

The additional provisions of the RDCP 2006 that apply to the design of the proposed development will be addressed in the Project Specific Applications. In particular:

- Part 7.1 Energy Smart, Water Wise
- Part 7.2 Waste Minimisation and Management
- Part 8.1 Construction Activities
- Part 8.2 Stormwater Management
- Part 9.2 Access for People with Disabilities
- Part 9.3 Carparking
- Part 9.4 Fencing

6.5.2 Draft Ryde Development Control Plan 2008

The Draft Ryde Development Control Plan 2008 (**DRDCP**) was placed on exhibition from 11 March – 24 April 2009.

Relevant provisions of the Draft RDCP 2008		
Issue	Relevant Draft Control	Compliance with Draft Control
Part 3.4 Residential Flat Buildings and Multi Dwelling Houses (not within the Low Density Residential Zone)		
Objectives of this part	<p>Clause 1.2 Objectives of this Part</p> <ul style="list-style-type: none"> ○ To encourage a high architectural and landscape standard for residential flat development through the City. ○ To preserve and enhance the existing residential amenity of the City ○ To regulate the physical characteristics of residential flat development in order to preserve the character of the area within which the development is to be carried out. ○ To ensure maximum privacy, sunlight and air, both within and without the site. ○ To ensure adequate provision is made for the parking of residents' and visitors' vehicles within the limits of the site. <p>The provisions of this Part should be interpreted within the context of the above objectives. Compliance with the minimum requirements as set down in this Part does not necessarily mean that an application will succeed as each application will be considered on its merits.</p> <p><u>Council may vary requirements in this Part where, due to unique site consideration, the variance of such requirements would yield a better planning solution for the development of the site.</u></p>	Yes.
Density	<p>Clause 2.1 Density</p> <p>a. The maximum number of dwellings which can be erected on a particular site</p>	<p>No.</p> <p>It is considered that</p>

	<p>shall be calculated in accordance with the density requirements contained in Clause 4.5B of Ryde Local Environmental Plan 2008.</p> <p>This number is calculated by ensuring that the sum of the site area for each 1,2 or 3 bedroom dwelling proposed, stipulated in the associated Table, does not exceed the site area of the allotment on which the building is proposed to be erected.</p> <p>b. The number of small one bedroom dwellings in any development shall not exceed 50% of the total number of dwellings on site.</p> <p>Note: It should be noted that a calculation based on the figures in the table associated with Clause 4.5B of Ryde Local Environmental Plan gives the maximum permissible density. However, other requirements of this Part such as setbacks from boundaries, height of buildings, parking, landscaped area requirements and site constraints may result in a lower density being, in fact, achieved.</p>	<p>compliance with this development standard would be unreasonable and unnecessary in the circumstances.</p> <p>This EA demonstrates that there are sufficient environmental planning grounds to justify contravening the development standard.</p> <p>The proposed development will be in the public interest because it is consistent with the State and Local objectives in relation to the provision of social and affordable housing.</p>				
Height of Buildings	<p>Clause 2.2 Height of Buildings</p> <p>(f) A residential flat building shall must comply with Ryde Local Environmental Plan 2008 Height of Buildings Map and must not exceed the number of storeys contained in table 1 (Figure 3.4.01).</p> <p>TA BLE 1: NUMBER OF STOREYS</p> <table><tr><td>Area as indicated on Ryde LEP 2008 Residential Density Area Map: Maximum No</td><td>Maximum No. storeys</td></tr><tr><td>Area 4</td><td>3</td></tr></table>	Area as indicated on Ryde LEP 2008 Residential Density Area Map: Maximum No	Maximum No. storeys	Area 4	3	<p>No.</p> <p>Waiver of development standard would be sought on planning grounds pursuant to Clause 4.6 of the DRLEP 2008.</p>
Area as indicated on Ryde LEP 2008 Residential Density Area Map: Maximum No	Maximum No. storeys					
Area 4	3					
Setbacks	<p>Clause 3.1 Front, Side & Rear Setbacks</p> <p>The minimum setback for a residential flat building (4 storeys) from a front rear and side boundary shall be in accordance with:</p> <p>Front setback: 12.5 metres</p> <p>Side & Rear from the property boundary: 7.5 metres</p> <p>The minimum setback for a residential flat building (7 storeys) from a front rear and side boundary shall be in accordance with:</p> <p>Front setback: 17 metres</p> <p>Side & Rear from the property boundary: 12 metres</p>	<p>No.</p> <p>Waiver of development standard would be sought on planning grounds pursuant to Clause 4.6 of the DRLEP 2008.</p>				

