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MAJOR PROJECTS DIRECTORATE, HOUSING NSW

## Preferred Project Report

MP 09\_0029: 63 - 77 West Parade, West Ryde



301015-01418

16 February 2010

**Infrastructure & Environment**

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PREFERRED PROJECT REPORT  
MP 09\_0029: 63 - 77 WEST PARADE, WEST RYDE

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### PROJECT 301015-01418 - PREFERRED PROJECT REPORT

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REV	DESCRIPTION	ORIG	REVIEW	WORLEY- PARSONS APPROVAL	DATE	CLIENT APPROVAL	DATE
A	Issued as draft for review	N Alford	S Pedder	S Lyneham	12-Feb-2010	N/A	
B	Final	N Alford	S Pedder	 S Lyneham	16-Feb-2010		16-Feb-2010

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# 1 INTRODUCTION

The proponent recognises that as a consequence of the key issues identified by the Department of Planning, and the submissions made during the notification period, modifications were required to the Environmental Assessment for the Concept Application (**EA**) as lodged with the Department of Planning on 10 July 2009. Modifications have been made to the EA and these modified plans and supporting documentations are submitted as the Preferred Project Report (**PPR**) pursuant to Section 75H (6) of the *Environmental Planning & Assessment Act* 1979 (**EPA Act**). These are to be read in conjunction with the EA. In the event of any inconsistencies, this Preferred Project Report prevails.

The EA was prepared by WorleyParsons (incorporating Planning Workshop Australia) on behalf of Major Projects Directorate, Housing NSW (**proponent**) to accompany a Concept Application lodged with the Department of Planning (**DoP**) pursuant to Part 3A Section 75M of the EPA Act.

The Concept Application seeks approval for a residential development (use, building envelopes and staging) comprising approximately 142 residential units (social housing, private housing and potential affordable housing), associated commercial and retail areas, parking and services on a site in West Ryde known as 63 – 77 West Parade, West Ryde:

Lot & DP	Description
Lot 1 in DP 19985	63 West Parade, West Ryde NSW 2114
Lot 2 in DP 19985	65 West Parade, West Ryde NSW 2114
Lot 3 in DP 19985	67 West Parade, West Ryde NSW 2114
Lot 4 in DP 19985	69 West Parade, West Ryde NSW 2114
Lot 5 in DP 19985	71 West Parade, West Ryde NSW 2114
Lot 6 in DP 19985	73 West Parade, West Ryde NSW 2114
Lot 7 in DP 19985	75 West Parade, West Ryde NSW 2114
Lot 8 in DP 19985	77 West Parade, West Ryde NSW 2114

The EA was placed on Public Exhibition from 2 September 2009 – 2 October 2009.

On 27 October 2009, the Department of Planning provided the proponent with copies of submissions made during the public exhibition period, and a letter requiring the proponent to prepare a Preferred Project Report addressing the issues raised in the submissions, and the 'key issues' raised by the Department of Planning.

The proponent now seeks the Minister's approval to modify the Concept Application as follows:

- Modify building envelopes to address issues of streetscape/public domain, setbacks and building typology;
- Reduce the proposed size of ancillary land uses;
- Amended Urban Design Report;
- Amended Transport and Accessibility Impact Study; and

- Tree removal.

The modified plans for which Ministerial approval is sought are set out in **Table A** (and included at Appendix 3) and the modified documentation is set out in **Table B** (and included at Appendix 4 and **Error! Reference source not found.**). The modified plans and documentation have been prepared in response to matters raised by the Department of Planning, and submissions received.

<b>Table A: Amended Concept Plan Drawings</b>		
<b>Drawing Number</b>	<b>Drawing Title</b>	<b>Prepared By</b>
SK - 01	Floor Plan Level 2 RFDC	Caldis Cook Group
SK – 06	Site Analysis	Caldis Cook Group
SK – 07	Shadow Diagram 21 July 9 00 AM	Caldis Cook Group
SK – 08	Shadow Diagram 21 July 12 00 noon	Caldis Cook Group
SK – 09	Shadow Diagram 21 July 3 00PM	Caldis Cook Group
SK – 13	Photomontage	Caldis Cook Group
SK – 14	Photomontage 2	Caldis Cook Group
SK – 15	Perspective	Caldis Cook Group
SK – 16	Perspective 2	Caldis Cook Group
SK – 17	Perspective 3	Caldis Cook Group
SK – 18	3D Axonometric View 01	Caldis Cook Group
SK – 19	3D Axonometric View 02	Caldis Cook Group

<b>Table B: Amended Concept Plan Supporting Documentation</b>		
<b>Document Title</b>	<b>Document Date</b>	<b>Prepared By</b>
Amended Report: February 2010 Plan Rev A	February 2010	ARUP
Urban Design Analysis – Addendum Interface with West Parade	January 2010 – Amended February 2010	Caldis Cook Group

The modifications do not substantially alter the proposed development, nor do they give rise to significant adverse environmental impact.

## 2 MODIFICATIONS TO THE CONCEPT APPLICATION

In response to the issues raised by the Department of Planning (See Appendix 1), and the submissions received pursuant to Section 75H of the *Environmental Planning & Assessment Act* 1979 (**EPA Act**) (See Appendix 2), the concept application has been modified.

The modifications can generally be described as follows:

- Reducing the height of the proposed towers;
- Reduction in the size of the footprints of Buildings B & C;
- Amalgamating Towers A & B on the southern section of the site to form 'Building A';
- Modifying the proposed building envelopes to ensure proposed Buildings A, B & C comply with the Residential Flat Design Code Part 01 Primary Development Controls – Building Separation;
- Narrowing of building envelopes along the east/west dimension and emphasizing the north/south dimension to reduce the appearance of bulk and scale from West Parade, and reduce potential impacts on adjoining sites;
- Increased setbacks from the northern boundary;
- Articulation and re-design of the ground floor podium;
- Reduction of the proposed retail use on the ground floor from 400m<sup>2</sup> to 71m<sup>2</sup>;
- Reduction of the proposed commercial use on the ground floor from 640m<sup>2</sup> to 619m<sup>2</sup>;
- Provision of a singular car-park entry point from West Parade, West Ryde between proposed Buildings A and B;
- Reduction in the number of proposed car parking spaces from 117 to 105;
- Reduction in proposed number of units from 142 to 138;
- Change in proposed FSR as a result of the amalgamation of Towers A & B; and
- Inclusion of tree removal in the Concept Application.

The modified concept application has been compared to the original concept application below:

Concept Application Description		
Source: Calculations provided by Caldis Cooke Architects		
Description	Concept Application	Amendments for Preferred Project Report
Site Area	3,745.4m <sup>2</sup>	No change
Site coverage	89% (3344m <sup>2</sup> built upon area)	78.7% (2946m <sup>2</sup> built upon area)
Front Setback (Western Boundary)	2 metres	Varies: 2 metres – 5.93 metres
Northern boundary setback	4 metres	Varies: 3.87m – 7.88m

Eastern boundary setback	3 metres	Varies: 2 metres – 8.48 metres
Southern boundary setback	3 metres	No change
Total Floor Space Ratio	3.1:1	3.5:1
Total landscaped area	Approximately 1360 m <sup>2</sup>	Approximately 867m <sup>2</sup>
Deep soil landscaping	Approximately 350 m <sup>2</sup>	Approximately 425 m <sup>2</sup>
400mm deep landscaping (above podium)	Approximately 1,010m <sup>2</sup>	Approximately 760 m <sup>2</sup>
Total number of units	Approximately 142	Approximately 138
Carparking	Approximately 117 spaces	Approximately 105
Commercial area	Approximately 640m <sup>2</sup>	Approximately 619m <sup>2</sup>
Retail area	Approximately 400 m <sup>2</sup>	Approximately 71m <sup>2</sup>
<b>Tower A</b>		<b>Building A</b>
Storeys	11	6 & 12
Height	RL 67.60 (parapet top) RL 68.10 (LMR Roof) Existing ground level RL 29.45	RL 65.0 (Fascia) RL 66.5 (Lift Overrun) RL 64.8 (Ceiling at top level) Existing ground level RL 29.45 Proposed Ground Level RL 29.0
Approximate no. of units	55	77
Proposed use	Private housing	Private housing / potential affordable housing
<b>Tower B</b>		
Storeys	4	N/A
Height	RL 47.8 (LMR Roof) RL 47.30 (parapet top) Existing ground level RL 30.0	N/A
Approximate no. of units	24	N/A
Proposed use	Private housing / Potential affordable housing	N/A
<b>Tower C</b>		<b>Building B</b>
Storeys	7	8
Height	RL 56.5 (LMR Roof)	RL 55.15 (Lift Overrun)

	RL 56.00 (parapet top) Existing ground level RL 28.78	RL 53.65 (Fascia) RL 53.3 (Ceiling at top level) Existing ground level RL 28.78 Proposed Ground Level RL 29.0
Approximate no. of units	35	32
Proposed use	Social housing	Social housing
<b>Tower D</b>		<b>Building C</b>
Storeys	4	5
Height	RL 47.07 (LMR Roof) RL 46.57 (parapet top) Existing ground level RL 28.87	RL 45.65 (Lift Overun) RL 44.15 (Fascia) RL 43.8 (Ceiling at top level) Existing ground level RL 28.87 Proposed Ground Level RL 29.0
Approximate no. of units	28	29
Proposed use	Social housing	Social housing



### 3 RESPONSE TO ISSUES RAISED BY DOP

#### 3.1 Height

The DoP letter (Appendix 1) provides:

*The Department has concern with the height of the proposed towers, in particular the overall height of Tower A located at the south end of the site.*

*The Department considers that the Environmental Assessment does not provide sufficient justification to depart from Council's current and draft LEP height requirements or to exceed the heights in the immediate urban context. Further building height options should be investigated with particular consideration given to achieving a more appropriate transition from the south to the lower densities and scale in the north, and also recognising the transitional context of the site on the edge of the West Ryde town Centre.*

Modified plans have been prepared in response to the key issues raised by the Department of Planning, and the submissions made by the public. The modified plans propose a maximum height as follows:

- Building A
  - 35.35 metres from the point of the ceiling of the highest storey of the building to the natural ground level immediately below that point; and
  - 37.05 metres from the existing ground level to the highest point of the building, including plant and lift overruns, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like.
- Building B
  - 24.52 metres from the point of the ceiling of the highest storey of the building to the natural ground level immediately below that point; and
  - 26.37 metres from the existing ground level to the highest point of the building, including plant and lift overruns, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like.
- Building C
  - 14.93 metres from the point of the ceiling of the highest storey of the building to the natural ground level immediately below that point; and
  - 16.78 metres from the existing ground level to the highest point of the building, including plant and lift overruns, but excluding communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like.

