments may be required to the residential Concept Plan. The need for future amendments to the residential building layout in the Concept Plan was acknowledged by the DP&I in the original Concept Plan assessment report and confirmed through the approval of the formal modification to Stage 1 of the Concept Plan site.

The **Floor Space Ratio Control** drawing prepared by Cox Richardson Architects dated December 2013 (refer **Figure 17**) provides an up-to-date reflection of the future pattern of residential development on the site. The maximum FSR zone is proposed to be maintained as 3.5:1. The general layout of FSR zones has been updated to reflect the amended building layout. These zones allow for the benefits of the amended layout to be achieved, such as concentrating density internal to the site, and providing transition zones along edges. The amended FSR boundaries or variation to the current LEP 2010 FSR boundaries will not alter the maximum amount of dwellings across the site, and will overall result in an enhanced built form.

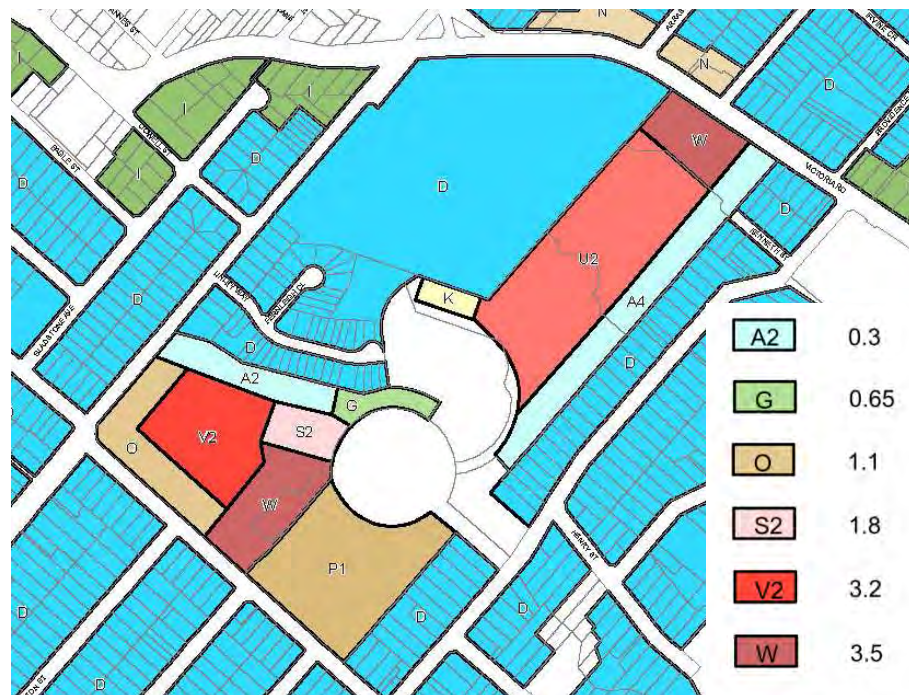


Figure 16 – RLEP 2010 floor space ratio map

Source: Ryde LEP 2010

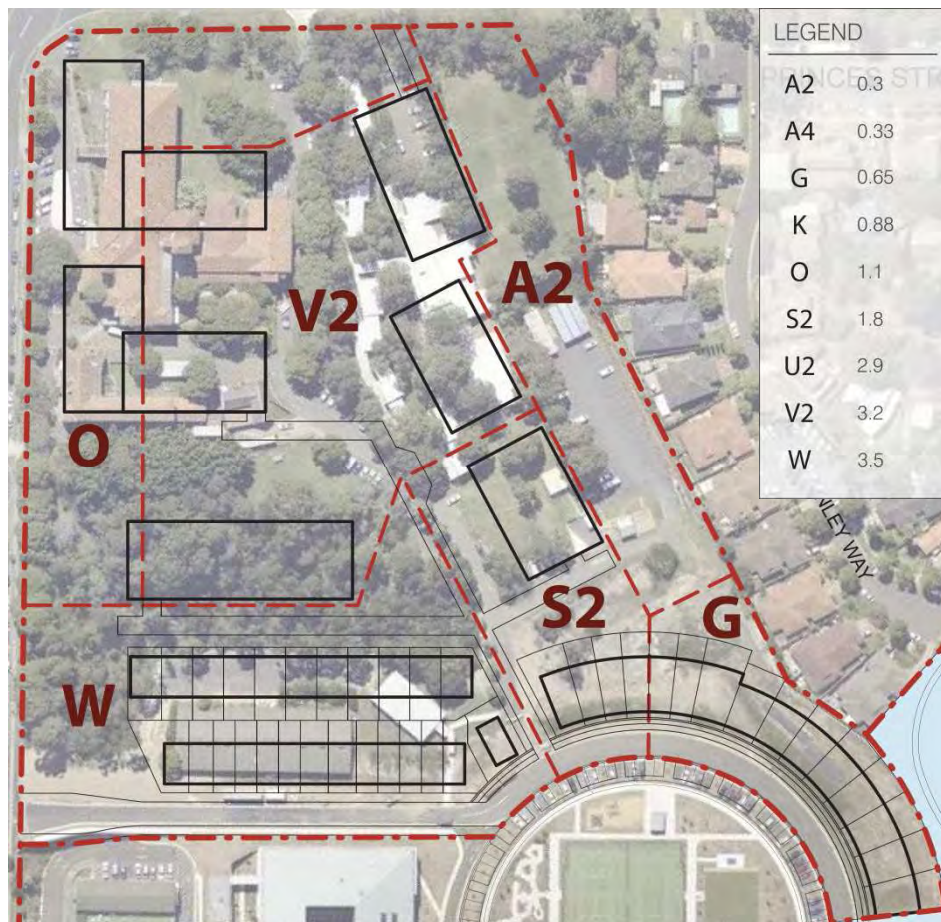


Figure 17 – Proposed Stage 2 floor space controls

Source: Cox Richardson Architects

Density

Clause 4.5 D of RLEP 2010 requires that the consent authority must not consent to the erection of a dwelling on the land to which Concept Plan MP 05_0001 applies if the consent would result in an average density of more than 50 dwellings per hectare on the site. This clause is consistent with Condition A1 of the Concept Plan approval and allows for up to 791 dwellings across the residential zoned portion of the site. No amendment is sought to the approved number of dwellings. A total of 447 dwellings have been approved in Stage 1 of the site, with 344 dwellings permitted to be constructed as part of Stage 2.

5.3 Built Form

