

The Assessment identifies the relevant noise criterion (identified in the State Environmental Planning Policy (Infrastructure) 2007, and the NSW Department of Planning's Development Near Rail Corridors and Busy Roads – Interim Guideline) for bedrooms and living areas and proposes mitigation measures to be incorporated into the Project Specific Applications.

Those mitigation measures will ensure that the design of the proposed development complies with the relevant noise criterion, thereby achieving acceptable acoustic privacy levels for residents.

The Assessment concludes:

It has been found that the Concept Application (MP 09_2009) can comply with noise and vibration objectives with upgraded single glazing, and building structure vibration isolation.

These mitigations measures will be incorporated into the proposed development and included in the Project Specific Applications.

9.2.1 Traffic & Train Noise

The Assessment makes the following recommendations to ameliorate traffic and train noise:

- **Recommended Glazing:** *Windows and doors will require upgrading to a single glazed system from standard installations. Precise thickness and glazing type to be determined as the project stages advance.*
- **Roof/Ceiling:** *The roof is to be constructed of a concrete slab and will not require upgrading.*
- **External Walls:** *External walls composed of concrete or masonry elements would not require upgrading. Light weight walls will require upgrading in some areas to ensure that internal noise goals are met.*
- **Mechanical Ventilation:** *In some units facing the rail corridor and West Parade, internal levels cannot be achieved with windows open; in these instances it is required that an alternative outside air supply system or air conditioning be installed to meet AS 1668.2 requirements. Any mechanical ventilation system that is installed should be acoustically designed such that the acoustic performance of the recommended constructions are not reduced by any duct or pipe penetrating the wall/ceiling/roof. Noise emitted to the property boundaries by any ventilation system shall comply with the Council requirements.*

Those mitigations measures will be incorporated into the proposed development and included in the Project Specific Applications to ensure compliance with accepted acoustic privacy criterion. The Minister may be satisfied that the proposed development is capable of complying with the relevant acoustic criteria.

9.2.2 Railway Vibration Noise

The Assessment makes the following comments in relation to railway vibration:

Vibration generated by train passbys adjacent to the proposed development will potentially generate structure borne vibration which will be radiated of internal building elements such as walls, floors and ceiling as audible noise. Internal noise levels associated with structure borne noise goals generated from train passbys should comply with Table 3 of the Interim Guidelines for the Assessment of Noise from Rail Infrastructure Projects (DECC 2007) which sets out internal noise goals for structure borne noise.

The Assessment makes the following recommendations to ameliorate railway vibration noise which will be incorporated into the Project Specific Applications:

The results of the structure born vibration investigation indicate that internal structure borne noise levels will potentially exceed project requirements without the addition of vibration isolation. Specific vibration isolation to the structure to ameliorate any adverse impacts of the residents of occupants of the development will be provided as the project stages progress.

These mitigation measures for specific vibration isolation will be incorporated into the proposed development and included in the Project Specific Applications. The Minister may be satisfied that the proposed development is capable of complying with the relevant vibration criteria.

9.3 Views

A View Analysis has been carried out by Caldis Cook Group in the 'West Ryde Options Analysis' (Appendix 14) in relation to views to and from the Site from key vantage points.

9.3.1 Views to and from the Site

The Options Analysis concludes at page 5:

4.1 Views to the site

There are four critical view corridors to the site, as formed by both the topography and the street pattern over the land.

- The first of these is on approach to the site down Victoria Road. From this perspective, the existing treescape beyond would be interrupted by development, as is the situation with the existing 9 plus storey towers adjacent the site. However, this interruption will serve as a landmark making opportunity, providing a gateway to the town centre and transportation hub of West Ryde. It is important to note that the approved development on the opposite side of the rail corridor will interrupt this existing view in a similar manner.*
- The second view to the site is from Denistone, particularly down Terry Road. From this angle the towers would be a significant component of the vista, with the Sydney Olympic Park behind. Again this will work well with the West Ryde train station building to symbolise the gateway to the transportation hub of West Ryde.*
- The next view to the site is down Herbert Street, opposite the rail corridor. This vista, currently terminating with railway tracks, will afford greater visual amenity when attractive built form terminates the vista, rather than trains and tracks. With the construction of the approved development in front of the site, the added towers will enhance this vista termination, and further the area's identity as the gateway to the town centre of West Ryde.*
- Finally, there is the view from Bellevue Avenue west of the site. This view currently observes the commercial and dense residential precinct of West Ryde, and additional towers would cement the character of this precinct as seen from this Avenue.*

4.2 Views from the site

It is also important to consider the views from potential development on the site.