Departure from Council's current and draft Ryde Local Environmental Plan 2008 height controls can be justified as:

- The proposed heights are broadly consistent with the objectives for the height of buildings contained in the draft Ryde Local Environmental Plan 2008;
- The proposed heights do not have any significant adverse impact on adjoining properties; and

- The proposed heights will contribute to achieving a more linear transition from the higher densities, both existing and desired, of the West Ryde Town Centre at the south to the lower densities and scale in the north.

## EXISTING AND PROPOSED MAXIMUM BUILDING HEIGHT CONTROLS

The site is zoned Residential 2(c5) pursuant to the Ryde Planning Scheme Ordinance 2006 (**RPSO**). Development for the purposes of '*Residential Flat Buildings*' is permissible with development consent in the Residential 2(c5) zone.

Part 3.4, Clause 6 of the City of Ryde Development Control Plan 2006 (**RDCP**) prescribes the current building height controls for the site:

### Clause 6 Height of Buildings

A residential flat building shall not exceed the number of storeys and height contained in Table 2.

**Table 2: Building Height**

#### Zone No.

2(c5)

#### Maximum number of storeys

3 storeys

#### Maximum height in metres

11 metres

The draft Ryde Local Environmental Plan 2008 (**DLEP**) was placed on public exhibition from 12 November 2008 – 16 January 2009. On 5 May 2009, the DLEP was sent to the Department of Planning under Section 78 of the *Environmental Planning & Assessment Act* 1979 (**EPA Act**) requesting the Minister make the plan.

Pursuant to Section 79C(1)(a)(ii) of the EPA Act, in determining a development application, a consent authority is to take into consideration:

- (ii) *any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Director-General has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and*

Accordingly, the DLEP must be given significant weight in terms of the desired future character of the area, and the future development controls for the site.

The DLEP will replace the existing RDCP height controls for the site.

Draft Ryde Local Environmental Plan 2008	
Relevant control	
Zone R4 – High Density Residential	
Clause 4.3 Height of Buildings	
(1) The objectives of this clause are as follows:	
to maintain desired character and proportions of a street within areas,	
(a)	to minimise overshadowing and ensure a desired level of solar access to all properties
(b)	to enable the built form in denser areas to create spatial systems that relate to human scale and topography
(c)	to enable focal points to be created that relate to infrastructure such as train stations or large vehicular intersections

(d) to reinforce important road frontages in specific centres.

...

(2) The height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map

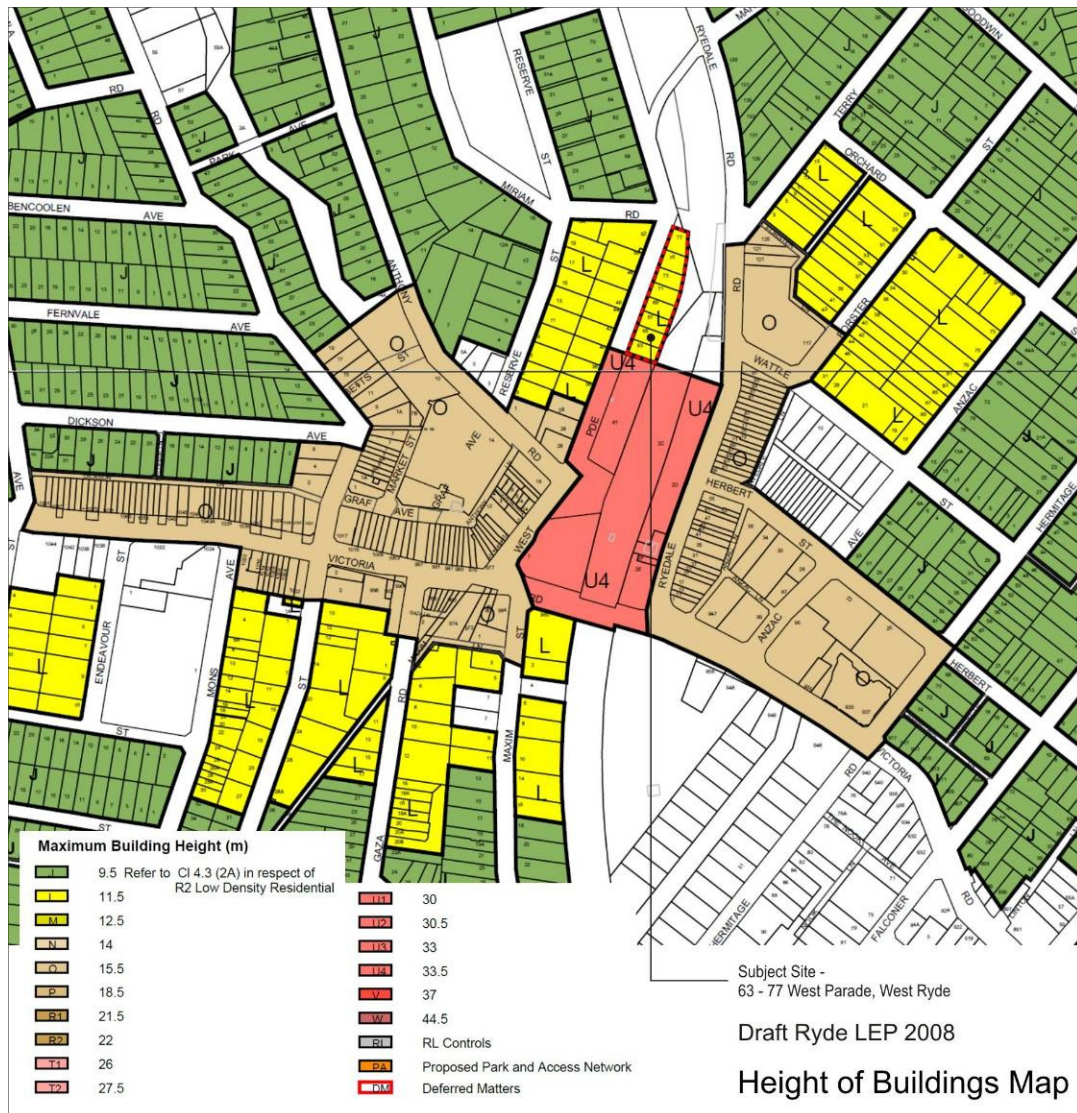
Height of Buildings Map

'L' – 11.5 metres (maximum building height)

Note:

63 – 77 West Parade are identified as 'L'

The adjoining sites from 61 West Parade are identified as 'U4' which provides a maximum building height of 33.5m



Although the proposed towers exceed the existing and proposed Height of Building Controls for the site, the proposed heights are considered to be consistent with the objectives of the DLEP:

- To maintain desired character and proportions of a street within areas,

The proposed development will achieve the desired character and proportions of West Parade by providing a transition between the adjoining 'U4 33.5 metre' land to the south, and the 'L 11.5 metre' land to the west of the site.

- To minimise overshadowing and ensure a desired level of solar access to all properties

The shadow diagrams demonstrate that the proposed height (in particular of Building A) has minimal impact on the adjoining site to the south in terms of overshadowing and achieves the desired level of solar access to all properties as prescribed by the Residential Flat Design Code.

- *To enable the built form in denser areas to create spatial systems that relate to human scale and topography*

The proposed building envelopes provide for a built form that responds to the prevailing topography; a well defined street character; and a human scale with good overlooking of the street space.

- *To enable focal points to be created that relate to infrastructure such as train stations or large vehicular intersections*

The proposed building envelopes will create a focal point and define the gateway to the West Ryde Town Centre. The proposed heights will create a transition in height from the train station, which is the focus point of the West Ryde Town Centre, to the residential area to the north and west.

The consolidation of the 8 allotments provides an opportunity to achieve a significantly greater dwelling yield adjacent to the station. In addition, the proposed height and scale is consistent with the structure of the draft LEP: that is, greater density within the core of the centre and adjacent to the rail line.

- *To reinforce important road frontages in specific centres.*

Reinforce West Parade as an important road frontage that links the West Ryde Town Centre to the surrounding residential areas, as well as providing a buffer from the railway line.

The Department of Planning has recognised the importance of the transitional context of the site, being on the edge of the West Ryde Town Centre. In this regard, the proposed heights of the modified concept application will:

- Contribute to achieving a more appropriate transition from the higher densities of the West Ryde Town Centre at the south stepping down to the lower densities and scale in the north;
- Contribute to achieving the vision of the West Ryde Town Centre by revitalising the gateway to the Centre;

The proposed heights assist in achieving the broader goals established by the Metro and Sub-regional strategies and will:

- Satisfy the NSW State, Metropolitan and Sub-regional planning objectives of increasing housing for groups that may otherwise be precluded in the market from living in such accessible locations;
- Increasing the number of people 'living within 30 minutes of a city or major centre by public transportation in metropolitan Sydney' (Priority E5 of the NSW State Plan);
- Provide an increase in housing in an existing area, and contribute to the target of providing 30,000 additional dwellings in the 'Inner North' area (Objective C1.3 of the Metropolitan Strategy);
- Provide an affordable housing project which is in close proximity to transport and services (Objective C1.3 of the Metropolitan Strategy);
- Regenerate and redevelop existing Housing NSW stock within the metropolitan area (Objective C4.2 of the Metropolitan Strategy); and

- Provide an increase in density in a strategic location in exchange for the provision of public housing and potential affordable housing (Objective C4.3 of the Metropolitan Strategy).

## IMPACTS OF DEPARTURE FROM THE EXISTING AND PROPOSED HEIGHT OF BUILDING CONTROLS

The departure from the existing and proposed Height of Buildings controls can be justified as the proposed building envelopes will not have a significant adverse impact upon adjoining sites, or the locality in respect of:

- Overshadowing:

The building envelopes for the proposed towers have been oriented north-south to minimise overshadowing impacts on the site, and adjoining sites.