The amended proposal for Stage 2 of the Concept Plan is generally consistent with the built form of the approved Concept Plan. The amended proposal seeks approval for a relocation of building envelopes and minor height increases to concentrate density internally to the site and increase setbacks to the site boundaries.

The underlying built form principles of the Concept Plan have been retained in the amended proposal (refer to **Figure 18**). The ideal of low rise zones fronting the Morrison Road and Princes Street frontages before a transition into a medium rise zone in the centre of Stage 2 has been maintained. In the amended proposal, the transition from surrounding residential areas has been achieved through removing development from the site's immediate periphery and adding one to two storeys in the medium rise zone.

A more thoroughly resolved approach to the transition zone between the medium rise zone and the new RRCS facilities and Recreation Circle has been adopted in the amended proposal. Whilst the original Concept Plan did not include such a transition zone, it has been identified by Cox Richardson Architects that the transition from medium to lower scale dwellings around the Recreation Circle and to the new RRCS facilities provides a more sensitive response. The inclusion of this new low rise transition zone provides a logical and sensible approach to development across Stage 2.



Figure 18 – Amended planning principles

Source: Cox Richardson Architects

5.3.1 Layout

The layout of development on the site is proposed to be modified to reflect the current planning principles adopted for the site. The proposed layout has been designed to provide a better transition of development across the site, provide greater setbacks to the site boundaries and maximise the use of space at the ground level. A comparison of the approved and proposed building layouts is illustrated in Figure 19.