- A particularly appealing vista is that of Sydney Olympic Park off the shores of Homebush Bay. The upper storeys of towers placed onto the site would benefit from this vista.*

- *Considering more immediate views, three large green parks would provide visual amenity to the towers' residents. Anzac Park across the rail corridor is the first; whilst Miriam Park to the northwest is in close proximity with Darvall Park in Denistone.*
- *Panoramic views to the city, to the south and to the mountains will be available from the upper storey levels.*

9.3.2 View Gain and/or Loss

The Caldis Cook Group have nominated the panoramic views to the city and to the mountains are significant.

Approximately 142 new dwellings will have access to views and vistas from various angles due to the proposed height and orientation of the buildings.

The proposed development will have minimal impact upon views to the north from the existing nine storey residential development which adjoins the southern boundary of the Site. The balconies from the existing building overlook the railway and West Parade. Given the setback between Tower A and the existing 9 storey residential building, it is considered that district views to the upper levels will still be available to the north west, and to the west.

9.4 Wind Impacts

A Wind Impact Assessment dated 29 May 2009 has been prepared by Heggies Pty Ltd (Appendix 10).

The Assessment identifies that the existing street level wind conditions in the vicinity of the Site are:

Either close to or below the 16m/sec "walking comfort" criterion for many prevailing wind directions given the varying degree of shielding afforded to the site by surrounding buildings.

The Assessment has been carried out based upon the standard local government criteria for safety and comfort.

The Assessment identifies the following future wind impacts as a result of the proposed development:

- *The development is shielded by numerous 3-storey residential buildings to the west of the site and two 9-storey residential towers to the south*
- *Pedestrian areas along West Parade are somewhat protected from adverse winds by existing landscaping.*
- *The corners of the development towards West Parade are likely to experience winds above the 16m/s "walking comfort" criterion due to wind acceleration around the corners.*
- *The podium area is likely to exceed the 16m/s "walking comfort" criterion due to channelling of wind between the development buildings and downwash created by the wind impacting the high towers and being diverted towards the podium.*
- *Upper level balconies have the potential for elevated wind due to lack of shielding.*

The Assessment suggests the following wind amelioration measures be incorporated into the proposed development to ensure it complies with the criterion:

- *Additional windbreaks, eg vertical screens or landscaping such as trees, shrubs or planterboxes close to the southwest corner of the development at ground level.*

- *Additional windbreaks, eg vertical screens or landscaping such as trees, shrubs or planterboxes between the towers at Podium level.*
- *Awnings above West Parade entrances and podium entrances to minimise any downwash. The awnings should at least 1 m past the width of the entrance either side and extend a minimum of 3 m from the building facade.*
- *Vertical louvres should be fitted to upper level balconies to help in the dispersion of high winds.*

Accordingly, it has been predicted that ground level and podium level wind speeds along all surrounding public footpaths and public access areas will either remain at their present levels or decrease slightly with the addition of the proposed development and its wind mitigation treatments.

These amelioration measures will be incorporated into the proposed development and included in the Project Specific Applications.

9.5 Visual Privacy

The Caldis Cook Group has considered the issue of visual privacy and provides:

The development has been scaled and articulated to provide optimum opportunities through provision of adequate separation between active living spaces of different dwellings to achieve optimum levels of acoustic and visual privacy. In this regard, highest located dwellings are completely unobstructed by dwellings of other components of the development. Medium height dwellings are separated from other dwellings within the development by more than 50 metres and lower level dwelling separation complies with separation requirements of SEPP 65.

In addition, orientation of private balconies and primary living spaces of dwellings of the development can be further directed toward West Parade and the Railway corridor providing most optimum opportunity for privacy.

