

63-77 West Parade, West Ryde

Section 75W Modification to Concept Plan - MP 09_0029 MOD 2

Environmental Assessment Report

14 March 2018

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1 Introduction

1.1 Executive summary

This environmental assessment report has been prepared by the NSW Land and Housing Corporation (LAHC) for submission to the Minister for Planning and Environment to accompany an application to modify the concept plan approval for land at 63-77 West Pde, West Ryde. The application is made in accordance with the now repealed Section 75W of the *Environmental Planning and Assessment Act 1979* (EP&A Act), which continues to apply to Part 3A approvals under the transitional arrangements in Schedule 6A of the EP&A Act.

The original concept plan was approved under Part 3A of the EP&A Act to allow the construction of three buildings to be used for residential, retail and commercial uses and the excavation of the site for the construction of basement car parking.

LAHC seeks approval for the following modifications to the original concept plan:

- replace the approved commercial and retail floor space with residential use
- modify the maximum Gross Floor Area (GFA) to reflect the proposed removal of commercial and retail uses;
- achieves consistency with the *NSW Future Directions for Social Housing* policy
- replace the approved concept with a revised concept that:
 - enables future development on the site to more easily comply with the Apartment Design Guidelines;
 - reflects building envelope modifications described in Term of Approval A3 of the instrument of approval for the original concept plan (MP 09_0029);
- extend the concept plan approval for a period of two years from June 2018.

The proposed modifications are captured in an amended Statement of Commitments (Appendix A) and amended Terms of Approval (Appendix B).

An assessment of potential environmental and social impacts occurring as a result of the proposed modifications has been undertaken and summarised in Section 5 of this report. As only minor increases to allowable building heights and no changes to the maximum GFA are proposed, there will be minimal impact on amenity and surrounding uses.

Section 5 of this report demonstrates how the proposed modifications are consistent with relevant statutory and policy considerations.

1.2 Background

The subject site is owned by LAHC and consists of eight vacant lots previously occupied by eight cottages used for social housing. Due to its underutilisation and proximity to the West Ryde town centre and transport connections, the site has been identified by LAHC as a suitable location for a mixed-tenure residential development to be delivered under the NSW Government's Communities Plus program.

Original concept plan (MP 09_0029)

On 18 June 2010, approval was granted by the Minister for Planning for the original concept plan (MP 09_0029) as described below:

- “use of the site for residential, retail, and commercial purposes
- excavation of the site for the construction of the basement car parking area
- construction of the following:
 - a part 6/ part 12 storey residential building with ancillary retail on the ground floor at the southern end of the site (Building A)
 - an 8 storey residential building with commercial on the ground floor (Building B)
 - a 5 storey residential building at the northern end of the site (Building C)
 - commercial office floor space
 - retail floor space
 - car parking
- landscaping”

A summary of the approval is found in the table below:

Table 1: Summary of current approval

| | |
|-------------------|---|
| Height | 5- 12 storeys (maximum height of 38.1m) |
| FSR | 3.52:1 |
| GFA | 13,149m ² |
| Dwellings | 138 dwellings |
| Commercial | 619m ² |
| Retail | 71m ² |
| Parking | 105 spaces |

Modification to extend approval lapse date (MOD 1 MP 09_0029)

Approval was sought to extend the lapse date to provide LAHC sufficient time to consider key findings from the Auditor-General's 2013 report *Making the best use of public housing*. On 20 October 2013, the Minister for Planning approved the modification application (MP 09_0029 MOD1) to extend the lapse date by 3 years from 18 June 2015 to 18 June 2018.

Proposed modification

LAHC wrote to the Department of Planning and Environment (DP&E) requesting environmental assessment requirements for the proposed modification. The proposed modifications address:

- the NSW Government's new social housing policy (*Future Directions for Social Housing*) which commits to ensuring large redevelopments have a 70:30 target ratio of private to social housing
- the lack of any need for the approved ground floor commercial space as a Department of Family and Community Services office (FACS).
- the need for additional time to complete the tender process for a redevelopment partner and prepare the development application.

On 9 May 2017, the DP&E issued the Secretary's environmental assessment requirements (SEARs) for the proposed modification, which are addressed in this report.

1.3 Social housing in NSW

What is social housing?

Social housing is defined as rental housing provided by not-for-profit, non-government or government organisations to assist people who are unable to access suitable accommodation in the private rental market. The majority of social housing in NSW is owned by LAHC and is generally managed by either Housing NSW or a community housing provider (CHP).

Land and Housing Corporation

LAHC is part of FACS and has a mandate to deliver social housing for people who cannot meet their own housing needs. LAHC owns and manages the NSW Government's social housing portfolio of 130,000 dwellings, valued at approximately \$37 billion.

LAHC's objectives are as follows:

- efficiently manage land and housing assets by maintaining and upgrading existing properties; planning and developing properties and acquiring and disposing of properties
- support the Government in optimising its social housing portfolio through financially-sustainable asset management
- procure efficient tenancy management services
- collaborate with government and non-government sectors to implement policies and initiatives to support the Government's social housing objectives.

Future Directions

In 2016, the NSW Government released a social housing policy, entitled *Future Directions for Social Housing in NSW*. The policy is underpinned by three strategic priorities:

- more social housing
- more opportunities, support and incentives to avoid and/or leave social housing
- a better social housing experience.

The first action within Future Directions is to increase redevelopment of LAHC properties to renew and grow the supply of social housing. The two key principles behind LAHC's redevelopment program are:

- to deliver an increased number of social housing, where practicable
- to deliver integrated communities with a maximum concentration of 30 per cent social housing.

2 Site description

2.1 Site description

The subject site is located at 63-77 West Pde, West Ryde comprising eight lots legally described as Lots-1-8 in Deposited Plan 19985, with a total area of approximately 3735m². The site is located approximately 13km from the Sydney CBD, in the City of Ryde local government area and within 200m of West Ryde train station.