	Where the side and/or rear boundary of a property adjoins a public reserve, public pathway or the like, that side and/or rear setback may at Council's discretion, be reduced to 3 m.	
	<p>Clause 3.2.1 Encroachments on Setbacks: Front Setbacks</p> <p>In respect of residential flat buildings on properties fronting a road other than a main or county road, a portion of an external wall or a balcony may, at Council's discretion, be permitted to stand closer to the front boundary specified in Table 2 (Figure 3.4.02) provided:</p> <ul style="list-style-type: none"> a. The encroachment on the specified setback does not exceed 0.5m – 1 storey building, 1.5m – 2 or 3 storey building; b. The portion of the external wall, excluding balconies, so set back does not exceed 5 0% of the total length of the front elevation; c. The setback of the remainder of the external wall being such, that the unbuilt upon area between the building and the front boundary, calculated on the specified setbacks, is maintained; d. The portion of the external wall and/or balconies so set back takes into consideration the location of structures on adjoining properties to ensure that the general streetscape and adequate visual privacy is maintained; and e. Balconies are not enclosed to a height of greater than 1.2m. 	<p>No.</p> <p>Waiver of development standard would be sought on planning grounds pursuant to Clause 4.6 of the DRLEP 2008.</p>
	<p>Clause 3.2.2 Encroachments on Setbacks: Side & Rear Setbacks</p> <p>A portion of an external wall or a balcony may, at Council's discretion, be permitted to stand closer to the adjacent side and/or rear boundary than that specified in the diagram in Figure 3.4.03 provided:</p> <ul style="list-style-type: none"> a. The portion of the external wall and/or balcony so set back does not encroach more than 25% on the specified setback; b. A minimum setback of 3m is maintained; c. The portion of the external wall, excluding balconies, so set back does not exceed 50% of the total length of the wall adjacent to the respective boundary; d. The setback of the remainder of the external wall being such, that the unbuilt upon area between the building and the boundary, calculated on the specified setbacks, is maintained; e. The portion of the external wall and/or balcony so set back takes into consideration the location of structures on adjoining properties to ensure adequate visual privacy is maintained; and f. Balconies are not enclosed to a height of greater than 1.2m. 	<p>No.</p> <p>Waiver of development standard would be sought on planning grounds pursuant to Clause 4.6 of the DRLEP 2008.</p>

	<div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;"> <p>DIAGRAM A</p> <p><i>Building with encroachments</i></p> <p>STREET</p> </div> <div style="text-align: center;"> <p>DIAGRAM B</p> <p><i>Building controlled by the prescribed setback.</i></p> <p>ALIGNMENT</p> </div> </div> <p>Figure 3.4.03 Encroachments on Setbacks</p>	
Balconies	<p>Clause 4.0 Balconies</p> <p>a. A balcony should be provided to each dwelling with a residential flat building.</p> <p>b. Balconies may be dispensed with in multi dwelling housing.</p> <p>c. Balconies are not to be enclosed to a height greater than 1.2m.</p>	Yes
Parking	<p>Clause 5.1 Quantity</p> <p>a. Residential flat developments (other than units for seniors housing) shall provide on-site car parking at the following rates:</p> <p>i. For properties within 400m of Victoria Road, Epping Road or a Railway Station:</p> <p style="padding-left: 40px;">1.0 car space per one bedroom dwelling;</p> <p style="padding-left: 40px;">1.2 car spaces per two bedroom dwelling;</p> <p style="padding-left: 40px;">1.6 car spaces per three bedroom dwelling; and</p> <p style="padding-left: 40px;">1.0 car spaces per four dwellings for visitor parking.</p> <p>...</p> <p>b. The total number of parking spaces will be taken to the highest whole number.</p> <p>c. Parking in a tandem formation may be permitted for up to 50% of dwellings to which 2 car spaces are to be allocated.</p>	No. See Part 10 of this EA.
Landscaping	<p>Clause 6.1 Quantity</p> <p>a. The minimum landscaped area within each development shall be calculated in accordance with the landscaping requirements contained in the table below (Figure 3.4.04).</p> <p>b. Areas with a clearance of less than 1.3m, such as areas under balconies, shall be excluded from landscaped area.</p> <p>Area 4</p> <p>a. 1 bedroom unit: 30m² of landscaped area per dwelling</p>	No. It is considered that compliance with this development standard would be unreasonable and unnecessary in the circumstances. This EA

	b. 2 bedroom unit: 40m ² of landscaped area per dwelling c. 3 or more bedroom unit: 50m ² of landscaped area per dwelling	demonstrates that there are sufficient environmental planning grounds to justify contravening the development standard. The proposed development will be in the public interest because it is consistent with the State and Local objectives in relation to the provision of social and affordable housing.
	Clause 6.4 Common Landscaped Area a. A portion of the landscaped area should be provided behind the front building line as communal open space. Preferably this space should be so located to provide dwellings within the development with an internal aspect.	Yes