Adjoining dwellings to the south are similarly oriented with no primary living and private balconies facing the development.

Acoustic separation between dwellings is dealt with through compliance with the State's technical building laws, namely Building Code of Australia.

These aspects combine to provide ample opportunity for the development to be afforded appropriate levels of amenity in terms of visual and acoustic privacy.

The Caldis Cook Group also considers that the concept application is capable of complying with the Residential Flat Design Code in respect of building separation to satisfy any visual privacy issues.

Accordingly, it is considered that the concept application satisfactorily addresses issues of visual privacy.

10. TRANSPORT & ACCESSIBILITY IMPACTS

The Site is accessed from the west by West Parade. The north and east of the Site is bounded by the rail corridor, and the south of the Site is bounded by an eight storey residential development.

The Site is located within 400 metres of the railway station, the bus terminal and a taxi rank. Consequently, the Site is suited to a high mode split to public transport.

The key intersections accessing the precinct are:

- Victoria Road/West Parade
- Victoria Road/Chatham Road
- Chatham Road/Dickson Avenue
- Chatham Road/Bent Street
- Anthony Road/West Parade
- Anthony Road/Betts Street
- Anthony Road/Reserve Street

Clause 56 of the RPSO provides (*emphasis added*):

Clause 56.

(1) In this clause, "parking space" means an unobstructed area suitable for the parking of a motor vehicle, being an area having dimensions -

(a) not less than 5.5 metres by 2.5 metres, where there is no wall, fence, post or other obstruction situated on, or within 0.5 metres outside, either of the 2 longest sides of the space which, in the opinion of the Council, would interfere with the opening of the doors of a motor vehicle parked on the space; or

(b) in any other case, not less than 5.5 metres by 3 metres and to which proper vehicular access is provided.

(2) A residential flat building (other than urban housing or duplex buildings) shall not be erected or used unless provision is made within the site for parking spaces, in accordance with the following rates:*

(a) in respect to a site within 400 metres of Victoria Road, Epping Road or a railway station:

(i) 1 parking space for each 1 bedroom dwelling;

(ii) 1.2 parking spaces for each 2 bedroom dwelling;

(iii) 1.6 parking spaces for each 3 or more bedroom dwelling; and

(iv) 1 parking space for each 4 dwellings, for visitor parking; and

...

(3) In the case of units for aged persons, there shall be provided such parking space as the responsible authority may require having regard to the location of the building in relation to public transport and the availability of alternative car parking facilities, but so that there shall be provided not less than 1 parking space for each 10 flats and the responsible authority does not require the provision of more than 1 parking space for each 5 flats

The City of Ryde Development Control Plan 2006: Car Parking applies to new buildings. Clause 4 provides:

4. Parking Required in Respect of Specified Specific Uses

4.1 Residential

...

(iii) Residential flats

(a) For properties within 400m of Victoria Road, Epping Road or a Railway Station:

One bedroom dwelling ... 1 space/dwelling

Two bedroom dwelling ... 1.2 spaces/dwelling

Three bedroom dwelling 1.6 spaces/dwelling

Visitors ... 1 space/4 dwellings

...

4.2 Business

All areas relate to nett usable floor area.

...

(ix) Offices ... 1 space/30m²

In response to the Department of Planning's request seeking comment on the draft DGR's, the Ministry of Transport provided in its letter dated 24 April 2009:

...

2. Demonstrate a minimalist approach to car parking provision based on the accessibility of the site to public transport and the West Ryde Station. The Ministry is keen to reduce the provision of on-site parking as an effective measure to encourage greater mode shift to public transport together with increased walking and cycling

...

The project proposes two levels of parking which includes the following number of parking spaces (approximate):

Proposed parking spaces	
Type of development	No of spaces
Ground Floor	37
Basement	81

A Transport and Accessibility Impact Study dated June 2009 has been prepared by Arup Pty Ltd (Appendix 6).

Impacts of the proposed development are discussed at Section 4 of the Study. The DGR's are discussed at Section 6 of the Study.

The Study provides:

The Central Sydney Housing Division group (CSDH) are forecasting a shift in market demand towards social housing, affordable housing and aged housing with reduced car use. This is evidenced in developments such where less than 10% of the provided bays are regularly used.