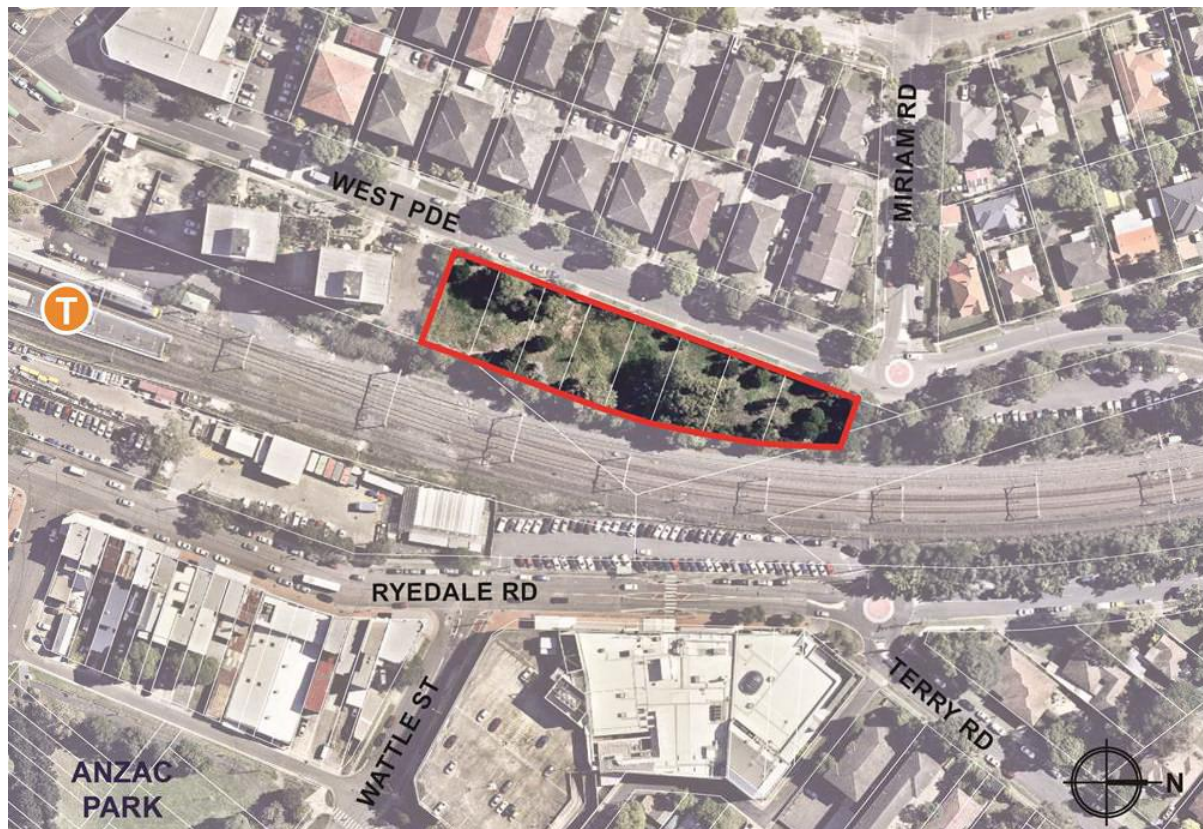


Figure 1: Site map

The site is currently vacant and was previously occupied by eight cottages used for social housing.

2.2 Local context

The site adjoins two nine storey residential flat buildings to the south, the Northern railway line to the west and Council reserve land to the north. A row of three storey units are located directly across West Pde to the east.

The site is situated immediately north of the West Ryde Town Centre and approximately 140m from the West Ryde bus and train interchange. Since 2010, the centre has undergone renewal as a result of the vision outlined in the West Ryde Master Plan and the Ryde Development Control Plan 2014. The West Ryde Urban Village towards the south-east of the site contains a multi-storey mixed-use development, underground parking, public open space, community spaces and a library.

The site is within walking distance to Miriam Park (300m), Anzac Park (600m) and West Ryde Public School (800m).

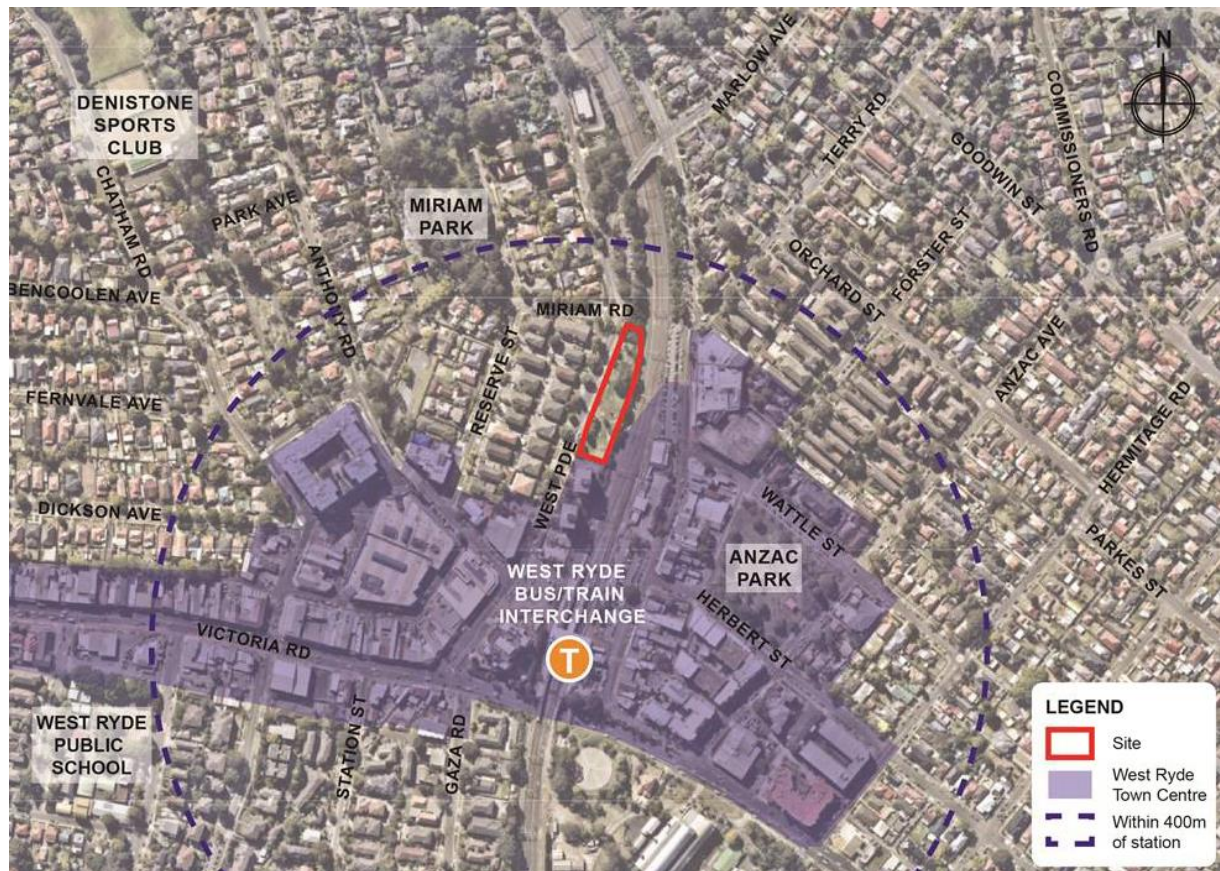


Figure 2: Local context

3 Proposed modification

LAHC is seeking approval to revise the approved concept plan to reflect policy directions and objectives in:

- *Future Directions for Social Housing in NSW* – the proposed modifications incorporate social housing principles outlined in the policy, in particular, the target ratio of 70:30 of private to social housing for new large developments.
- *State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development* – Architectus and AJC were commissioned to prepare a revised concept for the site, to address compliance with the policy and the ADGs which have replaced the Residential Flat Design Code.

Additionally, FACS no longer requires the approved commercial and retail uses to accommodate a FACS office. The key proposed modifications are to:

- replace the approved commercial and retail floor space with residential use
- modify the maximum GFA to reflect the proposed removal of commercial and retail uses
- replace the approved concept plan with a revised concept plan that:
 - enables future development on the site to comply with the ADGs
 - reflects building envelope modifications described in Term of Approval A3 of the instrument of approval for the original concept plan (MP 09_0029)
- extend the concept plan approval for a period of two years from June 2018.