The setback of the south-eastern corner of proposed Building A / Tower A has been set back from the original plans to minimise any potential overshadowing impacts on the eastern corner of no. 61 West Parade, West Ryde.

The shadow diagrams prepared by Caldis Cook illustrate that there will be no adverse impact on the residential development to the west of the site as the morning shadows will predominantly fall on West Parade.

The existing development to the south of the site will be impacted by shadows from proposed Building A / Tower A in the morning. Caldis Cook have considered this issue and have advised that they support the West Ryde Options Analysis prepared by Caldis Cook (Appendix 14 of the Concept Application at page 6): *'Any shadowing from development on the site would, for the most part, not result in the loss of sunlight to an extent which inhibits required solar access to adjoining properties (at least three hours between 9am - 3pm on June 22nd)'*.

Afternoon shadows will be cast over the train line, and the development to the east of the site, however, that development may still achieve the required 3 hours of solar access between 9am and 5pm at the winter solstice to habitable rooms.

Further analysis of shadow impacts must be carried out at the detailed design stage.

- Privacy:

Caldis Cooke have advised that the proposed building envelopes comply with the primary development controls for building separation in the Residential Flat Design Code.

Further analysis of privacy impacts must be carried out at the detailed design stage.

- Urban design.

An Urban Design Analysis has been prepared by the Caldis Cook Group in respect of the amended plans (Appendix 3). The Analysis discusses the 'Height Interface' and provides:

***Height Interface:***

*Building A of the proposal provides a specific height of 37.5 metres above the street level and is 12 stories. The elimination of retail podium from the earlier proposal results in a reduction in overall height of 1.9 metres over Buildings A, B and C. This results in Building A having a difference in height of 8.2 metres above the adjoining residential towers to the south.*

*The context of the street is that which combines a pleasant streetscape having a sense of openness mixed with varied building relative heights as follows:*

- The eastern side of the street supports twin tower adjoining development immediately to the south of the proposed development, having overall heights of 29.3 metres.
- Existing development for the previous 60 years upon the proposed development site supported single storey cottages of 4 metres height demonstrating a relative height proportion of 7.32:1 from adjoining twin towers along the eastern side of the street. These dwellings have recently been demolished.
- Three storey development on the western side of the street opposite the proposed development presents a relatively uniform height of approximately 9 metres. This results in a relative height proportion of 3.25:1 when compared to twin tower development and 2.25:1 height proportion when compared to the single storey development across West Parade. Development is well setback from the street edge.
- Further to the south of the development site along West Parade is multi-storey development which surrounds the transport interchange varying in height from 20 metres to 31 metres.
- Further to the north of the site is open at grade public car parking area and single dwelling houses of 4 metres height adjacent to the roundabout.
- Development on the return street off the roundabout supports development up to four stories opposite single storey dwellings resulting in a relative height proportion of up to 3:1

Overall, the height character of development within the street and surrounding streets is extremely varied. The most unifying aspect of the street is the western side of West Parade which supports eclectic antiquated 1940s style three-storey walk up residential unit buildings of relatively uniform height.

Overall the streetscape is pleasant while supporting a variety of development heights with relative height proportions varying from 1:1 to as high as 7.32:1.

Main points pertinent to height are:

- Heights are focused and increased towards southern end of street – this is compatible with existing density patterns.
- Heights proposed for the development are only slightly more than those approved for the CRI site across the rail corridor to the East.
- Height is suitably articulated and manipulated to descend to the lower scaled part of the street to the north.
- Increased setbacks and articulation of the tower assists perception of lower height and bulk from the street.

The relative height proportion of Building A of the proposal to the adjoining towers to the south is only 1.27:1. The relative height proportion of Building A to Building B is 1.44:1. The relative height proportion of Building B to Building C is 1.57:1.

The relative height proportions of the proposed Buildings A, B and C to the three storey development across the street are 4.16:1, 2.88:1 and 1.83:1 respectively. These proportions are clearly consistent with the existing eclectic street height proportions and character.

The infill nature of this development rationalises the highest and most dramatic relative height proportion between existing twin towers and single storey dwellings along the eastern side of West Parade. The existing relative height proportion of 7.32:1 is dramatic within the streetscape. The proposal provides development of a height which is juxtapositioned against the adjoining twin towers to create an overall varied composition so development heights establish a pattern of minimal relative height proportion deviations to provide a more unified, gradual and fluid overall streetscape scale.

The context of the street is that which combines a pleasant streetscape having a sense of openness mixed with varied building relative heights as follows: A departure from Council's current and draft LEP height controls can be justified on the grounds that the proposed heights achieve the objectives of the draft LEP height controls and the proposed heights do not have any significant adverse impact on adjoining properties.



## 3.2 Design Elements

### 3.2.1 Streetscape/Public Domain

The DoP letter (Appendix 1) provides:

*The Department considers the proposed building massing, which includes a continuous podium level extending the full width and length of the site, will have a detrimental impact on the character of West Parade.*

*Design options to provide relief to the bulk and scale of the current podium form should be investigated. This may require reconsideration of the building typology over the northern half of the site where an alternate building may be a more appropriate response to the local context.*

The amended plans have addressed the streetscape/public domain by redesigning the podium envelopes. The amended design provides an articulated building line which breaks up the bulk and scale of the podium. There is a mixture of residential use, a reduced retail use, and a commercial use along the streetscape that will enhance the character of West Parade by creating a more attractive and interactive streetscape.

The Urban Design Analysis has been prepared by the Caldis Cook Group (Appendix 3). The Analysis discusses the Street Edge Form:

**Street Edge Form:**

*The introduction of varied setbacks from the street edge at street level introduces opportunities for blending the private open spaces and open space within the street. This is similar in nature to the street level space as provided by the setback on the adjacent twin tower site as well as three storey residential flat developments opposite in West Parade. Resultant quality is seen as desirable interface between private development and public domain.*

*Removal of the hard street edge form previously proposed by the street edge podium will also eliminate the impacts associated with cantilevered awnings over pedestrian paths. The absence of these awnings will positively contribute to a sense of openness within the public domain in the street.*

The increased and varied setbacks from West Parade allow subsequent project specific applications to provide additional landscaping and courtyard areas, giving a more suburban feel to the streetscape, whilst maintaining the transitional nature of the site from the West Ryde Town Centre, to the residential area.

### 3.2.2 Proposed uses

The DoP letter (Appendix 1) provides:

*As part of any reconsideration of the podium form, the Department requests that options be investigated for a greater concentration of the non - residential land uses and gross floor area over the southern portion of the site closest to the town centre of West Ryde.*

The plans have been modified having regard to the Departments comments.

The proposed retail uses have been deleted from the northern portion of the site. That gross floor area has been reallocated for residential use.

The proposed gross floor area of the retail use in the southern portion of the site (Building A) has been reduced from 400m<sup>2</sup> to 71m<sup>2</sup>. The retail area is intended to be used for a small convenience store.

The reduced gross floor area of the non-residential land uses is considered to address the

The northern building, Building C / Tower D has been redesigned to provide only residential use.

The gross floor area of the proposed commercial use in the centre of the site (Building B) has been reduced from 640m<sup>2</sup> to 619m<sup>2</sup>. The commercial area is intended to be used as a Housing NSW service centre, containing approximately 40 staff, a reception area, a meeting/training room and kitchen and toilet.

The modification have reduced the gross floor area of non-residential land uses and replaced that with residential uses, and landscaped areas which considered to be more sympathetic to the surrounding context, and consistent with the following objectives of the R4 High Density Residential zone in the DLEP:

- *to provide housing needs of the community within a high density residential environment;*
- *to enable other land uses that provide facilities or services to meet the day to day needs of residents.*

The Urban Design Analysis prepared by the Caldis Cook Group (Appendix 3) discusses the Change of Ground Level Uses:

***Change of Ground Level Uses:***

*The proposed change of the majority of ground level uses from commercial to residential uses results in a street edge of a quieter more passive nature. The lower intensity of street edge activity is more consistent with the nature and character of the existing street and it's predominate residential uses. This will assist in ensuring the street edge and the public domain interface is not cluttered with development and activity. This contributes to greater sense of tranquillity within the public domain.*

Due to the reduction in the gross floor area of non-residential land uses, it is considered unnecessary to prepare a retail economic assessment.

### **3.2.3 Setbacks**

The DoP letter (Appendix 1) provides:

*The Department has concern with respect to the setbacks of the tower buildings above podium level, and the impact of bulk and scale on the local urban context, particularly in respect to Tower A. Further analysis is required including different options for achieving greater tower setbacks to West Parade.*

Housing NSW and Caldis Cook carried out further investigations in relation to options for achieving greater tower setbacks of the building envelopes to minimise any impacts of bulk and scale on the local urban context.

The amended plans have sought to further define the proposed building envelope of the towers to minimise any potential impact of bulk and scale (particularly in respect of Building A / Tower A) by stepping back from the western boundary as the height of each tower increases.

This has been achieved along the front setback (western boundary) by:

- Podium level:
  - Providing a varied 2 metre – 5.93 metre setback at the podium level;

- Building A
  - Providing a 2.485 metre - 3.75 metre setback at level 2 - 7;
  - Providing a 4.3 – 5.93 metre setback at level 8 – 12;
  - Further defining the building envelope to ‘step’ from 6 storeys at the north of the building, to 12 storeys at the south of the building.
- Building B
  - Providing a 3.51 metre setback at level 2 - 7;
  - Providing a 5.26 metre setback at level 8.
- Building C
  - Providing a varied 2 metre – 5.7 metre setback at level 2 – 4;
  - Providing a varied 2 metre - 5 metre setback at level 5.

The amended building envelopes ensure that the project specific applications will comply with the Residential Flat Design Code objectives and design controls for setbacks and building separation.