Few, if any, social housing clients drive to existing offices of Housing NSW, where offices such as Sussex Street in Sydney provide no parking at all. Existing offices in Ryde and Gladesville have no formal client parking.

Housing NSW staff use pool cars – an estimated 8 pool cars out of 40 staff suggests a low mode split of 23% less cars to work (17 cars – 8 pool cars / 40 staff).

A preliminary project parking provision is shown in Table 6. It should be possible to further reduce this rate of car parking provision due to the proximity and ease of access to trains, buses and taxis, the lower car ownership rates of social housing tenants as derived from other areas such as Riverwood, easy walking to shopping and dining, and NSW Government and Ryde Council policies to encourage sustainable development. Final parking numbers will be determined and submitted as part of the design development leading to the project application.

It is noted that the concept plan drawings show a basement over the whole site. The final basement layout will be determined as part of the design development leading to the project application.

Where the whole basement to be retained and utilised for parking the capacity of the site would increase to approximately 117 parking spaces. Therefore, for example, if the retail component requires any parking in the future, there is the opportunity to provide a number of parking spaces for this component.

Table 6: Proposed Parking Provision

Land Use	GFA/ Units	Reduced parking rate due to good transport access*	Number of space proposed
Social Housing	63 units	1 space/ 10 units	6
Affordable Housing	24 units	1 space/ 5 units	5
Private Housing	55 units	0.8 space/ unit	44
Private Visitor	55 units	1 space/ 4 units	14
HNSW office	640 m ² GFA	1 space/ 38 GFA	17
Retail	400 m ² GFA	-	-
Total			86

*subject to discussion

The Study predicts that the project will generate 45 vehicle movements per hour and compares the traffic generation from the West Ryde Urban Village and the CRI Site. It is concluded that *'Based on the comparison in [Table 7], it is evident that the other two developments at the vicinity are significantly higher compared to the subject development. Due to the proposed development the traffic generation will be minor and will not be noticeable most of the times'.*

Table 7: Comparison of the large scale developments at West Ryde

West Ryde Urban Village	CRI Site	Subject Development
Parking Provision – 533 and Approximate Traffic Generation – am peak on network – 205 veh/h and pm peak – 600 veh/h	Parking Provision – 301 and Traffic Generation in the peak hours – 144 veh/h	Parking Provision – 86 and Traffic Generation in the peak hours 45 veh/h

The Study recommends:

In regards to low parking provision, introduction of car sharing scheme (e.g Go Get) in West Parade in the vicinity of the site could be investigated.

The Study concludes:

7 Conclusions

This report describes the existing situation, development proposal, forecast traffic generation, transport impact assessment and compliance with government policy for the proposed development at 63 to 77 West Parade, West Ryde, Sydney. The conclusions of this study can be summarised as follows:

- The site is suited to the proposed use from a transport and sustainability perspective. • On-site parking supply can be modest because of the social housing component and the good local public transport and walkable access to local services. This supports the City of Ryde Integrated Transport and Land use Strategy 2007.*
- Traffic generated by the proposed development can be accommodated on the existing and proposed road network with minimal impact.*
- Adequate secure bike parking should be provided, at a rate of 1 bike space per two units or two staff.*
- An upgrade of the crossing of West Parade should be considered, in the form of adding a signalised pedestrian crossing on the north leg of the signalised intersection with Anthony Road, or by a pedestrian refuge in this section of West Parade.*
- Further transport advice can be provided after the concept design development for the subject site is progressed.*
- A Travel Access Guide (TAG)/ Green Travel Plan can be produced when the detailed design is completed.*
- All the transport and accessibility issues in the DoP Director - General's Requirements have been considered and addressed.*

It is considered appropriate in the circumstances to approve the Concept Application with the proposed parking area having regard to the state and local planning objectives, and the assessment carried out in the Transport and Accessibility Impact Study dated June 2009 prepared by Arup Pty Ltd.

10.1 'Urban Transport Statement' November 2006

The Urban Transport Statement (UTS) was released by the NSW Premier, Morris Iemma on 20 November 2006.