Table 2: Summary of current concept plan approval and proposed modifications

| Current approval | | Proposed |
|--------------------------|-----------------------|---|
| Maximum height (storeys) | 5-12 storeys | 6-12 storeys |
| Maximum height (m) | 38m | 38m |
| FSR | 3:52:1 | 3.52:1 |
| GFA | 13,149 m ² | 13,149 m ² |
| Residential GFA | 12,459 m ² | 13,149 m ² |
| Commercial GFA | 619 m ² | - |
| Retail GFA | 71 m ² | - |
| Dwellings | 138 dwellings | 130 – 150 dwellings |
| Parking | 105 spaces | To be determined at the development application stage |

Proposed concept plan

The revised concept plan (Chapter 6 in Appendix D) has been developed to enable future development on the site to be compliant with provisions in SEPP 65 and the Apartment Design Guidelines (ADG). A proposed building envelope and footprint will allow flexibility and design quality with minimal additional impact on surrounding residential amenity. No changes to the maximum allowable GFA or maximum building height are proposed. The revised concept plan introduces a proposed building area with three distinct height zones ranging from 6 storeys at the northern end of the site to 12 storeys at the southern end (Figure 3). A minor increase in height in the middle and northern portions of the site is proposed, as the GFA cannot be accommodated within the approved building envelope whilst also complying with requirements in the ADG.

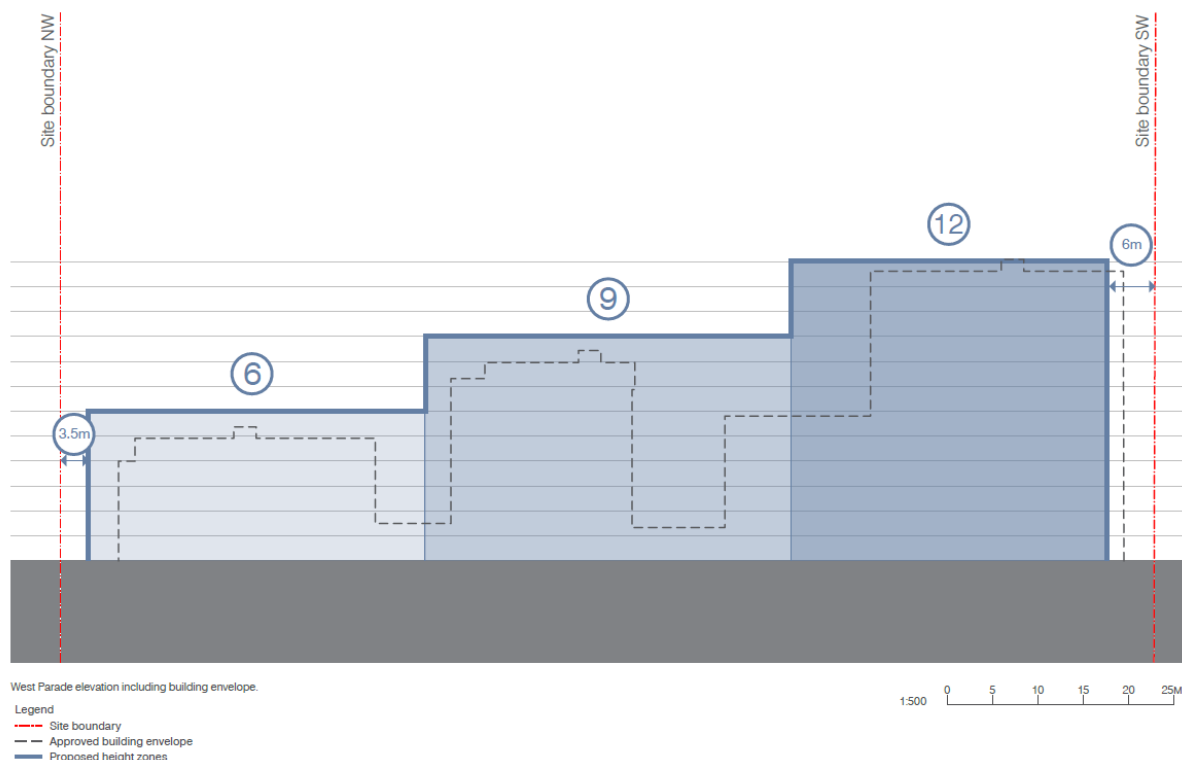


Figure 3: West Parade elevation of proposed allowable building envelope

The proposed allowable building area (Figure 4) designates setbacks which align with provisions in the ADGs. It is proposed that future development be consistent with the following:

- minimum 3m setback from the western site boundary
- minimum 2m setback from the eastern site boundary
- minimum 3.5m setback from the northern site boundary
- minimum 6m setback from the southern site boundary