Figure 19 – Comparison of approved and proposed building layouts

Source: Cox Richardson Architects

A mixture of building types is proposed within the amended Stage 2 scheme, comprising apartment buildings and semi-detached dwellings. The detached dwellings houses and semi-detached dwellings previously approved in the 2005 BSA Scheme have been removed in the amended proposal from their original position. Some of these lower scale dwellings have been repositioned to the previous location of the curved apartment building. The remainder of the density previously provided through these lower scale dwellings has been transferred to the apartment buildings.

The layout of apartment buildings and roads has been amended to provide more open space at the ground level and enhance the potential amenity for future residents. In the amended scheme, the two tallest apartment buildings have been separated into 'L-shaped' buildings, allowing for the maximum number of apartments to capture available views. The apartment buildings located closest to the Linley Way boundary of the site have been separated into three buildings from the two approved in the 2005 BSA Scheme. These smaller building envelopes will enhance the potential for good residential amenity to be achieved, with greater opportunities for apartments to be provided with dual aspects and more apartments able to capture views available to the site.

This modified layout will establish a substantial improvement in terms of amenity for future residents by increasing separation distances to existing dwellings surrounding the site, and by capturing potential views from the site. A better use of space at ground level has also been achieved. The proposed building envelopes have been positioned to allow for open, useable spaces to be created at the base of the buildings. Areas of open space located further away from buildings and adjoining the site boundaries at the ground level have been capitalised for dense landscaping which will provide further privacy improvements.

The Shadow Diagrams provided at **Appendix A** illustrate the potential overshadowing which may occur from the proposed building envelopes. It is noted that the proposed layout of the apartment buildings will not result in any significant overshadowing issues. Any shadow which falls onto adjoining properties fronting Morrison Road will move quickly, limiting periods of overshadowing to 21 June from 9:00am-11:00am.

5.3.2 Height

The concentration of density from the lower scale dwellings approved on the periphery of Stage 2 to the amended apartment buildings in the centre of Stage 2 necessitates a minor increase in the previous maximum approved height. This increase in height is contained within the site, and does not present any adverse impacts to the surrounding residential development.

The increase in height varies from one to two storeys plus plant across portions of the site, whilst other areas of the site will either be significantly reduced in height, or no development will occur where building envelopes were previously approved under the 2005 BSA Scheme. The section drawings provided at **Appendix A** illustrate the proposed height increases under the amended Stage 2 scheme. Sections of the approved building envelopes and the proposed building envelopes have been prepared by Cox Richardson Architects, illustrating the variation in built form.

These sections (as exemplified at **Figure 20**) illustrate the variation in built form, identifying increased setbacks and where increases/decreases in height are proposed. Importantly, it is evident that the minor increases in height proposed under the amended scheme are offset by the increased setbacks to the site boundary.

