

# Modification of Minister's Approval

## Section 75W of the *Environmental Planning & Assessment Act 1979*

As delegate of the Minister for Planning under delegation, I approve the modification of the concept plan referred to in Schedule 1, subject to the conditions in Schedule 2.

**Secretary**

Sydney

2014

### **SCHEDULE 1**

**Application No:**

MP 05\_0001

**Applicant:**

Frasers Property Australia Pty Ltd

**Consent Authority:**

Minister for Planning

**Land:**

Royal Rehabilitation Centre Site, 59 Charles Street,  
Ryde

**Development:**

Development of the Royal Rehabilitation Centre Site,  
including:

- 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 type

**Modification:**

MP05\_0001 MOD 2:

- Amendments to the layout of Stage 2 including:
  - new building envelopes and building layout;
  - changes to the internal road layouts;
  - changes to basement car parking; and
  - changes to the public domain and open space areas;
- replacement of existing density controls across Stage 2 with new floor space ratio (FSR) controls; and
- staging plan for Stage 2.

## **SCHEDULE 2 CONDITIONS**

The above approval is modified by the insertion of **bold and underlined** words / numbers and deletion of the ~~struck-out~~ words / numbers as follows:

### **a) Administrative Condition A1 is amended as follows**

#### ***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 **and August 2014**) 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.

### **b) Administrative Condition A2 is amended as follows**

#### ***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:

- (a) Concept Plan Drawings by Cox Richardson Architects (February 2012); and
- (b) 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
- (c) Subdivision Plans prepared by Tasy Moriatis dated 22 February 2013; **and**
- (d) **Concept Plan Drawings by Cox Richardson Architects dated August 2014 submitted on 11 August; and**

- (e) S75W Modification to Concept Plan MP05\_0001 Report by JBA Urban Planning Consultants dated December 2013 as amended by the Response to Submissions report by JBA Urban Planning Consultants dated May 2014 and correspondence from JBA Urban Planning Consultants dated 25 June, 5 August, 11 August and 14 August 2014; and
- (f) Putney Hill Architectural and Landscape Design Guidelines by Environmental Partnership, JBA, and Cox, dated 21 May 2014 submitted on 5 August 2014.

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.

**c) Condition of approval B4 is amended as follows:**

***B4 Transport and Access (see also C7)***

B4.1 The proponent will submit further detailed plans and documentation addressing the following issues, within three months of the determination date in Part A of Schedule 1 of Major Project No. 05\_0001 to the satisfaction of the Department, in consultation with Council where appropriate.

- (1) The preferred project report and statement of commitments, prepared by BSA Architects (December 2005) shows two vehicular access points on Morrison Road whilst the CBHK report shows one vehicular access point.
- (2) The increases in peak hour traffic flows reported in Table 3.1 and the flows presented in Figures 3 and 4 of the CBHK report are different.
- (3) It is unclear from the CBHK report what the designation of Charles Street is under Council's hierarchy, as it is firstly referred to as a "collector/sub-arterial" road and later functioning as a sub-arterial road.

B4.2 The proponent will submit further detailed plans and documentation addressing the following issues within three months of the determination date in Part A of Schedule 1 of Major Project No. 05\_0001, or as otherwise determined by the Director General, to the satisfaction of the Department, in consultation with Council and other agencies where appropriate.

- (1) Traffic volumes generated by the consolidated RRCS facility.
- (2) Approach and departure routes of traffic travelling to and from the site.
- (3) Maximising ingress to and egress from the site via Victoria Road.
- (4) Signalised intersections along Victoria Road.
- (5) Existing and future traffic volumes on Parry Road.
- (6) Morrison Road and Princes Street intersection.
- (7) Public transport accessibility.
- (8) Permeability for pedestrians.
- (9) Accessibility for cyclists.

The proponent will implement appropriate measures to address the above issues to the satisfaction of the Department, in consultation with Council and other agencies where appropriate.

B4.3 Prior to the lodgement of an initial application for development on the subject site a

planning agreement and/or development contributions with appropriate apportionment between the proponent, Council and other agencies will be formalised by the proponent and agreed by the Department, in consultation with Council and other agencies where appropriate, to provide the following measures, pursuant to Sections 93F to 93L and Sections 94A to 94E of the Act:

- (1) Traffic calming measures to constrain vehicle speeds in Princes Street, particularly between Victoria Road and Morrison Road.
- (2) Traffic calming measures to constrain vehicle speeds in Charles Street.
- (3) Provision of a site access roundabout at Charles Street between Henry Street and Parry Street.
- (4) Implementation of the strategy identified in the Geoplan study for Charles Street.
- (5) Provision of site access roundabouts on Morrison Road at the intersections of Douglas Street, Payten Street and Boulton Street.

B4.4 Prior to the lodgement of an initial application for development on the subject site the proponent will implement the recommendations and conditions in set out in Sydney Regional Advisory Committees letter to the Department dated 5 October 2005 to the satisfaction of the Department, in consultation with Council and other agencies where appropriate (see also Condition C7, Part C, Schedule 2).

B4.5 The proponent will submit further documentation and plans in support of future applications for development on the subject site which provides detailed design of road cross sections, intersection of geometry and manoeuvrability of service vehicles to the satisfaction of the Department, in consultation with Council and other agencies where appropriate.

B4.6 **Prior to determination of the initial application for dwellings within Stage 2, the proponent will submit to Council an updated traffic and parking assessment, in accordance with Council's requirements.**

d) Condition of approval B17 is added as follows

**B17. Stage 2 Residential Built Form, Urban Design and Landscaping**

**The Floor Space Ratio Control Plan in the plans referred to in Condition A2(d) is deleted and no floor space control applies to Stage 2, including as provided by the RLEP 2010 or any succeeding instrument. Built form within Stage 2 will be assessed having regard to the building envelopes included in this approval, by the maximum number of dwellings permitted by Condition A1, and items (a) to (e) below.**

**Future applications for residential flat buildings in Stage 2 shall:**

- (a) **provide dwelling yield calculations (including projections for future stages) demonstrating that the maximum number of dwellings across the Concept Plan can be adhered to;**
- (b) **be subject to an architectural design excellence process, such as design review through peer review, design review panel or other similar process (to be agreed with Council);**
- (c) **be carried out generally in accordance with the Putney Hill Architectural and Landscape Design Guidelines referred to in Condition A2 where relevant;**

- (d) incorporate extensive landscaping within the boundary setback areas including retention of any significant trees where possible, particularly within the Princes Street frontage, and provision of new canopy trees and other plantings, particularly within the Weemala Parkland to provide a landscape screen to the development as viewed from Princes Street and Linley Way;
- (e) demonstrate that ceiling height of the parking areas beneath residential flat buildings do not exceed 2.1m above natural ground level at any point, except within buildings 7A and 8A where that basement parking is sleeved by residential floor space. The extent of basement parking that may protrude above ground level with residential sleeving is to be no more than that indicated on the Indicative Section and Sleeving Location Plans for buildings 7A and 8A drawn by Cox Richardson Architects dated August 2014.

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End of modifications