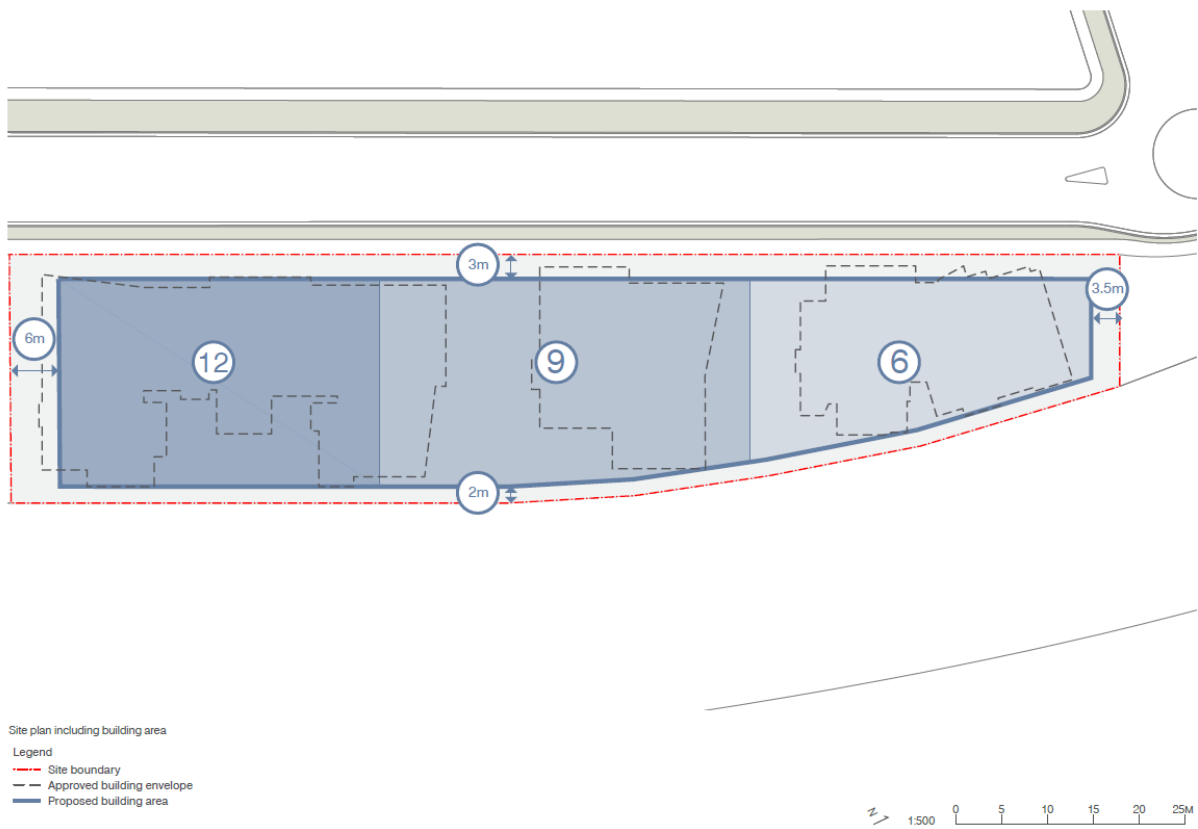


Figure 4: Site plan of proposed building area

4 Environmental assessment requirements

4.1 SEARs

Table 3: Summary of SEARs

| Requirements | Location |
|---|-----------------|
| General requirements | |
| An executive summary | Section 1.1 |
| A description of the existing and surrounding environment. | Section 2 |
| A thorough description of the proposal, including: <ul style="list-style-type: none"> Any proposed increase in height and GFA; and An assessment of the potential impacts of the modifications, including cumulative impacts. | Section 3 and 6 |
| Consideration of any previous Government responses (where relevant). | Section 7 |
| An amendment to the approved Statement of Commitments. | Appendix A |
| A conclusion justifying the proposal, taking into consideration the environmental impacts of the proposal, and the suitability of the site. | Section 8 |
| A signed statement from the author of the application certifying that the information contained in the report is neither false nor misleading. | Section 8 |
| Key Issues | |
| 1. Statutory context – including: Address the relevant statutory provisions applying to the site, contained in all relevant EPIs, including: <ul style="list-style-type: none"> State Environmental Planning Policy (State and Regional Development) 2011; State Environmental Planning Policy (Infrastructure) 2007; State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004; State Environmental Planning Policy No.55 – Remediation of Land; State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development; and Ryde Local Environmental Plan 2014 <i>Permissibility</i> Detail the nature and extent of any prohibitions that apply to the development. | Section 5.1 |

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| <p><i>Development Standards</i></p> <p>Identify compliance with the development standards applying to the site and justification for any variations proposed.</p> | |
| <p>2. Policies</p> <p>Address the relevant planning provisions, goals and strategic planning objectives in the following:</p> <ul style="list-style-type: none"> • NSW State Priorities; • NSW Long Term Transport Master Plan 2012; • A Plan for Growing Sydney • Apartment Design Guide • Draft Towards our Greater Sydney 2056; and • Draft North District Plan • Sydney's Light Rail Future 2012/ Sydney's Rail Future 2012 • Sydney's Cycling Future 2013/ Sydney's Walking Future 2013 • Development near Rail Corridors & Busy Roads – Interim Guideline 2008 • NSW Water Quality Objectives; and • EPA's Multi-Unit Development Guidelines – waste and recycling. | Section 5.2 |
| <p>3. Concept Plan Modifications</p> <ul style="list-style-type: none"> • Outline in detailed the proposed changes to the terms of approval of the Concept Plan MP09_0029 (as modified). The existing and proposed areas of all blocks and building envelopes must also be clearly defined (in sqm). • Any changes to heights, gross floor area, floor space ratio and blocks etc. shall be numerically quantified in table form. | Section 3 |
| <p>4. Building Form Urban Design/ Public Domain</p> <ul style="list-style-type: none"> • Outline the design process leading to the proposal and justify the suitability of the site for the proposal. • Address any proposed changes to the height and scale of the development. • Matters that must be considered include land use, height, density, building blocks and envelopes, setbacks, topography, streetscape, shadowing, view corridors, view loss, ground floor permeability and connectivity, roof and façade design, streets and lanes, public open space and private open space. | Section 6 |
| <p>5. Environmental Amenity</p> <ul style="list-style-type: none"> • Provide a detailed assessment and justification of how the proposal complies/ does not comply with the design principles in SEPP 56 and the objectives and design criteria in the Apartment Design Guide (if applicable). • Provide information detailing the provision of solar access to the building and any overshadowing impacts, acoustic impacts, privacy, | Section 6 |

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| view loss and wind impacts. A high level of environmental amenity must be demonstrated. | |
| <p>6. Transport Management and Accessibility Impacts</p> <ul style="list-style-type: none"> Analyse parking provision to justify any resultant changes to parking provision. It should demonstrate a minimalist approach to the provision of on-site parking, and how traffic generation (number of vehicles and time of access) will be managed in response to capacity limitations on the road network. Undertake an analysis of the road network, including an analysis of traffic generation and circulation, and service vehicle arrangements as a consequence of the modification; and demonstrate the potential to accommodate additional vehicular movements (including private vehicles, buses, commercial traffic and cyclists) in the surrounding road network. Prepare a comprehensive Traffic Management and Accessibility Plan, including an assessment of the above matters and cumulative traffic impacts, including but not limited to, local and regional intersections and road improvements, and vehicular access options. | Section 6 |
| <p>7. Streetscape and Public Domain</p> <ul style="list-style-type: none"> Outline and justify the changes to the design and use to the streetscape and public domain. Outline and justify the changes to public spaces, streets and pedestrian connections. | Section 6 |
| <p>8. Social Benefits</p> <ul style="list-style-type: none"> Outline the social benefits of the modification, including on housing supply and choice, community services and facilities, and passive and active recreation opportunities. | Section 6 |
| <p>9. Contamination</p> <ul style="list-style-type: none"> Demonstrate compliance with the requirements of SEPP 55. If remediation works are required, the modification application must include a Remedial Action Plan (RAP). | Section 6 |
| <p>10. Noise, Air and Odour Impacts</p> <ul style="list-style-type: none"> Identify potential air quality, noise and odour impacts, in particular during the construction and operation of the development (as modified) and appropriate mitigation measures. | Section 6 |
| <p>11. Drainage and Stormwater</p> <ul style="list-style-type: none"> Outline drainage and stormwater management issues including on-site detention, water sensitive urban design and drainage infrastructure. | Section 6 |
| 12. Utilities | Section 6 |

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| <ul style="list-style-type: none"> Outline how the modification will be satisfactorily serviced for utility services, including water, sewerage, stormwater, gas, electricity and telephone/internet, and any relocation requirements. | |
| <p>13. ESD</p> <ul style="list-style-type: none"> Identify how the development will incorporate ESD principles in the design, construction and ongoing operation phases of the development as modified. | Section 6 |
| <p>14. Updated Statement of Commitments</p> <p>An updated Statement of Commitments shall be provided. It must include an assessment of the existing Statement of Commitments and outline what Commitments have been met since the approval of the Concept Plan. Dates on when Commitments were met and by who shall be provided. Any changes to the existing Statement of Commitments shall be outlined and explained.</p> | Appendix A |
| <p>15. Staging</p> <ul style="list-style-type: none"> Outline the staging of the proposed development (as modified). | Section 3 |
| <p>16. Consultation</p> <p>During the preparation of the modification application, you must consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners. In particular, you must consult with:</p> <ul style="list-style-type: none"> City of Ryde Council Transport for New South Wales Roads and Maritime Services Sydney Trains Department of Primary Industries – NSW Office of Water Local Aboriginal Land Council and stakeholders; and Local heritage group/s if relevant. <p>The modification application must describe the pre-submission consultation and community engagement process, issues raised and how the proposed development has been amended in response to these issues. A short explanation should be provided where amendments have not been made to address an issue.</p> | Section 7 |

5 Statutory and policy considerations

5.1 Statutory considerations

The following table addresses the relevant statutory considerations applying to the subject site and the proposed modification.