As we have said previously, the Urban Design Analysis has been prepared by the Caldis Cook Group (Appendix 3). The Analysis discusses the Street Edge Form:

***Street Edge Form:***

*The introduction of varied setbacks from the street edge at street level introduces opportunities for blending the private open spaces and open space within the street. This is similar in nature to the street level space as provided by the setback on the adjacent twin tower site as well as three storey residential flat developments opposite in West Parade. Resultant quality is seen as desirable interface between private development and public domain. Removal of the hard street edge form previously proposed by the street edge podium will also eliminate the impacts associated with cantilevered awnings over pedestrian paths. The absence of these awnings will positively contribute to a sense of openness within the public domain in the street.*

The amended building envelopes of the towers are in response to submissions and have the general effect of reducing the bulk and scale of the proposal and achieving a preferred integration with the surrounding locality (particularly in respect of Building A and its relationship with the surrounding area).

The detailed design of the towers will enable the architects to achieve the proposed heights, whilst integrating the towers into the streetscape without dominating surrounding buildings.

Building A / Tower A is the tallest building. By incorporating varying setbacks along the western frontage, as well as stepping the building from 12 storeys on its southern side, to 6 storeys on its northern side, the scale of the building will balance the perceived bulk and scale of the development from the streetscape, and provide a transition from the higher densities of the West Ryde Town Centre, to the lower densities to the north and west of the site.

### **3.2.4 Northern Elevation**

The DoP letter (Appendix 1) provides:

*The Department is concerned that the proposed building typology at the northern end of the site does not relate well to the immediate urban context comprising lower densities and scale with open space areas at ground level.*

*The Department requests design options be submitted to demonstrate a more appropriate contextual relationship. However, it is also recognised that the northern end of the site is the gateway to the West Ryde Town Centre, and this context also needs to be given due weight and consideration.*

The building typology across the entire site, and in particular across the northern end of the site, has been addressed by Caldis Cook and Housing NSW. Several meetings were held with the Department of Planning and the amended plans were agreed to be the preferred option for building typology on the site having regard to its urban context.

The Urban Design Analysis prepared by the Caldis Cook Group (Appendix 3) discusses the height interface of the amended design which examines the building typology in terms of urban design:

**Height Interface:**

*Building A of the proposal provides a specific height of 37.5 metres above the street level and is 12 stories. The elimination of retail podium from the earlier proposal results in a reduction in overall height of 1.9 metres over Buildings A, B and C. This results in Building A having a difference in height of 8.2 metres above the adjoining residential towers to the south.*

*The context of the street is that which combines a pleasant streetscape having a sense of openness mixed with varied building relative heights as follows:*

- The eastern side of the street supports twin tower adjoining development immediately to the south of the proposed development, having overall heights of 29.3 metres.*
- Existing development for the previous 60 years upon the proposed development site supported single storey cottages of 4 metres height demonstrating a relative height proportion of 7.32:1 from adjoining twin towers along the eastern side of the street. These dwellings have recently been demolished.*
- Three storey development on the western side of the street opposite the proposed development presents a relatively uniform height of approximately 9 metres. This results in a relative height proportion of 3.25:1 when compared to twin tower development and 2.25:1 height proportion when compared to the single storey development across West Parade. Development is well setback from the street edge.*
- Further to the south of the development site along West Parade is multi-storey development which surrounds the transport interchange varying in height from 20 metres to 31 metres.*
- Further to the north of the site is open at grade public car parking area and single dwelling houses of 4 metres height adjacent to the roundabout.*
- Development on the return street off the roundabout supports development up to four stories opposite single storey dwellings resulting in a relative height proportion of up to 3:1*

*Overall, the height character of development within the street and surrounding streets is extremely varied. The most unifying aspect of the street is the western side of West Parade which supports eclectic antiquated 1940s style three-storey walk up residential unit buildings of relatively uniform height.*

*Overall the streetscape is pleasant while supporting a variety of development heights with relative height proportions varying from 1:1 to as high as 7.32:1.*

*Main points pertinent to height are:*

- Heights are focused and increased towards southern end of street – this is compatible with existing density patterns.*
- Heights proposed for the development are only slightly more than those approved for the CRI site across the rail corridor to the East.*
- Height is suitably articulated and manipulated to descend to the lower scaled part of the street to the north.*

- *Increased setbacks and articulation of the tower assists perception of lower height and bulk from the street.*

*The relative height proportion of Building A of the proposal to the adjoining towers to the south is only 1.27:1. The relative height proportion of Building A to Building B is 1.44:1. The relative height proportion of Building B to Building C is 1.57:1.*

*The relative height proportions of the proposed Buildings A, B and C to the three storey development across the street are 4.16:1, 2.88:1 and 1.83:1 respectively. These proportions are clearly consistent with the existing eclectic street height proportions and character.*

*The infill nature of this development rationalises the highest and most dramatic relative height proportion between existing twin towers and single storey dwellings along the eastern side of West Parade. The existing relative height proportion of 7.32:1 is dramatic within the streetscape. The proposal provides development of a height which is juxtapositioned against the adjoining twin towers to create an overall varied composition so development heights establish a pattern of minimal relative height proportion deviations to provide a more unified, gradual and fluid overall streetscape scale.*

The amended building typology:

- Relates well to the immediate urban context by consolidating the bulk and height of the development to the southern end of the site, and steps down to the north of the site which is the gateway to the West Ryde Town Centre;
- Has provided setbacks and building heights that enable future detailed design to reflect the lower densities and scales of the north by reducing bulk and scale;
- Is sympathetic with the surrounding open space areas at ground level by breaking up the podium and providing articulation and variation along the street frontage; and
- The modifications to the building envelopes provides additional landscaping, open space and courtyard areas along West Parade, thereby giving a more contextual response to the streetscape, whilst enabling a greater height and density adjacent to the West Ryde Town Centre. The articulation and detail provided in the modified plans demonstrates the capacity for the development to provide a transition from the lower densities to the north.

### **3.3 Section 94 Contributions**

The DoP letter (Appendix 1) provides:

*The Department requires a detailed justification for the request that all Section 94 Contributions be waived, particularly in respect of any contributions which would be attributable to the private development component of the proposal.*

Housing NSW is requesting that Section 94 Contributions be waived in respect of the social housing and potential affordable housing components of the proposal.

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

Housing NSW reiterates its grounds for seeking an exemption from Section 94 Contributions in respect of the social housing, and affordable housing components of the proposed development for the following reasons:

- The proposed development will deliver significant public benefits to the local area by providing a beneficial number of social housing dwellings, strategically located and integrated within the site.
- The development also targets the inclusion of affordable housing by engagement with the CHP sector.
- The proposed development provides open space that is articulated to benefit residents and further, to create an enhanced streetscape benefitting the greater community;
- The proposed development has been demonstrated to have minimal impact upon the Council's roads and traffic management and stormwater management facilities;
- The proposed development will incorporate significant ESD measures;
- 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;
- This significant project is the first step in the redevelopment of the West Ryde town centre; and
- The Minister for Planning has waived contributions in respect of other social housing and affordable housing developments carried out by Housing NSW on the basis of the substantial public benefit of such developments.

The City of Ryde's Summary of Contribution Rates provides that 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

As was provided in the Environmental Assessment, 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; these outcomes are aligned with Housing NSW Sustainable Communities Policy.*

#### *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 social housing, and affordable housing components of the proposed development, it is considered appropriate in the circumstances to determine that section 94 contributions should not be payable in respect of those components.



## 4 RESPONSE TO SUBMISSIONS

Council dated 20 October 2009

Issue raised	Response
<p><b>2.1 Permissibility</b></p> <p>The subject site is zoned residential 2(c5) and the proposed development for the construction of residential flat buildings is a permissible form of development with consent under the provisions contained in the City of Ryde Planning Scheme Ordinance (RPSO). The permissibility of retail and commercial uses is uncertain as these are only permissible as ancillary uses. In this proposal the size of the retail and commercial elements would be difficult to interpret as ancillary.</p> <p>It is noted that under Section 75R the Minister has the authority to set aside provisions of any local planning instrument and therefore, she could disregard this issue.</p> <p>Current data obtained by Council's Consultants working on the review of the planning controls for West Ryde suggests that retail uses are not viable outside of the town centre core itself unless it is servicing the immediate residents (such as cafe). The location, which is out of the town centre core, might realistically support ground floor uses such as town houses or apartments to provide direct access to street at ground levels. Retail uses in this location are not envisaged in the master plan principles for the Retail Precincts.</p>	<p>Noted.</p> <p>Proposed gross floor area of retail and commercial uses has been substantially reduced and located at the south of the site.</p> <p>See Part 3.2.2 of the PPR.</p>

## 2.2 Planning Controls

The following table provides the compliance and non-compliances of the proposal against the applicable planning controls:

### Ryde Planning Scheme Ordinance (RPSO)

Controls	Required	Provided	Complies
Clause 46 - Minimum allotment size	840m <sup>2</sup>	3745.4m <sup>2</sup>	Yes
- Minimum frontage	24m	135.85m	Yes
Clause 51 - Floor Space Ratio (FSR)	0.75:1	3.1:1	No
Clause 55 - Flat Building Density Controls			
Site area	12820m <sup>2</sup>	3746m <sup>2</sup>	No (71%shortfall)
Landscaped area for each dwelling (including podium)	5220m <sup>2</sup>	1360m <sup>2</sup>	No (73%shortfall)
Clause 56 - Parking for 46 small and 96 medium dwelling units Visitor	46 x 1 = 46 96 x 1.2 = 116 1/4units = 36 Total = 198	86 with an option for 117 (including 17 office parking spaces)	No (shortfall of 129 residential car spaces)

### Draft Local Environmental Plan 2008 (DLEP)

The subject site is zoned R4 High Density Residential and the concept plan proposal comprising residential, public building, community facility and ancillary is a permissible form of development with Council's consent. The following table summarises the compliance/non-compliances of the proposal against numerical controls of the **DLEP**

The proponent highlights that the Concept Application seeks approval for a residential development (use, building envelopes and staging) comprising approximately 142 residential units (social housing, private housing and potential affordable housing), associated commercial and retail areas, parking and services.

Justification for non-compliances with the local planning controls has been addressed in the Environmental Assessment.

After reviewing of the submission received during public notification, including the submission from Council, consultation was carried out between the Department of Planning, Housing NSW and Caldis Cook to ensure that the issues were addressed in the PPR, including justification for any non-compliance.

As a result of the consultation process, the modified plans were developed and are considered to adequately address any concerns raised by the Council.