The UTS was prepared in response to:

- NSW State Plan Priority S6: Increasing share of peak hour journey on a safe and reliable public transport system; and
- NSW State Plan Priority E7: Improve the efficiency of the road network

The Premiers News Release dated 20 November 2006 provided:

.... the Statement ... addressed the State Plan's key priorities of easing traffic congestion and increasing public transport use

The UTS sets out a number of 'Statement Initiatives' that outline the projects the Government is carrying out to improve Sydney's transport network. The proposed development promotes several of these Statement Initiatives by providing higher density housing in close proximity to identified initiatives. The Site is within 500 metres of Victoria Road, which is identified as a 'Strategic Bus Corridor'. The Site is also within 400 metres of the West Ryde Train Station.

A letter from Arup dated 20 August 2009 (Appendix 7) provides:

Extension of the Rail Clearways program

The subject development is in harmony with and will not adversely affect this initiative, which will occur mainly within existing rail reserves to sectorise and simplify the rail service. The Clearways program will make the CityRail system more robust and less prone to network-wide disruption, improving the service for users from the subject development.

Victoria Road Upgrade.

The subject development is in harmony with the objectives of the NSW Government and this particular upgrade. No changes to Victoria Road are required as a consequence of this proposal. The upgrade plan is to duplicate the Iron Cove Bridge to provide three additional general traffic lanes and a bus lane eastbound. These works are generally well to the east of the subject site, but will have the benefit of improving the capacity of the whole corridor. The subject development will not significantly affect traffic or bus conditions along Victoria Road, but will add to the potential bus patronage and hence service viability and frequency. This corridor will be especially important as the current plans for the CBD Metro metro rail system include easy bus/metro interchange at Rozelle. This will allow very good access from the site at West Ryde into the Sydney CBD, Central Station and ultimately the wider Sydney Metro network.

Pinch Point Road Network Strategy.

The subject development will not adversely affect this initiative, and regional accessibility by road will be improved. The Pinch Point program is an ongoing program mainly by the RTA NSW to measure, analyse, redesign and implement actions to increase the network capacity by relieving the "bottlenecks". This includes local widening of bridges and tunnels and abutments, lane management such as tidal flow and signal rephasing, lane designation such as bus and transit lanes, and driver information to optimise capacity even in the case of incidents and planned special events. It includes projects such as:

- *Lengthening turn bays*

- Adding extra lanes on sections of roads
- Widening intersections together with changing traffic light configurations; and
- Replacing heavily-used roundabouts with traffic lights.

Fast Tracking of the NW Rail Link to The Hills by two years.

The subject development will not affect this initiative, which has been postponed by the Government as a NW Metro in favour of a CBD Metro and West Metro. The subject development is in sympathy with Government policies of increasing appropriate urban densities along Metro and Bus transport corridors.

Acceleration of Bus Priority Work in the Strategic Bus Corridor Network.

The Strategic Bus Corridor Network includes Route 10 Parramatta to the City via Ryde along Victoria Road. The subject development will physically affect this initiative, and will contribute to the viability of the bus corridor by adding potential patronage at peak and more importantly off-peak times. Part of the NSW Government investment will go into purchasing new buses, some of which will be added to the Victoria Road Corridor serving the subject site.

The site is also close to Route 39 Burwood to Macquarie, running along Lane Cove Road, which will also allow easy public transport interchange with the Victoria Road route to major retail centres, business parks, and Macquarie University.

The increased use of public transport, cycling and walking inherent in the subject proposal is supporting the NSW Government's Healthy Living and Active Living policies, with consequent preventative effects on poor health, obesity, illness, and health costs across the community. Children, older persons, and the socially disadvantaged will benefit most from the good local non-car access links in the local area.

Expansion of Commuter Car parking (Park and Ride)

The subject development will not directly affect this initiative. There is no proposal to increase Park and Ride car parking in the vicinity of the subject site – most of the proposed car parks are further out at centres such as Seven Hills, St Marys, Glenfield, and Blacktown. The effect of more cars parking further out may be to reduce the need for cars to commute through the study area of West Ryde.

Accordingly, it is considered that the proposed development is consistent with the aims of the UTS, and supports a number of the specific Statement Initiatives of the NSW Government.