Table 4: Consistency of proposed modifications with relevant statutory considerations

| Statutory consideration | Comment |
|--|--|
| <i>Environmental Planning & Assessment Act 1979 (The Act)</i> | <p>On 25 March 2009, the proposal for the original concept plan was declared by the then Minister for Planning, to be a project to which Part 3A of the Act applies. The concept plan was approved on 18 June 2010 under Part 3A, which has since been repealed.</p> <p>This modification application is made under the transitional provisions identified in Schedule 6A of the Act, which allows for the continued operation of Part 3A. Section 75W continues to apply for the purpose of modifying a concept plan approved before the repeal of Part 3A, whether or not the project or any stage of the project is or was a transitional Part 3A project. Therefore the proposed modifications are within the scope of Section 75W of the Act.</p> |
| <i>State Environmental Planning Policy (State and Regional Development) 2011 (SEPP State and Regional Development)</i> | <p>This application seeks approval for proposed modifications to a concept plan approved under Part 3A of the Act. The provisions in SEPP State and Regional Development are not relevant to this stage of the concept plan. All future stages of the project will require approval under Part 4 of the Act pursuant to Clause 1, Subclause (b) of Section 75W.</p> |

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| <p><i>State Environmental Planning Policy (Infrastructure) 2007 (SEPP Infrastructure)</i></p> | <p>The original concept plan application addressed provisions in Clause 87 of SEPP Infrastructure, relating to the impact of rail noise or vibration on non-rail development. The report prepared by Acoustic Logic submitted as part of the original application, found that the concept plan can comply with noise and vibration provisions in SEPP Infrastructure, subject to future development on the site incorporating the recommended mitigation measures. Further noise and vibration issues are discussed in Chapter 5 of this report.</p> <p>Due to the minor nature of the proposed changes, it is not anticipated that the proposed modifications will alter the concept approval's consistency with SEPP Infrastructure. The relevant provisions of the SEPP will be addressed at the development application stage.</p> |
| <p><i>State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004 (BASIX SEPP)</i></p> | <p>The approved concept plan and the proposed modifications do not include any detailed designs and therefore a BASIX assessment under the BASIX SEPP cannot be carried out. Any future stages of the project will require approval under Part 4 of the Act and be subject to the provisions in the BASIX SEPP.</p> |
| <p><i>State Environmental Planning Policy No.55 – Remediation of Land (SEPP 55)</i></p> | <p>SEPP 55 requires consent authorities to consider the potential for contamination and the need for remediation when determining a development application. A Phase 1 Environmental Site Assessment was undertaken by Parsons Brinckerhoff in July 2009 and concluded that the subject site is “unlikely to be contaminated to a level that would preclude the redevelopment of the lots for continued residential use”. Potential contamination issues are further explored in Section 5 of this report.</p> |

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| <p><i>State Environmental Planning Policy No.65 – Design Quality of Residential Apartment Development (SEPP 65)</i></p> | <p>A revised concept plan has been prepared by Architectus as part of this modification application. The scheme demonstrates that future apartment development on the site would be capable of addressing the key principles of SEPP 65 and the ADGs.</p> <p>Detailed designs will be provided to the consent authority at the development application stage. Future assessment under Part 4 of the Act would require the proposed development to demonstrate consistency with SEPP 65 and the ADGs.</p> |
| <p><i>Ryde Local Environmental Plan 2014 (RLEP 2014)</i></p> | <p>The site is located on land where the RLEP 2014 is applicable. The site is zoned R4 – High Density Residential where residential flat buildings are permitted with consent. A maximum FSR of 1:1 and a maximum building height of 11.5m apply to the site.</p> <p>The building heights and FSR of the approved concept plan exceed these development standards. Pursuant to Clause 3B in Schedule 6A of the Act, the provisions in environmental planning instruments are applicable to development on the site, only to the extent that they are consistent with the terms of the approval of the approved concept plan.</p> |

5.2 Policy considerations

The following section addresses the relevant policy provisions, goals and strategic planning objectives applicable to the subject site and the proposed modification.

Table 5: Consistency of proposed modifications with relevant policy considerations

| Policy consideration | Comment |
|---|---|
| <i>NSW State Priorities</i> | <p>The proposed modifications will assist the NSW Government with actioning the following State priorities:</p> <ul style="list-style-type: none"> • <i>Increasing housing supply</i> • <i>Increase housing supply across NSW - Deliver more than 50,000 approvals every year</i> • <i>Creating sustainable social housing</i> • <i>Increase the number of households successfully transitioning out of social housing by 5% over three years</i> <p>Future development on the site will result in more dwellings delivered as part of a mixed-tenure development delivered under the Communities Plus neighbourhood projects. Delivering integrated communities is part of the NSW Government's strategy to increase the number of successful transitions out of social housing.</p> |
| <i>A Plan for Growing Sydney</i> | <p>The provision of private and social housing under the proposed modifications is consistent with the Plan by giving effect to the following directions:</p> <ul style="list-style-type: none"> • <i>Direction 2.1 - Accelerate housing supply across Sydney</i> • <i>Direction 2.2 - Accelerate urban renewal across Sydney- provide homes closer to jobs</i> • <i>Direction 2.3 - Improve housing choice to suit different needs and lifestyles</i> <p>The proposed modifications would enable the delivery of more social and private dwellings on a site close to public transport and connections to nearby employment areas including the Parramatta CBD and Macquarie Park.</p> |
| <i>Draft Greater Sydney Region Plan</i> | <p>The proposed modifications are consistent with the directions, objectives and strategies outlined in the draft Plan, in particular:</p> <ul style="list-style-type: none"> • <i>Direction 3 – Housing the city</i> <ul style="list-style-type: none"> – <i>Objective 10: Greater housing supply</i> – <i>Objective 11: Housing is more diverse and affordable</i> |

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| | <ul style="list-style-type: none"> ○ <i>Strategy 11.2: State agencies, when disposing or developing surplus land for residential or mixed-used projects include, where viable, a range of initiatives to address housing diversity and/or affordable rental housing.</i> <p>Future development on the site will enable LAHC to contribute to the 725,000 new dwellings that are required to meet demand in Greater Sydney by 2036. The delivery of social and private housing on the site aligns with Objective 11 of the draft Plan to provide a diversity of dwellings across the housing continuum.</p> |
| <i>Draft North District Plan 2017</i> | <p>The proposed modifications are consistent with the planning priorities identified in the draft District Plan, giving effect to:</p> <ul style="list-style-type: none"> • <i>Planning priority N5 – Providing housing supply, choice and affordability, with access to jobs and services</i> • <i>Planning Priority N6 – Creating and renewing great places and local centres, and respecting the District's Heritage.</i> <p>Redevelopment of the site through the proposed modifications will contribute to the North District's 5-year housing target of 7,600 new dwellings and provide a variety of housing tenure, price points and bedroom mix.</p> <p>The draft District Plan identifies the need to consider increasing residential development in or within a walkable distance of centres. The subject site is located on the fringe of the West Ryde local centre, which has been identified by the draft District Plan as a highly accessible centre providing interchanges for bus and rail networks with linkages to nearby centres. These centres include the Greater Parramatta Metropolitan City Centre and the Macquarie Park, Epping and Sydney Olympic Park strategic centres.</p> <p>The GSC has also supported the provision of social and affordable housing and proposed the introduction of targets across the metro area. The Draft District plan also recognises the role of redevelopments such as West Ryde in supporting housing growth and renewal in centres.</p> |
| <i>NSW Long Term Transport Master Plan 2012</i> | <p>The proposed modifications are consistent with the objectives in the Plan, in particular:</p> <ul style="list-style-type: none"> • <i>Improve liveability</i> • <i>By shaping our cities and major centres, improving connectivity, providing services that support jobs growth</i> |