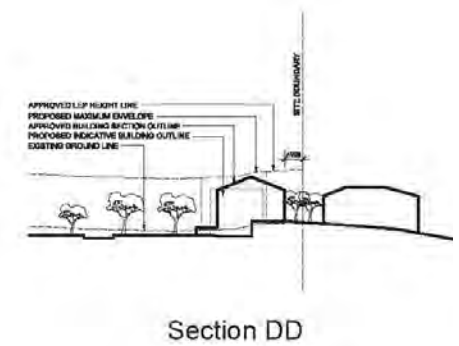
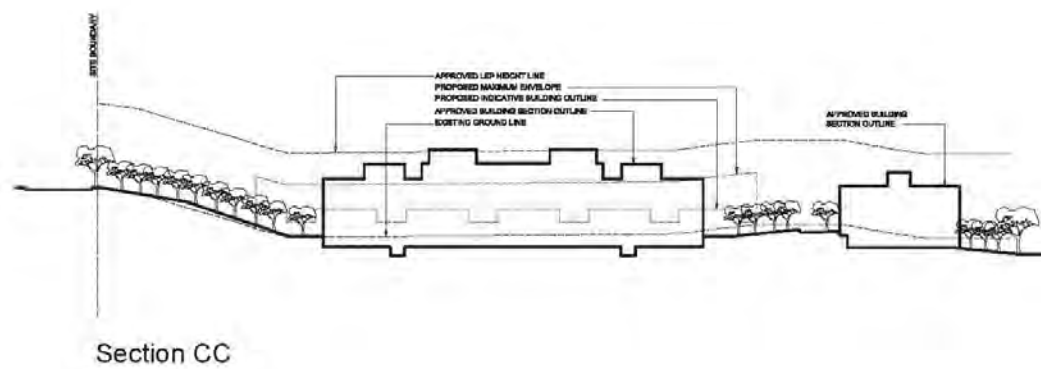
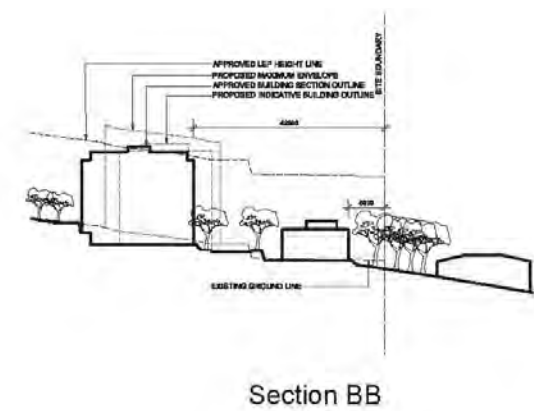
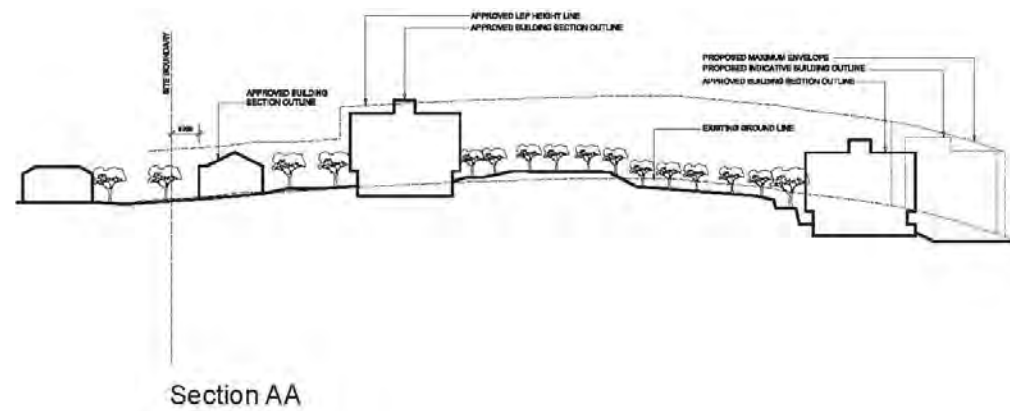


Figure 20 – Linley Way section

Source: Cox Richardson Architects

5.3.3 Density and Dwelling Mix

The amended distribution of dwelling types is consistent with the approved BSA Architects Concept Plan scheme in that it concentrates density within the central portions of the Stage 2 site.

The approved number of dwellings in Stage 1 is 447, following an endeavour by Frasers to concentrate more dwellings in the Victoria Road portion of the site. This approach was selected by Frasers after consultation with the local community who suggested that the provision of more dwellings in the Stage 1 portion of the site would be preferable.

The provision of 447 dwellings on Stage 1 results in 344 dwellings being able to be accommodated on the Stage 2 site. The provision of these dwellings in Stage 2 will result in the site reaching the maximum number of 791 dwellings.