6.6 Guidelines

6.6.1 NSW State Plan

The Concept Application achieves the following relevant Goals, Priorities & Targets of the State Plan:

NSW State Plan: Environment for Living	
Goal	Improved Urban Living
Priority	E5 Jobs Closer to Home
Target	Increase the number of people who live within 30 minutes of a city or major centre by public transport in metropolitan Sydney

The Metropolitan Strategy identifies Chatswood and Burwood as Major Centres within close proximity to the Site, as well as the Regional City of North Sydney and Sydney. The Site is ideally located on the Northern Rail Line, and close to Victoria Road which is one of the Seven Major Road Corridors identified in the State Plan.

The Concept Application achieves E5 priority and the associated target of the NSW State Plan.

NSW State Plan: Environment for Living	
Goal	Improved Urban Living
Priority	E6 Housing Affordability
Target	Ensure a supply of land and a mix of housing that meets demand

The State Plan provides that ... *“the NSW Government remains committed to a strong social housing sector. It is committed to maintaining the total social housing stock despite significant reductions in Commonwealth funding for public housing.”*

The Concept Application will achieve the E6 priority and the associated targets by providing a mix of social housing and potential affordable housing to add to the current stock.

6.6.2 Metropolitan Strategy

In December 2005 the NSW Government Department of Planning released the City of Cities: A Plan for Sydney's Future (the “Metropolitan Strategy”). The Metropolitan Strategy comprises of seven strategies including Strategy C: Housing.

The Metropolitan Strategy sets the framework for creating more than 640,000 new dwellings and 500,000 new jobs in the Sydney Metropolitan area by 2031.

The Metropolitan Strategy aims to enhance Sydney's livability through: providing a more diverse range of housing choices; strengthening Sydney's long term economic prosperity; providing equitable access to employment, services and lifestyle opportunities; creating a more environmentally sustainable city; and, facilitating and managing growth of Sydney over the next 25 years.

The Housing Strategy sets out the following relevant housing objectives and initiatives:

Housing Strategy Relevant Objectives & Initiatives					
C1. Ensure adequate supply of land and sites for residential development					
C1.3 Plan for increased housing capacity targets in existing areas.					
C1.3.1 Provide 60-70 per cent of new housing in existing urban areas.					
C1.3.2 Set subregional housing capacity targets:					
Table C5 Potential Additional dwellings in greenfield and existing areas to 2031*					
SUBREGION	EXISTING DWELLINGS 2004	% IN 2004	ADDITIONAL DWELLINGS IN EXISTING AREAS BY 2031	TOTAL DWELLINGS IN EXISTING AREAS BY 2031	% CHANGE 2004-31
INNER NORTH	129,256	8%	30,000	159,000	23%
C2. Plan for a housing mix near jobs, transport and services					
C2.3 Provide a mix of housing.					
C2.3.2 Identify locations for affordable housing projects, including housing close to employment, transport and services					
C4. Improve housing affordability					
C4.1 Improve the affordability of housing.					
C4.2 Redevelop and regenerate Department of Housing stock.					
C4.2.1 The Department of Housing will redevelop and regenerate housing estates and stock.					
The Department of Housing (DoH) has significant land holdings in the metropolitan area. Many of the dwellings in estates are not as appropriate for the needs of current DoH tenants as when they were first developed. Redevelopment of these estates					

presents the opportunity to renew the department's stock whilst creating additional housing.

...

C4.3 Use planning mechanisms to provide affordable housing.

C4.3.2 Provide advice on the use of density bonus schemes.