| | |
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| | <p><i>in centres close to where people live, and facilitating ease of movement in our major cities and activity centres</i></p> <ul style="list-style-type: none"> • <i>Strengthen transport planning processes</i> • <i>By improving integrated transport planning processes, including with land use planning; identifying areas where evidence should be collected for future decision making; and continually improving governance and administration of the transport system.</i> <p>Future development on the site will maximise the benefits of existing infrastructure and deliver dwellings in an area well-served by public transport, reducing car-dependency and alleviating congestion on road networks.</p> |
| <i>Greater Sydney Draft Services and Infrastructure Plan</i> | <p>The draft Plan's land use and transport vision for Sydney is a metropolis of three 30 minute cities, where people can access:</p> <ul style="list-style-type: none"> • local jobs and goods and services located in Strategic Centres by public and active transport within 30 minutes from their home • their nearest Metropolitan City Centre with jobs and essential services. <p>The site is highly connected via buses and trains and walking and cycling routes to surrounding Strategic and Metropolitan City Centres. The provision of more housing on the site is consistent with the principle of a 30 minute city as the site is currently accessible within 30 minutes to the nearest Strategic Centre (Macquarie Park) and the Sydney CBD.</p> |
| <i>Sydney's Rail Future 2012</i> | <p><i>Sydney's Rail Future 2012</i> identified the need to increase the capacity of Sydney's rail network through new services and infrastructure upgrades.</p> <p>West Ryde Station is located on the T1 Northern Line servicing stations from Epping to the City and Chatswood via Strathfield. Timetable changes effective from 26 November 2017 as a result of additional services and increased capacity throughout the whole Sydney train network will improve connectivity and reduce travel times for residents in West Ryde. The proposed modifications do not affect any actions identified in the plan.</p> |
| <i>Sydney's Bus Future 2013</i> | <p><i>Sydney's Bus Future 2013</i> sets out actions to simplify timetables, make interchanges more convenient and improve and create new bus routes, including the M52 bus servicing Parramatta to</p> |

| | |
|--|--|
| | <p>Circular Quay via Victoria Rd.</p> <p>The subject site is located within 150m of the West Ryde bus and train interchange and within 300m of bus stops on Victoria Rd. Future residents will benefit from additional bus services and connections resulting from the actions in the plan.</p> |
| <i>Sydney's Cycling Future 2013</i> | <p><i>Sydney's Cycling Future 2013</i> outlines opportunities for the NSW Government to plan, prioritise and deliver safer and better connected cycling infrastructure.</p> <p>Residents in West Ryde will benefit from actions in the plan to complete missing cycle links, improve existing cycle corridors and investigate potential and priority corridors in the local area including the new bridge connecting Wentworth Park and Rhodes. The proposed modifications do not affect any actions identified in the plan.</p> |
| <i>Sydney's Walking Future 2013</i> | <p><i>Sydney's Walking Future 2013</i> identifies opportunities for the NSW Government to deliver connected walking routes and improve pedestrian infrastructure, especially around public transport interchanges.</p> <p>Redevelopment of the site under the proposed modifications will improve pedestrian amenity in the area around the West Ryde transport interchange. The proposed modifications do not affect any actions identified in the plan.</p> |
| <i>Apartment Design Guide</i> | <p>The original concept plan was approved before the review of SEPP 65 and the new Apartment Design Guide. The proposed modifications address the objectives and design criteria in the Guide, which will result in greater amenity for future residents. Compliance with the Guide is further discussed in Section 5 of this report.</p> |
| <i>Development near Rail Corridors & Busy Roads – Interim Guideline 2008</i> | <p>An assessment of noise and vibration impacts on future occupants of the subject site was undertaken by Acoustic Logic to accompany the original concept plan approval. The internal noise level criteria outlined in the <i>Interim Guideline</i> were used in the assessment. Findings in the assessment concluded that the concept plan could comply with noise and vibration objectives subject to attenuation measures including single glazing and building structure vibration isolation.</p> <p>Due to the minor nature of the proposed modifications, it is</p> |

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| | <p>anticipated that the proposed modifications will remain consistent with the <i>Interim Guideline</i>. Future assessment under Part 4 of the Act would require proposed development to address the <i>Interim Guideline</i>.</p> |
| <p><i>NSW Water Quality Objectives</i></p> | <p>The Sydney Harbour and Parramatta River is the closest catchment to the subject site. It is not anticipated that the proposed modifications will affect water quality and river flow objectives identified for the catchment.</p> <p>A Stormwater and Groundwater Assessment of the original concept plan was undertaken by BMD Consulting. The assessment found that measurable impacts to groundwater flows from the concept plan is unlikely and recommendations were made to incorporate water sensitive urban design measures to reduce the quantity and increase the quality of runoff from the site.</p> <p>Further consideration to the <i>NSW Water Quality Objectives</i> will be made in the detailed design phase.</p> |
| <p><i>Better Practice Guide for Waste Management in Multi-unit Dwellings</i></p> | <p>The recommendations for the design, establishment and ongoing management of waste services on the site will be incorporated into the detailed design of future development on the site.</p> |

6 Environmental assessment

6.1 Built form

Several factors have necessitated a review of the built form approach to the subject site. These are;

- There is no longer a need for the 600 sqm of commercial floor space allocated for a Department of Housing Office or for retail space.
- Since the original consent SEPP 65 has been reviewed and the Apartment design guideline has been released.
- The *Future Directions for Social Housing* policy has been released advocating an approximate 70:30 split between social and private housing and a “tenure blind “ approach to social housing integration.

The removal of the non residential component has meant that a revised approach to the design of the ground floor and site frontage is required. A set of urban design principles, a building area and building envelope are proposed to provide guidance for a future development application on the site.

In combination with the revised ground floor setbacks and a revised building envelope the following design principles are proposed to be adopted as the concept plan for the site;

Provide a transition in height and density

- *Provide a transition in building height across the site*
- *The scale of development is to be higher towards the south end of the site, closer to the train station.*
- *Building heights to be stepped down in the north of the site to create a transition to surrounding residential areas.*

Address the public domain

- *Create a green, landscaped edge along West Parade*
- *Ensure a continued ‘green’ feel and garden character along West Parade is maintained.*
- *Ensure new built form addresses the public domain.*
- *Provide ground floor residential apartments with front gardens that address West Parade.*

Maximise residential entries

- *Provide a fine-grained and active street frontage with frequently-spaced residential entries to ground floor apartments and residential lobbies.*
- *Ground floor apartments should have direct access to the street.*
- *Provide ground floor maisonette apartments wherever possible to create a vibrant, safe and attractive residential street frontage*

Built form massing

- *Provide clear breaks in buildings to reduce bulk and scale and create a diversity of built form across the site.*
- *Buildings are to be legibly broken up to minimise bulk and offer clear view lines through the site*
- *No building should exceed 40m in length.*

Human scale street wall

- *Create a human-scaled street wall along West Parade that forms a transition between low-density residential area to the north and the town centre to the south.*
- *Set upper levels back to reduce the bulk and scale of development from the street.*

Central Communal Open Space

- *Create a central, landscaped open space at ground level that is continuous across the site from east to west.*
- *Communal open space must be useable and allow for social and recreational activities, have optimal solar access, and offer clear views through the site.*
- *Landscape designs for communal open space must provide deep soil and substantial tree planting.*

In order to allow for compliance with the ADG it is proposed that the concept plan be amended to allow for a more flexible building envelope with which future development on the site must be consistent. The proposed building envelope consists of three distinct height zones of 6, 9 and 12 storeys within setbacks compliant with the ADGs. The residential amenity of the site would remain the same given there are no proposed changes to the approved GFA.