11. ECOLOGICALLY SUSTAINABLE DEVELOPMENT

Housing NSW is committed to sustainability and achieving the principles of Ecologically Sustainable Development. 'Environmental Sustainability in Housing NSW: 2008/09 – 2013/14' prepared by Housing NSW provides:

Vision

We aim to be a leader in reducing greenhouse gas emissions and adapting to climate change in a way that promotes social equity and financial responsibility.

Housing NSW is committed to:

- *improving the environmental sustainability of our housing*
- *adopting the principles of Ecologically Sustainable Development into the management of our social housing system*
- *reducing carbon emissions and resource consumption across all our key activities*
- *leading by example and supporting sustainable practices among our stakeholders.*

In addition, the Design & Planning Principles in the 'Housing Performance Standards' dated July 2006, prepared by the NSW Department of Housing provide:

Ecologically Sustainable Development (ESD) aims to improve the present and future quality of life in a way that maintains the ecological pressures on which life depends.

The main ESD strategies for dwellings are to achieve energy and resource efficiency, and comfortable, safe and healthy environments for occupants or the community - now and in the future.

ESD principles should be considered from the initial design stage.

Energy & Resource Efficiency

The practices that should be established for maintaining energy conservation includes the use, reuse, reduction and recycling of materials and building components.

Use issues include:

- ☐ *Materials with low embodied energy, low maintenance and long life*
- ☐ *Less energy during construction*
- ☐ *Less energy during operation and dwelling*
- ☐ *Renewable energy in dwellings eg, solar*
- ☐ *Low energy appliances.*

Reuse issues include:

- ☐ *Building elements and components*
- ☐ *Where possible of equivalent quality to new products.*

Reduction issues involve:

- ☐ *Energy consumption*

- ☐ *Water consumption*
- ☐ *Waste water and sewage* ☐ *Stormwater runoff*
- ☐ *Use of materials with high embodied energy, or toxic emissions*
- ☐ *Greenhouse gas emissions*
- ☐ *Construction waste.*

Recycling involves:

- ☐ *Using reprocessed materials where appropriate.*

Comfort, Safety and Health

Dwellings should achieve:

- ☐ *Acoustically efficient construction*
- ☐ *Climatically appropriate design*
- ☐ *Thermally efficient construction*
- ☐ *Appropriate layout for occupant needs*
- ☐ *Avoidance of appliances with greenhouse gas emissions*
- ☐ *Durable and flexible dwelling layouts.*

These Design & Planning Principles are included in the Architectural specifications and will be considered in the Project Specific Applications.

An ESD analysis has been carried out by Cladis Cook Group in the 'West Ryde Options Analysis' (Appendix 14). Part 1 provides:

1.0 ESD – ENVIRONMENTALLY SUSTAINABLE DESIGN (REFER TO SITE ANALYSIS OPPOSITE)

1.1 Statement of intention

Appropriate massing on the site allows for an ease of integration of environmentally sustainable design principles. To achieve design excellence in terms of energy efficiency, massing distribution is crucial. Incorporating environmentally sustainable design principles is critical, and must be an inherent part of the design process, even from this very early optioneering exercise.

1.2 Cross ventilation

As the site analysis indicates, the opportunity exists to admit cool northeast breezes into the individual units. Cross flow ventilation is best achieved when the depth of the building in any direction is minimal, such that positive and negative air pressures on either side of the built form can be easily connected by a through-flowing breeze. An appropriate approach is to break the built form into a series of separate towers, such that a maximum of surface area is subject to the summer breezes.

1.4 Thermal mass

The advantage of a predominant east/west orientation is that these facades can be thermally massive, passively controlling internal unit temperatures. Thermal mass is useful throughout the year, in summer, absorbing the sun's intense morning and afternoon heat during the day and radiating the heat back at night (summer heat radiated into the unit can be removed by

natural ventilation). In winter, the mass ensures heat is kept inside units, radiating the sun's heat as collected during the day into units at night.

1.5 Landscape and water

Crucial to energy efficient design is the integration of planting as a sustainable strategy. By separating the built mass into several towers, a maximum podium area around the towers can be achieved. This podium presents multiple environmental opportunities.