Controls	Required	Provided	Complies
Clause 4.3 – Height of Building	11.5m	17.07m to 38.1 (max)	No
Clause 4.4 - Floor Space Ratio	Nil	3.1:1	Not applicable to residential flat buildings unless shop top housing
Clause 4.5B – Density (required site area) (46 x 1 bed) x 70m <sup>2</sup> = 3,220m <sup>2</sup> (96 x 2 bed) x 100m <sup>2</sup> = 9,600m <sup>2</sup>	Maximum 3,745.4m <sup>2</sup>	12,820m <sup>2</sup>	No

#### Ryde Development Control Plan 2006 (DCP 2006)

The following table provides the compliance and non-compliances of the proposal against the applicable numerical controls contained in Part 3.4 - Residential Flat Building of the DCP 2006:

Controls	Required	Provided	Complies
Clause 3 – Minimum allotment size	840m <sup>2</sup>	3,745.4m <sup>2</sup>	Yes
Clause 5 – Density (required site area)	Same as above DLEP table	Same as above DLEP table	No
Clause 6 – Building height Storeys (max) In Metres	3 storeys 11m	12(max) 38.1m(max)	No No
Clause 7 – Setbacks (from 5 to 8+ storeys)			
Front	14m -18.5m	2m	No
Side	9m -13.5m	4m	No
Rear	9m - 3.5m	3m	No

Clause 9.1 – Parking for 46x1bed and 96x2bed dwelling units Visitor	46 x 1 = 46 96 x 1.2= 116 1/4units= 36	86 with an option for 117	No (shortfall of 101 car spaces)
Clause 4.2 of Section 9.3 of DCP 2006	Total = 198		
Retail @1/25m <sup>2</sup> 400/25	16	Nil	No 100% short
Office @ 1/30m <sup>2</sup> 640/30	21	17	No shortfall of 4
	Total = 235		
Clause 10.1 – Landscaping			
(46 x1 bed) x 30m <sup>2</sup> = 1,380m <sup>2</sup> (96 x 2 bed) x 40m <sup>2</sup> = 3,840m <sup>2</sup>	5,220m <sup>2</sup>	1,360m <sup>2</sup>	No

#### Draft Ryde Development Control Plan 2008 (DDCP 2008)

The following table provides the compliance and non-compliances of the proposal against the applicable numerical controls contained in the DDCP

2008:

Controls	Required	Provided	Complies
Clause 2.1 – Density To be calculated as per Clause 4.5B of the DLEP 2008 i.e., $(46 \times 1 \text{ bed}) \times 70\text{m}^2 = 3,220\text{m}^2$ $(96 \times 2 \text{ bed}) \times 100\text{m}^2 = 9,600\text{m}^2$	Not to exceed the site area i.e., $12,820\text{m}^2$	$3,745.4\text{m}^2$	<b>No</b>
No of 1 bedroom units not to exceed 50% of the total No of dwellings	Maximum allowed 71	46	Yes
Clause 2.2 – Building Height	Maximum 3 storeys	12 storeys	<b>No</b>
Clause 3.1 – Setbacks (5 to 8+ storeys)	Same as above DCP2006 table	Same as above DCP2006 table	<b>No</b>
Clause 5.1 - Parking	Same as above DCP2006 table	Same as above DCP2006 table	<b>No</b>
Clause 6.1 - Landscaping	Same as above DCP2006 table	Same as above DCP2006 table	<b>No</b>

It is noted from the above tables that the proposal contains significant variations to both development standards and controls contained in the Development Control Plans. These are discussed below:

#### FSR and Density:

It is noted from the submitted documentation that the proposal exceeds the maximum FSR control of 0.75:1 to an FSR of 3:1. Also it does not comply with the site area and landscaped area requirements.

The compliance tables show that a 3 storey height limit applies to the subject site under the applicable planning instruments. Given that the existing taller buildings in the centre have set a precedent, it may be supported that the site

<p>achieve higher densities than the surrounding 3 storey buildings and it is suggested that any development be designed to be generally commensurate with the scale of the existing taller buildings in the centre (the two brown brick buildings).</p> <p>In this context the form of the proposal and density being presented may be supported in principle, however, the proposed height is a matter of concern from an urban design point of view.</p> <p>Council in its previous submission to the Director General suggested that the building height does not exceed 10 storeys and the proponent designs the proposal following a thorough urban design analysis in order to present high quality elevation treatments that would result in a building bulk less visually intrusive when viewed from near and afar.</p> <p>Council would welcome an opportunity to be involved in working with the Housing NSW on developing a workable development solution on the site.</p> <p>It is Council's request that the proposal is further developed in consultation with Council in order to ensure that the development provides for significant public domain and associated streetscape improvements and landscaping works including undergrounding of power lines along the full frontage of the site.</p>	
<p><b>2.3 Urban Design</b></p> <p><b>2.3.1 Introduction</b></p> <p>It is noted that the proposal is at a conceptual stage and the design documents have not been completed as yet. Therefore, urban design/public domain issues cannot be assessed at this point of time. However, given the site context and based on the information provided and the submitted sketch</p>	<ul style="list-style-type: none"> <li>• The proposed tower footprints have been modified by narrowing the east/west dimension, and emphasise the north/south dimension, which is more sympathetic to the long and narrow shape of the site.</li> <li>• The modified plans reflect the transitional nature of the site being the gateway to the West Ryde Urban Village. The building envelopes reflect lower heights and densities to the north, and greater heights and densities to the south.</li> <li>• Gross floor area of non-residential uses has been significantly reduced.</li> </ul>

<p>plans the following major issues with the site/context and impacting on the development outcomes:</p> <ul style="list-style-type: none"> <li>• The site is long and narrow running north from the town centre to Miriam Road.</li> <li>• It is located next to the railway line to the east.</li> <li>• The site falls outside the West Ryde Urban Village area. However, due to the size of the project and its proximity to the town centre there is reason to link the southern part of the site into the West Ryde village.</li> <li>• The northern part of the site is residential in character.</li> </ul>	
<p><b>2.3.2 Building Massing</b></p> <p>...</p> <p>The following comments refer to the current concept.</p> <p>The change of height across the site is supported in concept. It provides a transition from the existing high rise adjacent to the town centre back to the single storey residential buildings adjacent on Miriam Road. However there are a number of issues with the current proposal:</p> <ul style="list-style-type: none"> <li>• Tower A is 12 storeys high (effectively 13 storeys due to the height of the podium level). Although containing only 2 additional storeys the topography of the site means the tower will be 4 stories higher than the existing residential towers. This is considered excessive as the massing will dominate the local skyline. As detailed in Council's previous submission the height should be reduced to 10 storeys (including the podium). This is consistent</li> </ul>	<ul style="list-style-type: none"> <li>• The departure from the current and draft height controls has been justified at Part 3.1 of the PPR.</li> <li>• The proposed building envelopes have been modified so that the towers 'step' down from the highest point, Building A, at the south, to the lowest point, Building C, at the north.</li> <li>• The architects have confirmed that the modified plans meet the requirements of the Residential Flat Design Code in respect of solar access and building separation.</li> <li>• Residential uses have been incorporated at street level in the modified plans.</li> </ul>

with existing controls for the adjacent West Ryde transport precinct.

- Tower B sits between and is lower than towers A and C. This emphasises the height of the two taller towers and in particular tower C. It disrupts the transition from high rise tower adjacent to the town centre down to lower rise at Miriam Road. Furthermore, this arrangement contradicts the solar access report recommendation that lower towers be placed to the north of a taller tower to maximise northern sunlight into the apartments. The current proposal will reduce solar access to tower B.

- o It is recommended that the transition from a higher to a lower built form be maintained across the site.

- Tower C is 8 storeys high (effectively 9). This is a change to the preliminary sketch proposal and is not supported. It is out of scale with the 3 storey buildings opposite. The proposed massing of tower 3 weakens the overall building form as noted above.

- o It is recommended that tower C be reduced in height and be no higher than tower B.

- The height of the building (tower 0) at the northern end of the site is out of character with the surrounding area (single houses and 3 storey walk-ups). The height is effectively 6 residential stories.

- o It is recommended that the height be reduced to 4 storeys (including podium)

- o The reduction in housing could be offset by incorporating residences at street level. In addition to maintaining dwelling numbers this would be a more appropriate use than retail or commercial adjacent to the Miriam Road residential area.



<p>The proposal does not meet the separation or setbacks nominated in the Residential Flat Design code. It is recommended that these be met.</p>	
<p><b>2.3.3 Building Form and Streetscape</b></p> <p>The built form comments are by necessity of the preliminary nature of the documents very general. It is recommended that built form be developed in line with the SEPP 65 objectives as the design is further resolved. These include:</p> <ul style="list-style-type: none"> <li>• Building definition eg creating base, middle and top elements,</li> <li>• Strong articulation of entries, corners, openings and facades ,</li> <li>• A variety of materials and finishes that will provide richness of detail and architectural interest especially at visually prominent parts of the building noted above.</li> <li>• The facades should not contain large areas of blank wall or car parking</li> <li>• The scale of the buildings particularly at street level should be consistent with the residential character of the area.</li> </ul> <p>The current proposal includes podium around the base of the building to the boundary line. The podium is visually 2 storeys high and follows the site boundary. There are a number of concerns with the form and length of the podium:</p> <ul style="list-style-type: none"> <li>• The podium form is not appropriate in a suburban residential setting. A podium form is most often successful in a city centre or urban setting. Along this section of West Parade it is not consistent with the existing or future residential character of the street. The northern end of the site which is adjacent to a low density residential precinct is of particular concern.</li> <li>• The podium creates a wall along the entire development eliminating views into and through the site.</li> </ul>	<p>Built form and streetscape has been addressed in the Urban Design Analysis prepared by Caldis Cook (Appendix 3). The report concludes:</p> <p><b>Conclusion:</b></p> <p><i>It is clearly illustrated that the varied nature of development forms within the street support existing relative height proportions varying from 1:1 to as high as 7.32:1. The maximum resultant relative height proportion of the tallest part of the proposed development is 4.16:1 being well below the existing proportions. The existing street level setback of all development is generally constant within the street and a dominant feature which positively contributes to a sense of openness.</i></p> <p><i>The most influential aspect of the proposed development, which might impact on the quality of the street, is proposed heights of the development not only in its tallest elements but also at the street edge. The proposed development has amended and reduced the height of its elements and the imposition of its street edge form significantly. The maximum resultant relative height proportion of the tallest part of the proposed development is 4.16:1 being well below the existing proportions. Additional amendments via building proportions, spaces between towers and articulation and setbacks have a beneficial impact on the interface of the development with the public domain.</i></p> <p><i>All of these changes combine to effectively act to reinforce and enhance perception of a positive open quality within and of the streetscape. This also assists to ameliorate perception of proposed development height overall. The effective result is a development which responds well to the street not only in rectifying the anomalous</i></p>