The approved concept plan was unnecessarily prescriptive regarding the location and quantum of social housing within the buildings even to the point of having designated parking locations. The Future Directions policy of “tenure blind” encourages the integration of social and affordable housing to the maximum practical extent. Different tenure types should not be immediately apparent to the casual observer. Additionally, the Future Directions policy recommends a different social private mix than that embodied in the approval.

Architectus has undertaken an urban design study (Appendix D) to demonstrate that future development within the proposed building envelope can be accommodated without any significant visual impacts or overshadowing. The study considers a reference design prepared by AJC which forms the basis of the urban design assessment. The urban design study finds that the reference design can meet solar and natural ventilation requirements in the ADGs with 76% of apartments being able to achieve the required solar access and 65% of total apartments with natural ventilation. The emended concept also provides for a greater separation from the existing buildings to the south of the site.

6.2 Traffic, transport and accessibility

A Transport and Accessibility Impact Study was prepared by ARUP to support the original concept plan application for the subject site. LAHC commissioned ARUP to prepare an addendum to the original study, investigating the changes in transport and accessibility impacts associated with the proposed modifications (see Appendix C).

Parking requirements

Approval was given to the provision of 105 car parking spaces in the original concept plan. Since the original concept plan approval in 2010, the repeal of the *Ryde Planning Scheme Ordinance 2006 (RPSO)* has resulted in changes to the required parking rates applying to the subject site. The addendum takes into consideration the following policies when calculating the number of required car parking spaces for the concept plan under the proposed modifications:

- Part 9.3 – Parking Controls in *City of Ryde Development Control Plan 2014*
- *State Environmental Planning Policy (Affordable Rental Housing) 2009*

The number of required car parking spaces associated with the proposed modifications are summarised below.

Table 6: Summary of required car parking spaces

| Social housing | Affordable housing | Private housing | Private housing (visitor) | Total |
|-----------------------|---------------------------|------------------------|----------------------------------|--------------|
| 20 spaces | 3 spaces | 79 spaces | 19 spaces | 122 spaces |

The findings of the addendum will be considered at the detailed design and development application stage and the future development application will make provision for car parking having regard to the provisions of the Ryde DCP and the future mix of dwelling sizes and tenure.

Traffic generation

The original Transport and Accessibility Study found that “traffic generated by the proposed development can be accommodated on the existing and proposed road network with minimal impact”. Since the original approval, the traffic generation rates for residential developments have been updated and are found in the RMS’s *Guide to Traffic Generating Developments 2013*. Findings in the addendum indicate that the concept plan under the proposed modifications will generate 36% less traffic than the original concept plan approval. A comparison of peak hour traffic generation from the revised concept plan is summarised in the table below.

Table 7: Comparison of peak hour traffic generation from the original and proposed concept plans

| Land use | Original concept plan | Current proposed | Relative change |
|-----------------|-----------------------|----------------------|-----------------|
| Private housing | 13 vehicles per hour | 10 vehicles per hour | -23% |
| Social housing | 19 vehicles per hour | 19 vehicles per hour | 0% |
| Commercial | 13 vehicles per hour | - | - |
| Total | 45 vehicles per hour | 29 vehicles per hour | -36% |

Given that there is a reduction in traffic generation as a result of the proposed modifications, there will not be any additional impact on the surrounding road network.

6.3 Contamination

Clause 7 in SEPP 55 requires consent authorities to consider findings in a preliminary investigation of potential contamination on land, where residential uses are proposed and where there is incomplete knowledge of whether activities which may cause contamination have previously been carried out on the land. The subject site was owned by the Commissioner for Railways and undeveloped before it was purchased by the Housing Commission of NSW in 1946. The site was subsequently developed for social housing.

In its determination of the original concept plan approval, the Department of Planning was satisfied that a Phase 1 Assessment of the site was not required as part of a concept plan application and that further assessment of potential contamination could be provided as part of any future development application.

6.4 Noise, air quality and odour

A Traffic and Railway Noise and Vibration Assessment was prepared by Acoustic Logic to support the original concept plan application. Noise and vibration levels of train movements to the east of the site and traffic noise from West Parade were measured to predict the internal noise levels within the proposed development. The measured levels were then assessed against internal noise criteria and vibration criteria in *Development near Rail Corridors & Busy Roads – Interim Guideline 2008*. The assessment found that the concept plan can comply with noise and vibration objectives subject to attenuation measures including single glazing, mechanical ventilation and building structure vibration isolation.

As the proposed modifications do not fundamentally affect the use of the site, further potential air quality, noise and odour impacts will be addressed at the development application stage.

6.5 Drainage and stormwater

A stormwater and groundwater assessment was prepared by BMD Consulting to identify drainage and flooding issues for the original concept plan application. Findings in the assessment include:

- rainwater re-use tanks should be used as part of water sensitive urban design in future development on the site
- 35m² of space should be set aside to accommodate on-site detention requirements in accordance with the City of Ryde's Stormwater Management Code
- the proposed development is unlikely to measurably impact on groundwater availability, quantity or quality
- no remedial action to the existing groundwater source is required
- the incorporation of rainwater tanks in the development will assist in reducing the contaminant load in water used for irrigation

The proposed modifications are minor in nature and are not anticipated to create additional drainage and stormwater management issues. Future development on the site will be required to address stormwater management, drainage and rainwater reuse requirements in accordance with relevant policies and guidelines in the detailed design phase.

6.6 Utilities

As the proposed changes to the original concept plan are minor, it is anticipated that there will be minimal additional impact on utility service requirements resulting from the proposed modifications. LAHC will undertake assessment of utility services related to stormwater, sewer, electricity, telecommunication and gas infrastructure during the detailed design phase.

6.7 Ecologically Sustainable Development (ESD)

In its assessment of the original concept plan approval, the Department of Planning was satisfied that the proposal was consistent with ESD principles as defined in Clause 7 of Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*.

An Environmentally Sustainable Design analysis was undertaken by Caldis Cook Group as part of the original concept plan application. The analysis identified opportunities for the proposed concept plan to incorporate environmentally sustainable design principles in its design. These opportunities include cross-ventilation, thermal massing, stormwater harvesting, grey water filtration and shade planting.

The proposed modifications will not affect the ability of future development on the site to incorporate ESD principles in the design, construction and operation phases.

6.8 Social Housing

The original concept plan approval was assessed as within the public interest owing to the proposal's provision of new social and private housing dwellings in an area with significant

existing infrastructure, a local Housing NSW office, associated improvements to surrounding pedestrian amenity and the associated employment opportunities during construction. The social benefits of the proposed modifications remain largely unchanged, excepting the delivery of a local Housing NSW office.