- *This space can be used for storm water harvesting, and the collection/detention area can be located below the podium in the basement car parking area. This water can be reused on site for gardening and toilet flushing.*
- *Additionally, grey water collected from the units can contribute to these storage containers, to be reused for the same purposes.*
- *This podium can also support reed beds, which can filter impurities out of grey water such that it can be used for cleaning and showering. .*
- *Planting around the lower units on the podium assists in shading these units, whilst absorbing the sun's heat such that the offices, retail and car park below the podium do not over heat.*
- *The quality of the urban environment is also greatly improved, as the landscaped podium provides visual amenity and offers opportunities for communal gathering spaces and light recreation areas.*

A thorough assessment of the proposal will be carried out in the Project Specific Applications once the details of the design are finalised. The Project Specific Applications will address, where relevant, the Council's DCP controls and other relevant ESD principles.

12. CONTRIBUTIONS

The DGR's provide:

Contributions

The EA shall address the provision of public benefit, services and infrastructure having regard to Council's Section 94 Contributions Plan and/or any Planning Agreement, or other legally binding instrument which would be required for a development of this size.

Section 94 Contributions are defined as "the dedication of land free of cost or, the payment of a monetary contribution" required where a development "will or is likely to require the provision of or increase the demand for public amenities and public services within the area."

The City of Ryde Section 94 Development Contributions Plan 2007 was adopted on 11 December 2007. The Plan "provides the basis under which Council may levy contributions for the provision of public amenities and services which may be required as a result of development taking place."

It is noted that the Department of Planning, and the Local Contributions Review Panel are presently carrying out a review of local infrastructure contributions to '*ensure infrastructure contributions are consistent with the Government's plans to boost housing supply, support business and provide a stimulus to the construction industry. The objective is to help make the cost of development responsive to market conditions - therefore enabling land to be made available more quickly – while ensuring an equitable level of contribution.*' (Department of Planning)

This Concept Application seeks approval for indicative unit numbers within the proposed envelopes. The Concept Application is seeking approval for use, building envelopes and staging. However, final yield numbers and unit composition will be decided upon in the subsequent Project Specific Applications.

Housing NSW will seek an exemption from Section 94 Contributions upon the following grounds:

- The proposed development will deliver significant public benefits to the local area by providing a substantial number of dwellings for the purpose of social housing , and potentially the affordable housing;
- The proposed development will provide a substantial amount of open space that will benefit the residents, and thereby the greater community;
- The proposed development has been demonstrated to have minimal impact upon the Council's roads and traffic management (Part 10 of this EA) and stormwater management facilities (Part 14 of this EA); and
- The proposed development will incorporate significant ESD measures (See Statement of Commitments Appendix 4).

Further, having regard to the following:

- That the purpose of the proposed development is to increase social housing stock and to create the opportunity for the provision of a significant number of affordable housing residences;
- That Ryde City Council has a policy of supporting affordable housing initiatives and is on the Board of the Ryde Hunters Hill Cooperative, and therefore some of the project outcomes targeted by Housing NSW are aligned with those of Council;

- The project constitutes a public benefit by integrating social, private and potential affordable housing with commercial and retail space. The project meets a diverse range of requirements and provides a diverse range of opportunities within the West Ryde community;
- The total project cost which is in excess of \$50million is in itself a contribution to the local economy and of community benefit;
- Housing NSW is a unique partner for Ryde City Council as it can demonstrate certainty of outcome. Housing NSW will remain a committed stakeholder for the *life of the building*, not just the life of the development project; and
- This significant project is the first step in the redevelopment of the West Ryde town centre.

Housing NSW will seek assistance from Council to help achieve the goals recognised to be of mutual importance and benefit.

The City of Ryde's Summary of Contribution Rates advises contributions are levied in respect of:

- Community and Cultural Facilities
- Open Space and Recreation Facilities
- Civic and Urban Improvements
- Roads and Traffic Management Facilities
- Cycleways; and
- Stormwater Management Facilities

Housing NSW makes the following submissions in relation to those items:

Community and Cultural Facilities and Civic and Urban Improvements

By undertaking this project, Housing NSW is providing a unique opportunity for Ryde City Council to implement the West Ryde town centre redevelopment strategy. Therefore this project represents a significant public benefit.