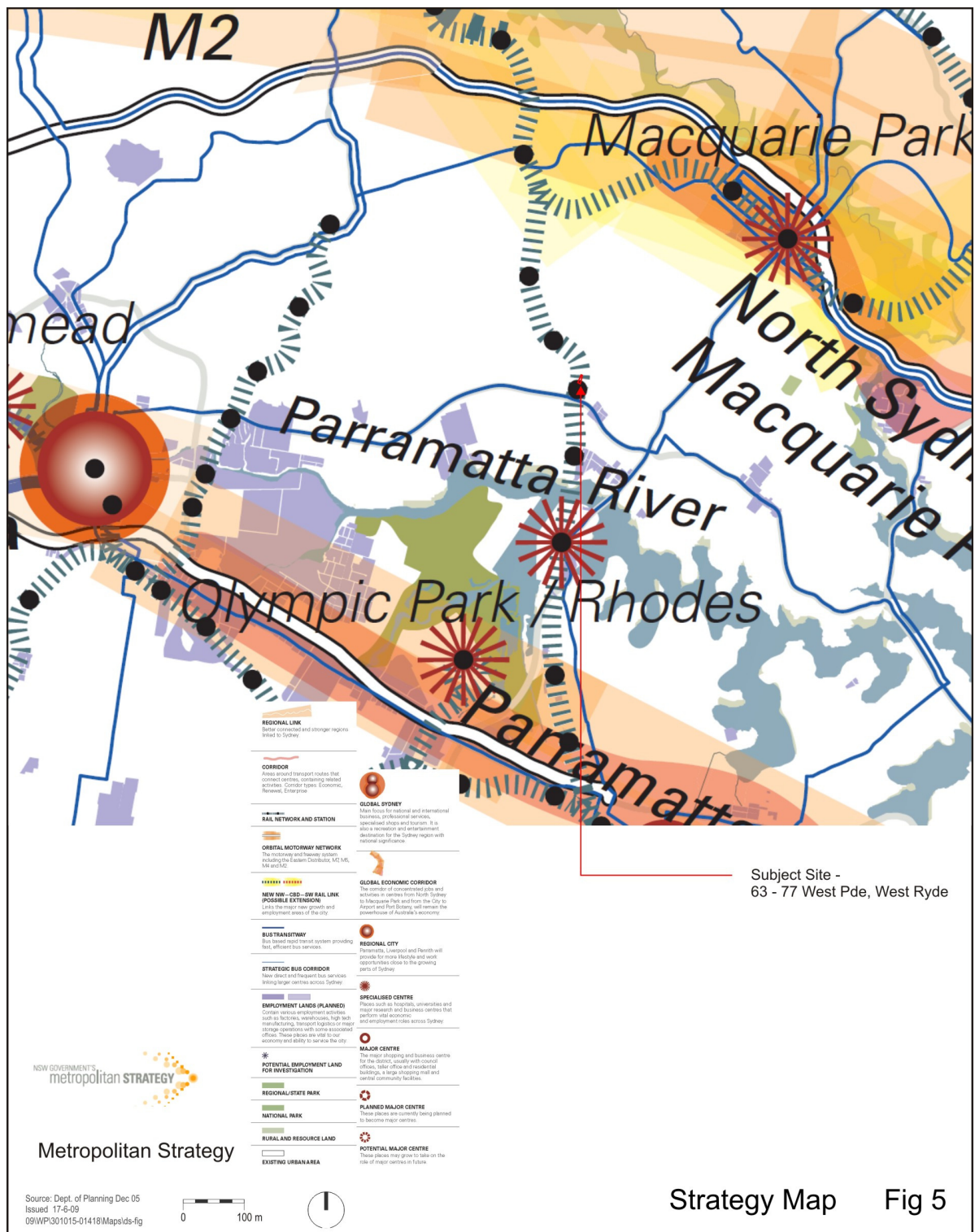
The Government will provide guidance on the use of density bonus schemes, where an increase in development density is offered in exchange for the provision of affordable housing for low to moderate income groups.

Under density bonus schemes, an increase in development density is negotiated in exchange for the provision of affordable housing. It is important that councils are provided with guidance so that these mechanisms can be used in a fair and transparent way and are legally sound.

The Site is within 500 metres of Victoria Road, which is identified by the Metropolitan Strategy as a 'Strategic Bus Corridor' to provide new direct and frequent bus services linking larger centres across Sydney.

The Site is also within 400 metres of the West Ryde Train Station which identified by the Metropolitan Strategy as a 'Rail Network and Station'.

The Concept Application is consistent with the aims, objectives and targets of the housing Strategy of the Metropolitan Strategy.



6.6.3 Draft Inner North Subregional Strategy

The Site falls within the Inner North Subregion. Accordingly, the Draft Subregional Strategy for the Inner North Subregion should be considered.

The Key Directions for the Inner North Subregion include:

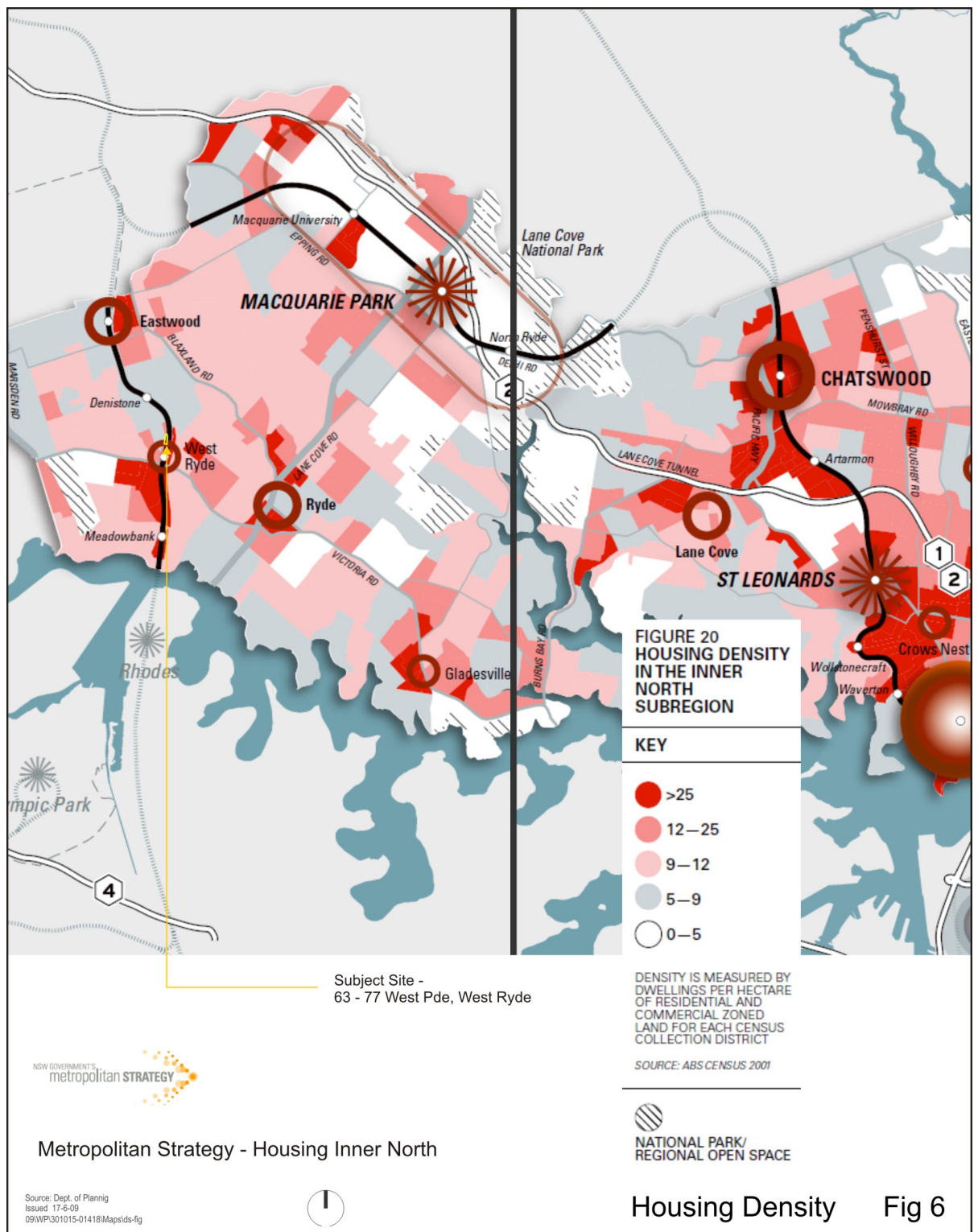
- Strengthening the employment role of the global economic corridor from North Sydney to Macquarie Park by creating 54,000 new jobs;

- Improving housing choice and creating liveable and sustainable communities by providing 30,000 new dwellings;
- Encouraging public transport use.

The Concept Application achieves the following Objectives and Actions identified by the Inner North Subregion Draft Subregional Strategy:

Inner North Subregion Actions from the Inner North Subregion Draft Subregional Strategy	
A Economy and Employment	
A3.2	<p><i>“Integration of employment and housing markets</i></p> <p><i>A mix of housing types is important to meet the needs of the Inner North’s diverse workforce. A mix of housing forms to accommodate this workforce, including managerial and professional employees, hospital staff, retailing and hospitality employees, cleaners, childcare workers and students, will be encouraged throughout the subregion.”</i></p>
B Centres and corridors	
B2 Increase densities in centres whilst improving liveability	
B2.1	<p><i>“Plan for housing in centres consistent with their employment role</i></p> <p><i>Increasing residential densities close to Town Centres and Villages can make these places more vibrant and provide much needed housing choice for the ageing and changing population. In planning for these local centres councils will need to consider their employment role. Housing growth will need to be planned so it does not undermine the identified employment needs. Land use relationships and local infrastructure improvements will need to ensure that opportunities are provided to enable increased use of active transport particularly walking and cycling.”</i></p> <p>...</p>
C Housing	
C1.3	<p><i>“Plan for increased housing capacity targets in existing areas</i></p> <p><i>Across the metropolitan region a target of 60–70 per cent of new housing will be accommodated in existing urban areas, focused around centres and corridors. This will take advantage of existing services such as shops and public transport and reduce development pressures in other parts of Sydney.</i></p> <p><i>Dwelling targets for local government areas between 2004 and 2031 are:</i></p> <p>...</p> <p><i>• Ryde (12,000); ...”</i></p>
C1.5	Facilitate redevelopment of existing apartments and higher occupation of existing dwellings
C2 Plan for a housing mix near jobs, transport and services	
C2.1	Focus residential development around centres, town centres, villages and neighbourhood centres
C2.3	<p><i>“Provide a mix of housing</i></p> <p>...</p> <p><i>By 2031 it is expected that there will be an increase in the mix of housing types in the Inner North</i></p>