<ul style="list-style-type: none"> <li>• The podium will visually dominate the local streetscape forming a large horizontal element that may isolate the proposed development from the street.</li> <li>• The extent of retail use along the podium is not appropriate for the neighbouring residential dwellings.</li> </ul> <p>The following is recommended to achieve an acceptable urban design outcome for the local community:</p> <ul style="list-style-type: none"> <li>• Redesign the proposed development to reduce or remove the podium</li> <li>• With or without the podium the proposal should maintain a pedestrian scale through the articulation and detailing at street level including consideration of the following: <ul style="list-style-type: none"> <li>◦ Adopting a successful lot structure / modulation of similar scale buildings. If the 2 storey podium remains local examples of successful pedestrian scale are the existing Ryedale Road shops. They establish a building articulation and fenestration pattern which is suitable for a long 2 storey building. (The Dept. of Housing's consultant Caldis Cook have used such an approach with their Newtown apartments project)</li> <li>◦ Provide strong articulation and a richness of detail and architectural interest through, material and finishes at street level.</li> <li>◦ Consider the detailing of street awnings to support the building articulation and the proposed retail use at street level.</li> <li>◦ The retail premises, if they remain with the development, should be orientated to the street front and situated towards the southern part of the site close to the - close to the town centre.</li> </ul> </li> <li>• The design allow for safe, active street fronts which complement the local area and contribute to the public domain. A variety of uses should be</li> </ul>	<p><i>presence of the existing scale of the twin towers but also in providing a streetscape which will act as a balanced composition of built forms, height and open space.</i></p> <p>It is considered that the modified plans address the issues raised by Council in respect of building form and streetscape (See part 3.2.1 and 3.2.4 of the PPR)</p>
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<p>considered at street level. For example residential use at street level would be consistent with the character of the street and local area particularly at the northern end of the site.</p> <ul style="list-style-type: none"> <li>• The northern edge of the podium be treated as an active public space.</li> </ul>	
<p><b>2.3.4 Public Domain</b></p> <p>The applicant's submission states that the landscape space with in the development is relatively low. Therefore, the proposed development will create a greater demand on the public domain locally and in the town centre.</p> <p>It will also create a more urban character to the street in West Parade which is not desirable in the residential context.</p> <p>Based on this it is recommended that:</p> <ul style="list-style-type: none"> <li>• the project enhances the local public domain and provide integration between the private and public domain. In particular the applicant should upgrade the public domain in West Parade as per current DCP requirements for the town centre.</li> <li>• the design of the northern edge of the building include an active public space which is integrated with the small reserve to the north of the site. This will improve the transition to the residential buildings to the north.</li> </ul>	<p>The proposed podium and ground level have been re-designed to incorporate landscaped areas, increased setbacks and open space. This will enhance the public domain and contribute to the residential character of the area.</p> <p>In addition the modified plans have increased the setback from the northern boundary of Building C.</p>
<p><b>2.3.5 Relationship to topography, view loss and solar access</b></p> <p>The submission does not fully discuss the impact of the proposed project on all its immediate neighbours. This should be rectified.</p> <p>The site is located on part of the highest topographic location within the West Ryde precinct of the Ryde LGA. The site follows the ridgeline and the railway line. This results in the site being significantly prominent both from the surrounding streets and from within the West Ryde Urban Village Centre. The site is also significantly visible throughout the local area as it sits at the centre of a topographic 'bowl' and is surrounded to the West, North and East by a</p>	<p>Specific issues relating to potential impacts of the proposed project on the surrounding properties will be addressed in the project specific application.</p> <p>In respect of proposed building envelopes, the modified plans are considered to have minimal adverse impacts upon adjoining sites (in particular to No 61 West Parade) as:</p> <ul style="list-style-type: none"> <li>• Adequate building separation (in accordance with the requirements of the Residential Flat Design Code) has been provided between Building A and No 61 West Parade to minimise potential privacy, cross ventilation</li> </ul>

<p>high ridgeline.</p> <p>The position of the site will result in any such proposal being highly visible from within the suburbs of Ryde, Denistone West and East, Eastwood and West Ryde. In addition to the position, the tower building will result in all sides being highly visible from near and afar. The site is also one of the major entry points into West Ryde.</p>	<p>and acoustic issues;</p> <ul style="list-style-type: none"> <li>• Building A has been re-designed to ensure that potential overshadowing impacts are minimised. It is noted that the south-east corner of Building A has been pulled back to minimise overshadowing on the eastern wall of No 61 West Parade.</li> </ul> <p>The visibility of the site has been recognised in the design of the modified plans. The photomontages (Appendix 3) illustrate that the building envelopes define the transitional nature of the site as being the gateway to the West Ryde Town Centre, and that they are consistent with the approved 'CRI' development adjacent to the site.</p>
<p><b>2.4 Car Parking, Traffic Generation and Future Traffic Facilities</b></p> <p>Car parking controls are provided under Clause 56 of the RPSO and under section 3.4 and 9.3 of the Development Control Plan 2006. The total number of parking provisions depends on the dwelling mix and other permissible landuses. The dwelling mix that has been provided with this concept plan is to erect 46 x 1 bedroom and 96 x 2 bedroom units, which is an indicative figure only. Based on a strict interpretation of the RPSO, the proposal requires a total of 235 car parking spaces.</p> <p>If the proposal is assessed against the requirements of the West Ryde Urban Village Precinct, then the requirement is 190 spaces. Given the proximity of the site to the Urban Village Core (it is adjacent) then this may be deemed a more appropriate figure. The applicant, Housing NSW has requested a variation to the parking requirements mainly on the basis that</p> <ul style="list-style-type: none"> <li>• the subject site is close to transport node,</li> <li>• the provision of social housing where parking need is minimal and</li> </ul>	<p>Having regard to the submissions made by the RTA and the Ministry of Transport, the modified plans propose a total of 105 car parking spaces.</p> <p>An amended traffic report has been prepared by ARUP (<b>Error! Reference source not found.</b>). The report assesses the submissions and the amended carparking and traffic scheme and concludes:</p> <p><i>5 Conclusions</i></p> <p><i>The Conclusions of the original and supplementary Arup transport reports remain valid.</i></p>

<ul style="list-style-type: none"> <li>• the site being adjacent to West Ryde Urban Village.</li> </ul> <p>The Housing NSW suggests that this is an effective measure to encourage mode shift to public transport together with increased walking and cycling.</p> <p>With a discount rate applied for Social Housing (having regard to the lesser parking requirements under West Ryde Urban Village DCP) it would suggest that an off-street parking provision in the order of 138 spaces would be considered adequate. The proponent has suggested a parking provision of 86 spaces which is 52 spaces less than the minimum required under the West Ryde Urban Village DCP with a parking rate discount applied for Social Housing.</p> <p>Having regard to the impacts of traffic generation, the applicant's traffic report needs to provide details on the Level of Service, Degree of Saturation, etc for the nearby street intersection(s). Further, any measures that improve pedestrian accessibility across busy streets would be supported.</p> <p>Council strongly recommends that the proposal meets the car parking requirements. It is to be noted that any shortfall in the provision of car parking space attracts a contribution under Council's Section 94 Contributions Plan.</p>	
<p><b>2.5 Section 94 Contributions</b></p> <p>Councils have been empowered under Section 94 of the Environmental Planning and Assessment Act, 1979 to levy monetary contributions against development that will place increased budget commitments on Council in terms of infrastructure and / or service provision. In this case Section 94 contribution is payable in accordance with Council's Section 94 Contributions</p>	<p>The issue of Section 94 contributions has been addressed at part 3.3 of the PPR.</p> <p>Having regard to the need for the development of additional social housing stock, and the demonstrated public benefit generated by the social housing and affordable housing components of the proposed development, it is</p>

<p>Plan.</p> <p>Housing NSW is seeking an exemption from the Section 94 Contributions mainly on the following grounds:</p> <ul style="list-style-type: none"> <li>• The proposal will deliver significant public benefit to the local area by way of providing social housing and potentially affordable housing;</li> <li>• The proposed development will provide substantial amount of open space which will benefit the residents and thereby the greater community;</li> <li>• The proposed development will have minimal impact on Council's Roads, traffic management and stormwater management facilities; and</li> <li>• The proposal will incorporate significant ESD measures (not yet articulated).</li> </ul> <p>The submitted documents also states that Housing NSW would work with Council 'to try' to incorporate cycleway elements within the project streetscape and provide bicycle parking facilities.</p> <p>It is noted that the project is at a conceptual stage and the final stage is yet to be developed. Any development of this nature attracts contributions either cash or kind such as material public benefits under the section 94 Contributions Plan. The proposal does not offer any acceptable material public benefit, services and infrastructure in lieu of the amount payable other than the provision of social housing. Further there are no policies in place to waive the application of Council's Section 94 Contributions Plan.</p> <p>It should be noted that the argument regarding the provision of Section 94 for the social housing should not automatically extend to the commercial, retail and private housing elements. It should also be noted that the affordable housing may at sometime in future, revert to normal housing (the affordable</p>	<p>considered appropriate in the circumstances to determine that section 94 contributions should not be payable in respect of those components.</p>
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<p>housing SEPP nominates a 10 year minimum time frame).</p> <p>In view of this Council does not support the request of Housing NSW to waive the contribution amount. However, in the event that Housing NSW offers an acceptable public benefit in consultation with the City of Ryde, Council should reserve the rights to deal with this matter.</p> <p>It is Council's request that the Minister not accept the applicant's request to waive the payment of section 94 contributions and that Council be given an opportunity to calculate the section 94 contributions amount and draft appropriate conditions in the event that the Minister is mindful of granting consent to the proposal.</p>	
<p><b>2_6 Stormwater Management:</b></p> <p>Based on the information currently available, the following comments are made:</p> <p>A stormwater management plan describing the proposed property drainage system, including on-site detention system and proposed connection to Council's stormwater drainage system in West Parade is to be submitted with the application and referred to Council for comment in order to confirm all of the development lots are adequately drained and the scope of any drainage works within the public domain.</p>	<p>Stormwater management will be considered in the detailed design phase and incorporated into subsequent project specific applications.</p>
<p><b>RTA dated 30 September 2009</b></p>	
<p><b>Issue raised</b></p>	<p><b>Response</b></p>
<p>1. It is noted within the report that exemption from Section 94 Contributions will be sought for the proposed development. Consultation with Council would need to be carried out to determine if exemption is feasible.</p>	<p>The issue of Section 94 contributions has been addressed at part 3.3 of the PPR.</p>