The mix and density of dwellings has also been amended by the addition of semi-detached houses. This is a result of the current housing market, with strong demand for the semi-detached housing product in Stage 1. A degree of flexibility in the Concept Plan approval was evident in the Director General's Assessment Report which acknowledged that the Concept Plan proposal had been untested by market forces.

5.3.4 Setbacks

The amended scheme proposes larger setbacks than those approved under the 2005 BSA Scheme (see **Figure 21**). These amendments to the approved setbacks will improve the overall amenity or future residents and will create a built form which responds better to the surrounding context. This will not only enhance the liveability of the site for future residents, but also provide increased opportunities for surrounding community members to enjoy more areas of open space.



Figure 21 – Comparison of approved and proposed setbacks

Source: Cox Richardson Architects

Overall, increased setbacks are proposed to all boundaries of the site. A comparison of the approved setbacks and the setbacks proposed in this modification is provided in **Table 7**.

Table 7 – Comparison of approved and proposed setbacks

Boundary	2005 BSA Concept Plan Scheme	Proposed Modification	Difference
Morrison Road (West)	6 metres	10 metres	4 metres
Morrison Road (East)	33 metres	34 metres	1 metre
Princes Street	5 metres	10 metres	5 metres
Apartment Buildings/dwellings fronting Linley Way	8 metres	34 metres	26 metres
Dwellings fronting Linley Way	4 metres	8 metres	4 metres

5.4 Landscape

An amended Landscape Plan for the site (**Appendix C**) has been prepared by Environmental Partnership to reflect the current vision for the development of Stage 2. The Landscape Report (**Appendix B**) for the Concept Plan modification has demonstrated that the majority of the original principles for landscaping across the site have been maintained and will guide the future development of Stage 2. Compared to the 2005 BSA Scheme, the amended Concept Plan has increased the amount of open space by approximately 9.4%. This increase combines the total amount of open space achieved in the approved Stage 1 portion of the site, as well as the envisaged open space to be provided in the amended Stage 2 layout.

There are several key areas of benefit in the amended landscaping strategy across the site, including the provision of a significant landscaped edge to Linley Way and the potential for greater tree retention. The buffer zone to Linley Way, noted by Environmental Partnership as 'Weemala Parkland', will be a non-structured open space area used for informal passive recreation. This buffer zone is important in enhancing privacy between the future buildings on the site and Linley Way residents (see **Figure 22**).

**Figure 22** – Section of future Weemala Parkland (Linley Way interface)

Source: *Environmental Partnership*

Due to the amended building design there is a significantly enhanced opportunity to retain existing trees on the site (see **Figure 23**). The redesigned layout of building envelopes not only avoids a significant number of trees; the new building locations will reduce the quantum of earthworks required to be carried out in order to construct the buildings.

The final retention of these trees will be the subject of future applications for development, where a more detailed analysis of building envelopes, encroachment zones, earthwork requirements and tree protection measures are considered. Nonetheless, the amended envelopes will provide a greater opportunity than that available under the currently approved BSA scheme.



Figure 23 – Potential tree retention

Source: Cox Richardson Architects

5.5 Visual Impact

The potential visual impact of the amended proposal has been analysed through a number of photomontages. Richard Lamb and Associates have prepared two certified montages, depicting the built form of the proposed building envelopes (**Appendix F**). These montages have been prepared using survey data, ensuring that their depiction of the building envelopes is accurate and unbiased.

The montages prepared by Richard Lamb and Associates illustrate the maximum building envelope (solid line) and the indicative building envelope (dashed line). It must be noted that articulated buildings will be provided within these envelopes even with the indicative building envelope line. Environmental Partnership have worked in collaboration with Richard Lamb and Associates to include in these montages landscaping which will be provided as part of the redevelopment.