	<p>subregion, especially in centres with good accessibility which can support higher density forms of residential development. This may include a greater provision of villas and townhouses to suit the changing demographics of the subregion.”</p>
C4 Improve housing affordability	
C4.1	<p>“Improve the affordability of housing</p> <p><i>The NSW State Plan considers housing affordability from two perspectives. Firstly, from the perspective of the first home buyer for whom purchasing a home is increasingly difficult. Secondly, from the perspective of the most vulnerable households—the frail aged, people with disabilities, people with mental illness and people at risk of homelessness—who face poor health, educational or other social outcomes due to high housing costs or overcrowding.</i></p> <p><i>The Metropolitan Strategy, in line with the State Plan, sets goals for housing and land supply. Achieving these targets at a subregional level will ensure the distribution of growth in a manner that provides housing choice and contributes to housing affordability.”</i></p>
C4.2	<p>“Redevelop and regenerate Department of Housing stock</p> <p><i>For the most vulnerable households, the State Government remains committed to a strong social housing sector. The State Plan identifies the Government’s commitment to maintaining the total social housing stock.</i></p> <p><i>The Department of Housing has significant land holdings in the Sydney Region, including properties in parts of the Inner North Subregion. Many of these properties are not as appropriate for the needs of current and future clients as when they were first developed. Redevelopment of these properties would allow them to be reconfigured to better match tenant needs in terms of dwelling size, location and special requirements while at the same time implementing best practice urban design.”</i></p>



The Inner North Draft Subregional Strategy identifies West Ryde as a 'Village'. (The Site falls adjacent to the West Ryde Village boundary).

Victoria Road is identified as a 'Strategic Bus Corridor', being Corridor 10 Parramatta – City via Ryde. The Site is within 500 metres of Victoria Road.

Further the 'Rail Line' and the 'West Ryde Train Station' are within 400 metres of the Site.

The Concept Application achieves the Objectives and Actions identified by the Inner North Subregion Draft Subregional Strategy by:

- Economy and Employment: by providing a mix of housing types, private, social and affordable in one development to meet the needs of the Inner North's diverse workforce in accordance with Action A3.2;
- Centres and Corridors: Increasing residential density in a designated 'Village'. The proposed use is consistent with the objectives of the zone, and the employment needs of the area. The proximity of the Site to the railway station and the bus corridor will promote the use of active transport types and reduce the need for cars in accordance with Action B2.1.
- Housing: The Concept Application achieves the objectives and Actions of C1.3, C1.5, C2.1, C2.3, C4.1 and C4.1 by:
 - Increasing housing capacity targets in existing areas by providing 142 residential units in the existing West Ryde residential area;
 - Redeveloping an existing underutilised Site;
 - Focusing residential development around the West Ryde 'Village';
 - Providing a mix of private, social and affordable housing in the one development;
 - Improving the affordability of housing and the availability of housing for 'vulnerable households' by providing 63 units of social housing and 24 units of affordable housing.
 - Redeveloping existing Housing NSW Stock in a key strategic location.

Accordingly, it is considered that the approval should be granted to the Concept Application as it achieves the Objectives and Actions in the Inner North Draft Subregional Strategy.

7. BUILT FORM URBAN DESIGN/PUBLIC DOMAIN

A 'West Ryde Options Analysis' has been prepared by the Caldis Cook Group (Appendix 14).

The Analysis investigates built form urban design, the public domain, environmentally sustainable design, public transport, view analysis and shadowing.

In relation to urban form, the Analysis investigates at Part 2:

- Context description
- Mass distribution
- Retail/commercial component
- Comparison with alternative mass distribution approaches

In relation to views, the Analysis investigates at Part 4:

- Views to the Site
- Views from the site

The Analysis concludes:

As can be understood from this analysis, development Option 1 is considered the most appropriate solution to the site in question. This option consists of four separate towers of varying height on a single storey podium with retail/commercial and parking below (there is also a basement car park level). As identified above, this option works well in terms of environmental design, the built context, urban design the existing streetscape, public transport connections, view opportunities to and from the site and shadowing in and around the site. Additional benefits of this option are identified in the comparison table. All units within this option are traditional in their layout, rather than in a crossover form. In the massing composition column, it can be seen that the massing bulk for this option is held within four slender towers, thus reducing the imposition of the development at street level, and minimizing the number of units in close proximity to rail noise.