	<p>Having regard to the need for the development of additional social housing stock, and the demonstrated public benefit generated by the social housing and affordable housing components of the proposed development, it is considered appropriate in the circumstances to determine that section 94 contributions should not be payable in respect of those components.</p>
<p>2. The proposal is likely to introduce an increased demand for pedestrian movements to cross West Parade in order to access the West Ryde Retail Core Precinct. The developer will be required to provide an additional pedestrian crossing for the northern leg of West Parade and Anthony Road (TCS 3938) to better facilitate the crossing of West Parade by pedestrians.</p> <p>The additional signalised pedestrian crossing must be installed prior to the occupation of the first project Specific Application.</p> <p>The proposed additional signalised pedestrian crossing at West Parade / Anthony Road shall be designed to meet the RT A's requirements, and be endorsed by a suitably qualified and chartered Engineer (i.e. who is registered with the Institute of Engineers, Australia). The design requirements shall be in accordance with the RTA's Road Design Guide and other Australian Codes of Practice. The certified copies of the signal design plans shall be submitted to the RTA for consideration and approval prior to the release of the construction certificate for the first Project Specific application and commencement of road works.</p>	<p>Pedestrian and vehicular safety will be considered in the detailed design phase and expert reports will be incorporated into subsequent project specific applications.</p>



<p>The RTA fees for administration, plan checking, civil/signal works inspections and project management shall be paid by the developer prior to the commencement of works.</p> <p>The developer may be required to enter into a Works Authorisation Deed (WAD) for the abovementioned works. Please note that the Works Authorisation Deed (WAD) will need to be executed prior to the RTA's assessment of the detailed signal design plans.</p>	
<p>3. It is noted within the report that the "proposed development exceeds the present development standards in relation to height, density and parking prescribed by the Ryde Planning Scheme Ordinance 2006, it is considered to be consistent with the proposed objectives of the Draft Ryde Local Environmental Plan 2008." Council should be satisfied with the proposed development.</p>	<p>It is considered that the Minister should be satisfied that there are no significant adverse impacts of the modified building envelopes in respect of height, density and parking.</p>
<p>4. Concern is raised with the location of the proposed northern access and the existing bus zone on the eastern side of West Parade. The bus zone may need to be relocated and consultation should be carried out with Council's Local Traffic Committee to satisfy their requirements.</p>	<p>This issue has been noted and will be considered in the detailed design phase and any recommendations made by expert reports will be incorporated into subsequent project specific design.</p>
<p>5. The layout of the Proposed car parking areas associated with the subject development (including, driveways, queuing areas, grades, turn paths, sight distance requirements, aisle widths, and parking bay dimensions) should be in accordance with AS 2890. 1- 2004 and AS 2890.2 2002 for heavy vehicle usage.</p>	<p>This issue has been noted and will be considered in the detailed design phase and any recommendations made by expert reports will be incorporated into subsequent project specific design.</p>
<p>6. To encourage alternative modes of transport, the Department should ensure that the developer prepares and implements a Travel Access Guide (TAG) / Green Travel Plan as part of each Project Specific application.</p>	<p>This issue has been noted and will be considered in the detailed design phase and any recommendations made by expert reports will be incorporated into subsequent project specific design.</p>

This could include the implementation of car sharing schemes.	
7. It is noted in the report "it would seem appropriate not to provide a loading dock for the development" and if a loading dock is chosen to be developed it will cater- for an 8.8m vehicle. Due to the size of the development and concerns over traffic conflicts if service vehicles were required to park within West Parade, the provision of a loading dock should be included for the development. Details of service vehicle movements should be provided as part of any relevant Project Specific application.	This issue has been noted and will be considered in the detailed design phase and any recommendations made by expert reports will be incorporated into subsequent project specific design.
8. It is noted in the report that in addition to the two proposed driveways there is a possibility of a third to provide secure parking. To limit vehicle conflicts two driveway accesses are preferred.	The modified plans provide one proposed driveway at the centre of the site.
9. On-street parking within West Parade should be reviewed through Council's Local Traffic Committee with the view to limit long stay on-street parking during business hours due to the potential traffic from the proposed retail stores.	This issue has been noted and will be considered in the detailed design phase and any recommendations made by expert reports will be incorporated into subsequent project specific design.
10. All vehicles must enter/exit the property in a forward direction.	This issue has been noted and will be considered in the detailed design phase and any recommendations made by expert reports will be incorporated into subsequent project specific design.
11. The department should ensure that suitable / secure bicycle parking facilities are provided.	This issue has been noted and will be considered in the detailed design phase and any recommendations made by expert reports will be incorporated into subsequent project specific design.
12. The developer will be required in due course to prepare and submit a traffic management plan for all demolition / construction activities, detailing	This issue has been noted and will be considered in the detailed design phase and any recommendations made by expert reports will be incorporated

vehicle routes, number of trucks, hours of operation, access arrangements and traffic control measures. This should be submitted to Council for approval.	into subsequent project specific design.
13. All works / regulatory sign posting associated with the proposed development are to be at no cost to the RT A.	This issue has been noted and will be considered in the detailed design phase and any recommendations made by expert reports will be incorporated into subsequent project specific design.
Note: There is an easement running through lots 7 and 8 for water supply.	The easement has been extinguished (Appendix 8)
Ministry of Transport dated 2 October 2009	
<b>Issue raised</b>	<b>Response</b>
The preparation a Work Place Travel Plan for business components of the development together with a Travel Access Guide (TAG), which is beneficial for future residents, employees and visitors to the site. Information on work place travel plans and TAGs is available from the Premier's Council for Active Living (PCAL) website - <a href="http://www.pcal.nsw.gov.au/">http://www.pcal.nsw.gov.au/</a> ;	This issue has been noted and will be considered in the detailed design phase and any recommendations made by expert reports will be incorporated into subsequent project specific design.
The application of a minimalist approach to car parking as described in the Transport Study	Noted.
The identification of measures to mitigate potential impacts for pedestrians, public transport users and cyclists during construction of the proposal.	To be addressed in the Project Specific Application and the Construction Management Plan.
Office of Water dated 2 October 2009	
<b>Issue raised</b>	<b>Response</b>
<b>Groundwater</b> If the proposal is likely to intercept or use groundwater, a water license under	This issue has been noted and will be considered in the detailed design phase and any recommendations made by expert reports will be incorporated into subsequent project specific design.

<p>Part 5 of the <i>Water Act</i> 1912 may be required from NOW. All proposed groundwater works, including bores for the purpose of investigation, extraction, dewatering, testing or monitoring must be identified in the proposal and an approval obtained from NOW prior to their installation.</p> <p>If during basement construction groundwater is likely to be intercepted then a licence for temporary construction dewatering together with specific construction methods may be required. Following detailed investigation of the site the NOW should be consulted on any licensing requirements.</p>	
<p>The NOW recommends that the DOP include the following Condition of Approval in relation to the basement construction excavations:</p> <ul style="list-style-type: none"> <li>• <i>The NSW Office of Water's water licensing requirements must be met if the proposal is likely to intercept groundwater during basement construction. In such circumstances, details on the extent of any dewatering (such as pumping volumes, flow rates, water quality) are required to determine if an authorisation is required under either the Water Act 1912 or the Water Management Act 2000.</i></li> </ul>	<p>This issue has been noted and will be considered in the detailed design phase and any recommendations made by expert reports will be incorporated into subsequent project specific design.</p>
<p>Railcorp dated 2 October 2009</p>	
Issue raised	Response
<p><b>1. Property &amp; Title Search and Survey</b></p> <p>In order to protect RailCorp's facilities, it is important that the Applicant accurately defines and locates the property boundaries between the development and RailCorp's facilities, and defines the location of the</p>	<p>This issue has been noted. A detailed survey will be carried out and considered in the detailed design phase.</p>

<p>proposed works/development in relation to RailCorp's facilities. This requires the Applicant to undertake a full Property &amp; Title search and physical surveys and to provide the information to RailCorp. This information is critical to the assessment by RailCorp of all aspects of the development proposal. It is therefore requested that Council include the following condition of consent:</p> <ul style="list-style-type: none"> <li>• <i>The Applicant shall provide an accurate survey locating the development with respect to the rail boundary and rail infrastructure. This work is to be undertaken by a registered surveyor, to the satisfaction of RailCorp's representative.</i></li> </ul>	
<p><b>2. Dilapidation Surveys</b></p> <p>It is imperative that the construction and installation activities do not affect RailCorp's facilities, such as tunnels or embankments etc. Such activities will require full-time monitoring during the course of the works. It is therefore requested that Council include the following condition of consent:</p> <ul style="list-style-type: none"> <li>• <i>Prior to the commencement of works and prior to the issue of the Occupation Certificate, a joint inspection of the rail infrastructure and property in the vicinity of the project is to be carried out by representatives from RailCorp and the Applicant. These dilapidation surveys will establish the extent of any existing damage and enable any deterioration during construction to be observed. The submission of a detailed dilapidation report will be required unless otherwise notified by RailCorp.</i></li> </ul>	<p>This issue has been noted and will be considered in the detailed design phase and any recommendations made by expert reports will be incorporated into subsequent project specific design.</p>
<p><b>3. Noise and Vibration</b></p> <p>RailCorp is concerned that the future occupants of the development will encounter rail-related noise and vibration from the adjacent rail corridor. Rail</p>	<p>This issue has been noted and will be considered in the detailed design phase and any recommendations made by expert reports will be incorporated into subsequent project specific design.</p>