An outcome of Council's West Ryde town centre masterplanning workshops was the desire to see West Ryde become a destination, a suburban regional centre that attracts people from outside the area to come and use its amenities and facilities.

In order to create a town centre that attracts people it is necessary to:

- 1. Create an aesthetically inviting environment.*
- 2. Make the establishment of enterprises to attract visitors viable by having a local population sufficient to fundamentally sustain those enterprises.*
- 3. Have transport systems that facilitate easy access for visitors.*

This project will deliver an aesthetically considered development providing a diverse number of end uses. The residents will boost the town centre economy and help to underpin its commercial viability. These outcomes, coupled with the good transport links that already exist, represent a positive contribution towards establishing West Ryde as both a desirable location and an attractive destination.

By demonstrating a strong commitment to this project Council has the opportunity to affirm its intentions for West Ryde, to demonstrate its initiative to the broader community and thus establish a platform to encourage further redevelopment.

Open Space and Recreation Facilities

This project creates open space and recreation facilities. Further, under the Housing NSW Sustainable Communities Policy, the amount of private and communal space provided for Housing NSW tenants is more than adequate.

Roads and Traffic Management Facilities

This project will lead to enhanced and more efficient use of existing transport infrastructure services. It does not generate a demand for new services which is the basis for seeking section 94 contributions. Further, we note such enhanced use corresponds with the fundamental aims of the Metropolitan Strategy.

Cycleways

Housing NSW supports Council's commitment to improving the network of cycleways in the Ryde LGA and encouraging the greater use of cycles. Housing NSW proposes to work with Ryde City Council to try and incorporate cycleway elements within the project streetscape including bike parking facilities for visitors to the project. Housing NSW also proposes to incorporate bike parking facilities for residents to encourage their use of cycles as a viable form of green transport.

Stormwater Management Facilities

The project will include significant stormwater harvesting and re-cycling initiatives designed to meet high standards of environmentally sustainable design. Such initiatives will result in marked levels of self sufficiency for the project and reduce reliability on Council stormwater infrastructure facilities.

Having regard to the need for the development of additional social housing stock, and the demonstrated public benefit generated by the proposed development, it is considered appropriate in the circumstances to determine that section 94 contributions should not be payable.

13. CONSULTATION

The Department of Planning's *Guidelines for Major Project Community Consultation Guidelines* October 2007 provide:

"Adequate and Appropriate" Consultation

The DGR's will often require proponents to carry out "adequate and appropriate" consultation. The extent to which a proponent consults the community and stakeholders when preparing the environmental assessment for a major project or concept plan application will be determined by:

- *The nature of the proposal and the extent of its likely environmental, social and economic impacts*
- *The level of consultation required in the DGR's*
- *Consultation that occurred prior to making an application to the Minister for approval of a major project or concept plan*
- *Whether the nature of the development will require on-going consultation once the project is constructed and has commenced operation. Where consultation is appropriate during the operational stages, the Minister may require long-term community engagement as a condition of approval.*

13.1 Consultation Process

Housing NSW has carried out the following consultation process:

- Consultation with the Council and West Ryde Stakeholders in workshops on the West Ryde Town Centre Masterplan, with regard to the proposed Concept Application;
- Consultation with Railcorp;
- Consultation with the Department of Planning; and
- Consultation with the Local Member for Ryde, Mr Victor Dominello MP

Housing NSW is presently carrying out further consultation with adjoining landowners and the broader community through a direct letterbox drop, and further consultation with Council. Results from that consultation process will be provided to the Department of Planning as it is received.

13.2 Report of Consultation Process

Railcorp	
Objectives	To discuss the West Ryde Redevelopment Project, impacts of potential future rail works, access to Railcorp land to carry out a survey, development/construction/FM issues and the development process.
When consultation was carried out	<ul style="list-style-type: none">○ 24 October 2008○ 31 October 2008○ 19 March 2009
Number and type of stakeholders involved	<ul style="list-style-type: none">○ Housing NSW