As illustrated in these montages, the indicative building envelope is much smaller than the maximum building envelope. The maximum building envelope has been determined based on the topography of the site and the requirement for including plant material on the roof of the future apartment buildings. The maximum height required for the building has been identified by Cox Richardson Architects, and then translated across the building envelope to enable flexibility for any variations in the future design due to ground levels and plant material requirements. As such, there are portion of the envelope where the maximum envelope and indicative building envelope align, whilst in other areas there is a portion of flexibility.

From these montages, it is evident that the proposed built form will not present an overly excessive bulk or scale which cannot be managed. The building envelopes sit well within the site, and will not adversely limit lines of sight from surrounding residential dwellings. The presence of the built form is reduced through the inclusion of dense landscaping around the periphery of the site (see **Figure 24**).



Figure 24 – Certified montages with landscaping

Source: Richard Lamb and Associates

The sketched photomontages prepared by Cox Richardson Architects should be read in conjunction with the certified montages (refer to **Appendix A**). These sketched montages illustrate the indicative building design as shown dotted on the certified montages. The intent for the future built form, including the form of the buildings and the articulation which is expected to be provided to the buildings to further soften the built form is illustrated in these sketch montages (see **Figure 25**).



View from Morrison Road



View from Fernleigh Close

Figure 25 – Sketched photomontages of future built form

Source: Cox Richardson Architects

The future buildings on the site can be expected to be of a high quality based on the buildings approved as part of Stage 1. The buildings of Stage 1 present a mixture of shapes and form, with visual interest and a softening of built form provided through the use of materials and articulations of building elements. The approach to proposing a single height line across the entire building envelope as prescribed in Stage 1 is proposed for Stage 2, with confidence that an articulated and refined building will be provided.

The collaborative approach adopted by Cox Richardson Architects and Environmental Partnership is visible in the high quality design of Stage 1. This collaboration will be continued through the Stage 2 design, ensuring that the future built form and landscaping strategy integrate into one seamless and appealing development.

5.6 Transport and Access

5.6.1 Site Access

This modification seeks to alter the access arrangements previously approved in the 2005 BSA Scheme. Whilst two access points were approved in the 2005 BSA Scheme, access arrangements in the modified scheme are proposed to be rationalised to a single access point from Morrison Road connecting to the internal road network. A vehicular driveway access point to the basement for one apartment building will be provided from Princes Street.

The fundamental intent for access into and through the site will be maintained in the modified scheme as access points will be provided to Victoria Road, Charles Street, Morrison Road and Princes Street. Access to Stage 2 will also be available from the Charles Street entry point. The distribution of traffic at these access points will be modified for the better as not only more dwellings have been placed in Stage 1, but the access point to Princes Street consists of a driveway to a basement servicing a single apartment building, rather than a vehicular access point enabling access through the site.

CBHK has noted that the distribution of traffic on each of the site access points and corresponding streets is within the maximums established in the approved 2005 BSA Scheme.

5.6.2 Internal Street Network

The amended internal street network achieves more legible linkages with one clear connection between Morrison Road and Victoria Road. The internal street network has been rationalised, with the proposed collector roads of Stage 2 only servicing residents of this stage, eliminating any through traffic between Morrison Road and Princess Street.

All roads will be designed in accordance with the AMCORD guidelines and will be constructed in accordance with the Deed of Agreement between Frasers, Council and RRCS. Typical cross sections of these roads are provided in the Engineering Drawing prepared by J Wyndham Prince (**Appendix G**). These are submitted for approval to update the previously approved sections prepared by BSA with the original Concept Plan.

5.6.3 Traffic Generation

An assessment of the traffic impacts of the proposed modifications has been carried out by CBHK in the Traffic Report (**Appendix D**). It has been determined that the proposed modifications will create a similar traffic generation to the approved Concept Plan, therefore not resulting in any additional traffic impact. The expected traffic generation on local streets is generally lower than that envisaged under the original Concept Plan Approval, except for a portion of Morrison Road, where a minor increase will occur to accommodate the removal of through access from internal traffic to Princes Street. This minor increase has been determined as suitable by CBHK, being contained wholly within generation expectations approved under the Concept Plan (refer to **Appendix D**).