Accordingly, it is considered that the approval should be granted to the Concept Application as it successfully addresses environmental design, the built context, urban design, the existing streetscape, public transport connections, view opportunities to and from the site and shadowing in and around the site.

7.1 Landscape

Landscaping design will be included in the Project Specific Applications.

The Concept Application provides for a total landscaped area of approximately 1360m². This is comprised of approximately 350m² deep soil landscaping and 1010m² of 400mm landscaping above the podium.

There are a number of existing trees and shrubs on the Site.

For the purposes of the Concept Application, an Arborist Assessment dated June 2009 has been carried out by Botanics, Tree Wise People Pty Ltd (Appendix 12).

The Assessment identifies 29 trees on the Site as being of significant size or significance to warrant documentation. Two trees were identified as having '*high agricultural significance*'. One of these trees may be preserved. The other tree is recommended for removal due to its age, decay at the base and problems associated with adjacent construction.

The Assessment recommends:

4. Recommendations

4.1 Site Specific

4.1.1 Trees 14, 16 and 18 should be considered for transplantation within proposed landscape works only. All are currently located within the construction impact zone and will otherwise be required for removal.

4.1.2 Trees 4, 15 and 29 are the semi mature Brush box trees located on the front verge. These should be fenced off and separated from the construction within Tree Preservation Zones as detailed.

4.1.3 The remainder of the trees documented for removal should be removed in accordance with current Australian Standards and WorkCover code of practice.

The recommendations of the Arborist report, along with an assessment of the relevant planning controls in relation to landscaping requirements will be included in the Project Specific Applications.

7.2 'Safer By Design' CPTED Principles

The Crime Prevention Through Environmental Design (CPTED) principles have been prepared to help identify crime risk and minimise opportunity for crime. The four principles are:

- **Surveillance** – provide for natural and technical surveillance;
- **Access control** – physical and symbolic barriers to attract, channel and restrict movement of people;
- **Territorial reinforcement** – community ownership of public places; and
- **Space management** – providing attractive, well maintained and well used public space.

The SEPP 65 Urban Design Statement prepared by Caldis Cook Group (Appendix 16) provides:

- *Dwellings within the development address both the street as well as the shared podium area between the towers for informal surveillance of these areas, especially informal surveillance of the entrance areas off the street. Further to this, the potential provision of transparent balustrades improves the visual surveillance on shared zones.*
- *Strategic low height planting on the podium (with a few medium sized trees) allows for visual separation of the units from the podium without the opportunity for personal concealment.*
- *The development offers the opportunity for a developed design to avoid any dark or non-visible areas. A developed design would sufficiently illuminate the podium at night. Adequate security lighting would also be positioned in the basement car parking level and the entry zone.*
- *Street edge offices and retail to the street maximises activity on West Parade, clear and safe access points are provided amidst the retail areas.*

The Caldis Cook Group has provided that the following components and strategies will be incorporated into the development to appropriately deal with crime prevention through environmental design:

- *The suggested configuration, orientation and location of the accessible podium at first floor level, combined with the ample capacity for West Parade facing dwellings and active spaces, including balconies, provide ample opportunity for clear sightline surveillance of public spaces to foster detection of and challenge to criminal activity.*
- *The suggested street edge development provides little opportunity for concealment of persons from the public domain.*
- *Provision of active office and retail uses along the ground floor at the street edge fosters high public interaction and activity.*
- *Access to ground floor residential lobbies and to car parking areas can be restricted and controlled to residents or approved visitors through various electronic video security devices.*
- *Secondary surveillance and security is provided for in provision of secure doors to individual apartments and visual surveillance.*
- *Any public areas can be monitored by closed circuit television cameras as required and relevant notices provided.*
- *Ground floor landscape areas designed to ensure limited concealment opportunity for potential offenders.*
- *Areas setback surrounding the development and adjoining the railway corridor can be secured with appropriate physical barriers and monitored with CCTV. Further security for these areas can be afforded by restriction of openings to the external walls of the ground floor adjacent to these setback areas.*
- *Sufficient levels of illumination through use of energy efficient lighting can be applied to public areas including the public domain adjacent to the development. This also facilitates optimum surveillance from occupants located opposite the development along West Parade.*
- *Appropriate, clear and visually prominent signage dealing with attraction, restriction and movement of occupants assists in minimising opportunities for crime and increasing efforts required to commit crime.*
- *Appropriate management procedures can be implemented to reinforce territory. Site management strategies can be implemented to co-ordinate activities, maintain cleanliness, repair vandalism and maintain lighting and the like to assist ensuring spaces are appropriately utilised and well patronised.*

These strategies will allow the development to appropriately respond to crime risks in terms of urban planning and space design to provide appropriate surveillance, access control, territorial reinforcement and space management.