The 2015 NSW Government Social Housing policy supports redevelopment of existing LAHC landholdings into a mix of social, private and affordable housing. The objective is to create a mixed tenure development comprising up to 70:30 mix in a form that the private is difficult to distinguish from the public. LAHC will partner with the private sector to deliver a mixed tenure approach to housing on the site and the concept plan approval will stay silent on housing tenure as this is an operational matter for LAHC.

The wider social benefits resulting from the proposed modifications can be summarised as:

- Contribution to local housing supply and LGA housing targets
- Provision of housing variety in tenure, price points and bedroom mix
- Delivery of successful outcomes for social housing residents through the delivery of more high quality social housing dwellings as part of an integrated community, reducing the concentration of social housing
- Supply of housing on a site benefiting from existing infrastructure including public transport facilities
- Supply of housing in a highly accessible area, allowing residents to access employment areas, community services and open space

7 Conclusion

This report addresses key issues and requirements outlined in the SEARs issued for the proposed modification to the approved concept plan. The modifications will enable LAHC to deliver new social and private dwellings within close proximity to public transport connections, employment, recreation, retail and community services, providing substantial benefits to social housing tenants and other future residents of the site.

It is anticipated that there will be minimal impacts to surrounding amenity and uses as there are no changes to the approved maximum GFA and only minor changes to the approved maximum building height are proposed.

The proposed modifications are consistent with relevant strategic plans and statutory policies including those in the draft *Greater Sydney Region Plan*, the draft *North District Plan* and the draft *Future Transport Strategy 2056*.

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APPENDIX A: AMENDED STATEMENT OF COMMITMENTS

Proposed redevelopment of 63 – 77 West Parade, West Ryde

PPR Submission – Statement of Commitments

~~Housing NSW~~ **The Land and Housing Corporation (LAHC)** as the applicant for the redevelopment of 63 – 77 West Parade, West Ryde, makes the following Statement of Commitments in respect of the project.

General

- ~~Housing NSW~~ **LAHC** undertakes that the project **will assessed for consistency with the NSW Future Directions for Social Housing policy and** be designed with reference to all relevant codes, standards and regulations.
- ~~Housing NSW~~ **LAHC** will undertake the project, the delivery of all permanent social housing structures and elements together with all associated temporary works, in accordance with the conditions of approval and all associated documentation, codes, standards and regulations.
- ~~Housing NSW~~ **LAHC** undertakes that good trade practices and methodologies will be implemented throughout the project.
- ~~Housing NSW~~ **LAHC** will undertake the project in a manner to prevent or minimise harm to the environment resulting from the delivery and operation of the project.
- ~~Housing NSW~~ **LAHC** undertakes to protect public infrastructure which requires protection as a result of the project and to meet the cost of carrying out any repairs thereto which are attributable to the project.
- ~~Housing NSW~~ **LAHC** undertakes to protect private property which requires protection as a result of the project and to meet the cost of carrying out any repairs thereto which are attributable to the project.

Specific Environmental Considerations

- ~~Housing NSW~~ **LAHC** undertakes to incorporate high standards of environmentally sustainable design (ESD) and construction within the project. ~~Particular reference will be made to Housing NSW's strategic document "Environmental Sustainability in Housing NSW 2008/09 – 2013/14"~~
- **LAHC will implement the strategic priorities and actions outlined in the current Environmental Sustainability Strategy for LAHC during the design, construction and operation phases of the development.**
- ~~Housing NSW~~ **LAHC** will undertake a preliminary environmental site assessment (PESA) and a hazardous materials assessment (HAZMAT).
- Dependent upon the findings of the PESA and HAZMAT, ~~Housing NSW~~ **LAHC** will undertake further studies and if necessary carry out remediation works as are considered appropriate to accord with acceptable industry standards and practices.
- ~~Housing NSW~~ **LAHC** has undertaken preliminary acoustic, drainage and groundwater, geotechnical and wind assessment studies. The findings of such studies are incorporated within the Environmental Assessment. Further assessment studies will be

undertaken if recommended or required. The recommendations of all such studies will be implemented to accord with acceptable industry standards and practices.

- ~~Housing NSW~~ **LAHC** as the owner of the project will implement appropriate environmental management strategies and practices to realise and maintain for the benefit of residents and the greater community the advantages resulting from the ESD design and construction principles embodied within the project. Such strategy will require continuous assessment and seek improvements where practicable and appropriate.

APPENDIX B: AMENDED TERMS OF APPROVAL

SCHEDULE 2

PART A – TERMS OF APPROVAL

A1 Development Description

Concept approval is granted to the development described below:

- Use of the site for residential, ~~retail, and commercial~~ purposes;
- Excavation of the site for the construction of the basement car parking area;
- Construction of the following:
 - A max 12 storey residential development ~~with ancillary retail on the ground floor at the southern end of the site (Building A);~~
 - ~~An 8 storey residential building with commercial on the ground floor (Building B);~~
 - ~~A 5 storey residential building at the northern end of the site (Building C);~~
 - ~~Commercial office floorspace~~
 - ~~Retail floorspace; and,~~
 - Car parking dependant on future mix;
- Landscaping.

A2 Development in Accordance with Plans and Documentation

The approval shall be generally in accordance with MP 09_0029 and with the Environmental Assessment, except where amended by the Preferred Project Report, **MP 09_0029 MOD 2** and additional information further to the Preferred Project Report and **MP 09_0029 MOD 2**, and the following drawings **proposed concept plan** prepared by ~~Caldis Cook Group~~ **Architectus**.

| Concept Plan Drawings prepared by the Caldis Cook Group | | | |
|---|-----------------|---------------------------------------|-------------|
| Drawing No. | Revision | Name of Plan | Date |
| SK-01 | A | Site Plan Level 2 | Undated |
| SK-02 | A | Floor Plan Level 1 & 2 | Undated |
| SK-03 | A | Composite Plans | Undated |
| SK-04 | A | West Elevation | Undated |
| SK-05 | A | Section A-A, B-B | Undated |
| SK-06 | - | Site Analysis | Undated |
| SK-20 | - | Carpark Level 1, 2 | Undated |

except for as modified by the following pursuant to Section 75O (4) of the Act.

A3 — Building Envelope Modifications

The plans as described above in A2 shall be modified as follows:

- The building envelope of Building A shall be amended by increasing the front setback to West Parade at levels 7-12 inclusive by a minimum of 2 metres, between the street boundary and the main building line.
- The building envelope of Building B shall be amended by increasing the front setback to West Parade at levels 7 and 8 by a minimum of 2 metres, between the street boundary and the main building line.

Amended plans demonstrating compliance with this modification shall be submitted to, and approved by, the Director General prior to the submission of any future Development Application.

A4 A3 Maximum Gross Floor Area

The redevelopment of the site for a mixed-use **residential** development shall have a maximum Gross Floor Area (GFA) of approximately 13,149sq.m (including approximately 619sq.m of commercial and 71sq.m of retail floorspace).

Note: The maximum floor space may not be achievable within the approved envelope as identified as modification A3.

A5 A4 Inconsistencies between Documentation

In the event of any inconsistency between modifications of the Concept Plan approval identified in this approval and the drawings/documents including Revised Statement of Commitments referred to above, the modifications of the Concept Plan shall prevail.