The site is located close to public transport and it is envisaged that the development will strengthen the demand for public transport in the area. The deed of agreement listed several works required to be carried out to manage traffic generation. A number of these works have been partially completed, whilst the remainder will be completed in accordance with the Deed of Agreement prior to the occupation of Stage 2.

5.6.4 Parking

The amended Car Parking Plan (**Appendix A**) is generally consistent with the approved BSA Concept Plan drawing – Car Parking – Indicative (PP 11/05) – in that the amended parking concept:

- Continues to provide for consolidated basement car parking below multiple apartment buildings within the site;
- Parking for lower scale densities is to be retained within the proposed building envelopes; and
- Access to these shared basement levels will generally be from internal roads.

5.7 Heritage

Condition C5 of the Concept Plan establishes a number of heritage related matters which must be addressed in future applications. Specifically, Condition C5 states:

In the event of a future approval is granted to demolish buildings on the subject site, the impacts will be mitigated by the following procedures:

- *The important historic, social and cultural significance of RRCS to be commemorated through a professionally written history of the subject site;*
- *Archival photographic recordings to be made of the significant buildings, the subject site and the landscape elements on the subject site, in accordance with NSW Heritage Council's guidelines;*
- *The original sandstone gateposts at the entrance to Weemala to be retained in situ;*
- *An interpretation strategy to be developed, in order to recognise the important historical and social significance of the subject site to NSW and Ryde;*
- *The history of the RRCS to be commemorated in naming of new facilities, parks and roads.*
- *Archival material to be held by RRCS, displayed where appropriate in the new facility and be made available as a public record in the local city library;*
- *A "History Walk" to be created as a key feature of the parkland amenity, including commemorative stones along the public access track displaying the origins of the site in the context of the history of the Putney Village Community and the City of Ryde;*
- *An investigation to be conducted to determine the extent and nature of any remnants of the original Weemala building, including a sampling of surface shard scatters.*

To date, the following heritage studies and reports have been prepared and submitted with previous applications to the DP&I.

- Photographic Archival Recording by City Plan Heritage;
- Heritage Interpretation Strategy by City Plan Heritage;
- Historical Archaeological Assessment by Austral Archaeology; and
- Overall Interpretation Strategy prepared by Environmental Partnerships.

These studies and reports satisfy several of the matters listed in Condition C5 including archival recording and implementation of interpretive elements.

As part of future applications for development, the remaining matters of Condition C5 will be addressed, such as the retention of the original sandstone gateposts at the entrance to Weemala (see **Figure 26**) and an investigation into the extent and nature of any remnants of the original Weemala building. No amendment to Condition C5 of the Concept Plan is proposed; therefore heritage matters relating to the site continue to be adequately addressed in the Concept Plan.



Figure 26 – Sandstone gateposts to Weemala

5.8 Community Consultation

Frasers has been committed to community consultation throughout the development of the Concept Plan site, initially conducting consultation for the Stage 1 Phase 1 PA. The consultation for Stage 1 Phase 1 was transferable to the initial Concept Plan modification as during this presentation the amended Cox Richardson Scheme for Stage 1 was presented to the community.

Frasers has built upon this early consultation for Stage 1 to inform the consultation process for Stage 2. Elton Consulting have been engaged by Frasers to manage the consultation process for Stage 2. On 15 October 2013, a community consultation evening for Stage 2 was facilitated by Elton Consulting. This community consultant event involved the project team presenting to local community members and being available to answer any questions. A feedback form was also distributed to community members, with 12 forms returned to Elton Consulting. A report detailing the results of this consultation has been prepared by Elton Consulting and is provided at **Appendix H**.