A comprehensive assessment of the proposed development and the CPTED principles will be carried out at the Project Specific Application stage, however for the purposes of the Concept Application, it is considered that the concept application is capable of achieving the four principles of CPTED.

Appendix 23 includes a Housing NSW document that addresses the Dpt of Urban Affairs and Planning document titled '*Crime Prevention and the Assessment of Development Applications: Guidelines under Section 79C of the Environmental Planning & Assessment Act 1979*'. The Housing NSW document has been included in the Architectural brief. The Architectural brief requires designs to be in accordance with the Dpt of Urban Affairs CPTED principles, and the Housing NSW document.

8. STAGING

Housing NSW is seeking the Minister's approval of this Concept Application pursuant to **Section 75O and 75P** of the EPA Act.

Upon obtaining an approval for the Concept Application, Housing NSW intends to proceed with the following stages for Project Specific Application:

Staging development pursuant to Part 3A		
Stage	Scope of Concept Application	Outcome
Concept Application	<p>Concept Application for the construction of residential flat buildings comprising:</p> <ul style="list-style-type: none"> ○ Basement level – parking ○ Ground floor - parking, office space and commercial/retail space ○ Four towers – 142 residential units: <ul style="list-style-type: none"> ○ Tower A: Private Housing ○ Tower B: Private & Affordable Housing ○ Tower C: Social/Public Housing ○ Tower D: Social/Public Housing 	Concept Approval.
Stage	Scope of Project Specific Application	Subject to subsequent Project Applications
Stage 1	<p>Project Specific Application for:</p> <ul style="list-style-type: none"> ○ Subdivision ○ Construction of Tower C and Tower D <p>Demolition to be carried out in accordance with Part 4 development consent No LDA2009/0026 (Appendix 19). Construction Certificate to be obtained from Council.</p>	<p>Stage 1 Requires Specific Project Approval.</p> <p>Progression to occupation</p>
Stage 2	<p>Project Specific Application for:</p> <ul style="list-style-type: none"> ○ Construction of Tower A and Tower B <p>Demolition to be carried out in accordance with Part 4. development consent No LDA2009/0026 (Appendix 19). Construction Certificate to be obtained from Council.</p>	<p>Stage 2 Requires Specific Project Approval.</p> <p>Progression to occupation.</p>

9. ENVIRONMENTAL AND RESIDENTIAL AMENITY

9.1 Solar Access

A 'West Ryde Options Analysis' has been carried out by the Caldis Cook Group (Appendix 14). Solar Penetration has been assessed as part of the Environmentally Sustainable Design of the building.

The Options Analysis provides at page 3:

1.3 Solar penetration

A minimal floor plate depth also carries solar penetration benefits, as natural light and radiant heat is effective only up to a certain depth within a room, dependant on the window height above FFL (for example, with a window at 2.1m, solar penetration in winter is about 3.4m into the room). Access to northern light is difficult on the site, as its predominant orientation is East/West. This will be mitigated by containing the massing within multiple freestanding towers, rather than as a single bulk along the length of the site. With this approach, the northern façade from each tower can access direct daylight. This access, however, must be coupled with appropriate shading of the façade to enable greater admission of sunlight in winter and limited admission in summer, particularly to the east and west. By varying the heights of the separate towers, with lower towers to the north and taller to the south, a maximum number of units will have access to northern light, unimpeded by the shading from northern towers.

The Residential Flat Design Code provides the following 'Rules of Thumb' in relation to Daylight Access:

- *Living rooms and private open spaces for at least 70 percent of apartments in a development should receive a minimum of three hours direct sunlight between 9 am and 3 pm in mid winter. In dense urban areas a minimum of two hours may be acceptable.*
- *Limit the number of single-aspect apartments with a southerly aspect (SW-SE) to a maximum of 10 percent of the total units proposed. Developments which seek to vary from the minimum standards must demonstrate how site constraints and orientation prohibit the achievement of these standards and how energy efficiency is addressed (see Orientation and Energy Efficiency).*
- *See Apartment Layout for additional rules of thumb.*

It is considered that the proposed development is capable of adequately addressing the Code in relation to solar access. Evidence of this will be provided in the Project Specific Applications once the specific design of the development has been finalised.

9.2 Acoustic Privacy

A Traffic and Railway Noise and Vibration Assessment dated 7 May 2009 has been carried out by Acoustic Logic Consultancy (Appendix 8).

The Assessment identifies the following external noise and vibration sources in the vicinity of the Site:

- Traffic noise from West Parade which runs along the western boundary of the Site.
- Train noise and vibration from the Northern Train Line which runs along the eastern boundary of the Site.