The majority of attendees asked questions regarding Stage 1, whilst several key questions were asked on the amended design of Stage 2. Section 4 of **Appendix H** has detailed the issues raised and response provided by the project team. Relevant considerations in regard to Stage 2 included:

- The amount of traffic to be distributed to Morrison Road and Princes Street;
- Parking arrangement on the site;
- The distance of setbacks to site boundaries;

- The rationale behind height increases; and
- Construction staging.

These considerations were satisfactorily addressed by the project team. A follow up meeting with a resident of Charles Street was held on 27 November 2013 to discuss specific aspects of the development, and emails were sent to other residents who had asked specific questions.

Importantly, no significant concerns were raised in regard to the amended building layout and the minor increases in height across the site, subject to maintaining the increased setbacks proposed under the amended proposal.

5.9 Services and Infrastructure

An Updated Engineering Drawing prepared by J Wyndham Prince (**Appendix G**) has been provided to reflect the current design of future roads within Stage 2 of the site. These roads have been design to AMCORD standards in accordance with the Deed of Agreement between Ryde City Council, RRCS and Frasers Putney.

The Electrical Infrastructure Report (**Appendix I**) and the Civil Engineering Design Report (**Appendix J**) provides a high level description of the envisaged utilities and infrastructure which will service the development. Due to the progression of investigations on the site, these reports provide an update to the approved Concept Plan documentation and outline the availability of existing utilities and those proposed to be installed to service the development. Future applications for development will seek approval for the augmentation and extension of infrastructure and services where required.

6.0 Conclusion

The proposed modifications relate to the updating of the approved Concept Plan to provide greater certainty for Frasers Putney, the City of Ryde Council and the general public to guide future detailed applications for the residential development of Stage 2 of the Concept Plan site.

An acknowledgement of the need to modify the approved Concept Plan was included in the Director General's Assessment Report of MP 05_0001. The report acknowledged that the Concept Plan scheme had been untested by market forces. The proposed modifications are in direct response to market forces as Frasers endeavours to create a development which capitalises on the opportunities of the site and is feasible in terms of construction and delivery.

An amendment of the building layouts on the site and subsequent increases in height for buildings centrally within the site has significant merit in that:

- The amended built form will enable the maximum number of dwellings to be reached across the Frasers Putney site, contributing to the achievement of local and regional dwelling targets;
- The building layout responds more appropriately to the constraints and opportunities of the site, reducing the extent of bulk earthworks, capturing views where possible and enhancing the potential amenity for future apartments;
- Increased setbacks from the boundaries of the Stage 2 site will enhance privacy from the future built form on the site to surrounding residents;
- The amended built form will not have any adverse impacts on surrounding residents, with shadows generally contained within the site and the visual scale of the buildings to be softened through articulation and landscaping;
- The quality of the future built form will be to a high standard, continuing the delivery of well-designed and high quality buildings from Stage 1 into Stage 2;
- A greater landscaped setting will be achieved through the possible retention of existing trees and the provision of new landscaping around the periphery of the site;
- A greater quantum of open space at the ground level will be achieved through the amended building layout, promoting active and passive uses for new residents of Putney Hill and surrounding residents; and
- The redistribution of dwellings across Putney Hill and the amended access arrangements of Stage 2 will not result in adverse traffic impacts on local roads.

The amendments proposed in this modification will have no adverse environmental, social or economic impacts that cannot be managed or mitigated and will ultimately improve the amenity of future residents to Putney Hill, and existing residents of the surrounding community. The proposed modifications are generally consistent with the philosophy of the Concept Plan for the Royal Rehabilitation Centre, Ryde (MP05_0001), bringing the Stage 2 layout more in line with the form and layout approved for Stage 1. Despite the proposed amendments to the site layout and Concept Plan, the concept plan will remain consistent with the relevant development principles and density controls detailed in the Concept Plan Approval (MP 05_0001).

In light of the significant planning merits, and in the absence of any adverse impacts, we request that the Minister or his delegate approve the modification.