<p>noise and vibration can seriously affect residential amenity and comfort, jeopardise the structural safety of buildings, and thus should be addressed early in the development process.</p> <p>The Department of Planning has released the document titled "Development Near Rail Corridors and Busy Roads- Interim Guidelines". The document is available on the Department of Planning's website. Council is therefore requested to impose the condition of consent:</p> <ul style="list-style-type: none"> <li>• <i>An acoustic assessment is to be submitted to Council prior to the issue of a construction certificate demonstrating how the proposed development will comply with the Department of Planning's document titled "Development Near Rail Corridors and Busy Roads- Interim Guidelines".</i></li> </ul>	
<p><b>4. Stray Currents and Electrolysis from Rail Operations</b></p> <p>Stray currents as a result of rail operations may impact on the structure of the development. Electric currents on overhead wiring pass through the train's motor and return to the power substation via the rail tracks. Occasionally, these currents may stray from the tracks and into the ground. Depending on the type and condition of the ground, these may be passed to the nearest conductive material (concrete reinforcement, piling, conduits, pipework and earthing rods) accelerating corrosion of metals and leading to concrete cancer. Therefore, the Applicant should consider this possible impact, and engage an expert consultant when designing its buildings. It is requested that Council include the following condition of consent:</p> <ul style="list-style-type: none"> <li>• <i>Prior to the issue of a Construction Certificate the Applicant is to engage an Electrolysis Expert to prepare a report on the Electrolysis Risk to the development from stray currents. The Applicant must</i></li> </ul>	<p>This issue has been noted and will be considered in the detailed design phase and any recommendations made by expert reports will be incorporated into subsequent project specific design.</p>

<p><i>incorporate in the development all the measures recommended in the report to control that risk. A copy of the report is to be provided to the Principal Certifying Authority with the application for a Construction Certificate.</i></p>	
<p><b>5. Geotechnical and Structural Stability and Integrity</b></p> <p>RailCorp needs to be assured that the development has no adverse effects on the geotechnical and structural stability and integrity of RailCorp's Facilities. It is requested that Council impose the following condition of consent.</p> <ul style="list-style-type: none"> <li>• <i>The Applicant shall provide a Geotechnical Engineering report to RailCorp for review by RailCorp's Geotechnical section prior to the commencement of works. The report shall demonstrate that the development has no negative impact on the rail corridor or the integrity of the infrastructure through its loading and ground deformation and shall contain structural design details/analysis for review by RailCorp. The report shall include the potential impact of demolition and excavation, and demolition- and excavation induced vibration in rail facilities, and loadings imposed on RailCorp Facilities by the development</i></li> </ul>	<p>This issue has been noted and will be considered in the detailed design phase and any recommendations made by expert reports will be incorporated into subsequent project specific design.</p>
<p><b>6. Building, Balconies and Window Design</b></p> <p>The placement of buildings and structures in relation to RailCorp's facilities should enable continued access for maintenance of RailCorp's facilities.</p> <p>To ensure the safety of passenger rail services, balconies and windows in the proposed development, must be designed to prevent objects being thrown</p>	<p>This issue has been noted and will be considered in the detailed design phase and any recommendations made by expert reports will be incorporated into subsequent project specific design.</p>

onto RailCorp's facilities. Alien objects can damage overhead power lines, cause injury to others and initiate derailment.

In order to maintain the safety of the occupants of the new development, all balcony and window design should meet the relevant BCA standards, and the RailCorp Electrical Standards. These standards will provide appropriate separation of the building and its occupants from the electrified infrastructure.

Balconies overlooking RailCorp's facilities should not be serviced with outside taps, and rainwater should be piped down the face of the building overlooking the RailCorp's facilities.

RailCorp has concerns with the design of the balconies/windows as objects can be thrown onto the rail corridor risking passenger safety. RailCorp requests that the Applicant be required to re-design the balconies/windows to ensure that this risk is minimised. Alternatively, the following condition of consent can be included:

- *Given the possible likelihood of objects being dropped or thrown onto the rail corridor from balconies, windows and other external features (eg roof terraces and external fire escapes) that face the rail corridor, the Applicant is required to install measures (eg awning windows, louvres, enclosed balconies etc) which prevent the throwing of objects onto the rail corridor. The Principle Certifying Authority shall not issue the Construction Certificate until it has confirmed that these measures are to be installed and have been*



<i>indicated on the Construction Drawings.</i>	
<p><b>7. Demolition, Excavation and Construction Impacts</b></p> <p>During demolition, excavation and construction, there is a need to ensure that there will be no adverse impact on the integrity of RailCorp's facilities, or the operation of the network. It is requested that Council include the following condition of consent:</p> <ul style="list-style-type: none"> <li>• <i>Prior to the issue of a Construction Certificate a Risk Assessment/Management Plan and detailed Safe Work Method Statements (SWMS) for the proposed works are to be submitted to the Rail Authority for review and comment on the impacts on rail corridor. The Principle Certifying Authority shall not issue the Construction Certificate until written confirmation has been received from the Rail Authority confirming that this condition has been satisfied.</i></li> <li>• <i>No metal ladders, tapes and plant/machinery, or conductive material are to be used within 6 horizontal metres of any live electrical equipment. This applies to the train pantographs and 1500V catenary, contact and pull-off wires of the adjacent tracks, and to any high voltage aerial supplies within or adjacent to the rail corridor.</i></li> </ul>	<p>This issue has been noted and will be considered in the detailed design phase and any recommendations made by expert reports will be incorporated into subsequent project specific design.</p>
<p><b>8. Crane and Other Aerial Operations</b></p> <p>During construction, the use of cranes and other equipment capable of intruding into the airspace above the corridor and of operating over any overhead wiring or transmission lines must be strictly controlled. The developer must demonstrate to the satisfaction of RailCorp that all crane and</p>	<p>This issue has been noted and will be considered in the detailed design phase and any recommendations made by expert reports will be incorporated into subsequent project specific design.</p>

<p>other overhead operations are properly managed, and enter into an agreement with RailCorp for such operation. It is requested that Council include the following condition of consent:</p> <ul style="list-style-type: none"> <li>• <i>Prior to the issuing of a Construction Certificate the Applicant is to submit to the Rail Authority a plan showing all craneage and other aerial operations for the development and must comply with a/ RailCorp requirements. The Principle Certifying Authority shall not issue the Construction Certificate until written confirmation has been received from the Rail Authority confirming that this condition has been satisfied.</i></li> </ul>	
<p><b>9. Drainage</b></p> <p>RailCorp wishes to advise that run-off or stormwater discharge from the development site onto the rail corridor is unacceptable, both during and after construction and installation. Any run-off or waste arising from the development activities needs to be properly disposed of and must not be allowed to enter the rail corridor.</p> <p>RailCorp looks to Council to ensure that stormwater is not diverted onto the rail corridor as a result of the development. Alternatively, Council may choose to include the following condition of consent:</p> <p><i>Condition 1: all</i></p> <ul style="list-style-type: none"> <li>• <i>Given the development site's location next to the rail corridor, drainage from the development must be adequately disposed of/managed and not allowed to be discharged into the corridor unless prior approval has been obtained from Rail Authority.</i></li> </ul>	<p>This issue has been noted and will be considered in the detailed design phase and any recommendations made by expert reports will be incorporated into subsequent project specific design.</p>

<ul style="list-style-type: none"> <li>• <i>Given the site's location next to the rail corridor, drainage from the development must be adequately disposed of/managed and not allowed to be discharged into the corridor unless prior approval has been obtained from RailCorp.</i></li> </ul> <p>Condition 2: within 6m</p> <ul style="list-style-type: none"> <li>• <i>Rainwater from the roof must not be projected and/or falling into the rail corridor and must be piped down the face of the building which faces the rail corridor.</i></li> </ul>	
<p><b>10. Graffiti, Screening and Landscaping</b></p> <p>RailCorp wishes to improve the overall condition of its facilities for passengers and public. With adjacent developments it is important to carefully consider the options for reducing graffiti and vandalism at the design stage, thereby reducing long-term costs and improving the aesthetic appearance of RailCorp's facilities and the development. It is requested that council include the following condition of consent:</p> <ul style="list-style-type: none"> <li>• <i>To ensure that graffiti can be easily removed, the Applicant is to ensure that fencing along the rail corridor is coated with anti-graffiti paint or other coating.</i></li> <li>• <i>To improve the comfort of future occupants, the landscaping and fencing in the plan should be designed to screen views of the rail tracks and reduce exposure to passing trains.</i></li> <li>• <i>There is a need to ensure that the roots and foliage of trees being planted beside the rail corridor do not have an impact on the rail</i></li> </ul>	<p>This issue has been noted and will be considered in the detailed design phase and any recommendations made by expert reports will be incorporated into subsequent project specific design.</p>

<p><i>corridor. The development landscaping and planting plan should be submitted to RailCorp for review.</i></p>	
<p><b>11. Fencing</b></p> <p>To ensure that unauthorised entry into the rail corridor is prevented from this development, RailCorp considers it appropriate to replace\retain the current fencing. Thus RailCorp requests that Council include the following condition of consent:</p> <ul style="list-style-type: none"> <li>• <i>Prior to the commencement of works appropriate fencing shall be installed along the rail corridor to prevent unauthorised access to the rail corridor. Details of the type of fencing and the method of erection are to be to the Rail Authority's satisfaction prior to the fencing work being undertaken. The Rail Authority may provide supervision, at the developer's cost, for the erection of the new fencing.</i></li> </ul>	<p>This issue has been noted and will be considered in the detailed design phase and any recommendations made by expert reports will be incorporated into subsequent project specific design.</p>
<p><b>12. Impact of future Rail Proposal</b></p> <p>Transport Infrastructure Development Corporation (TIDC) is currently scoping the suitability of the Northern Line for a possible duplication as part of the Northern Sydney Freight Corridor Program. The program aims to improve freight capacity by removing impediments to freight movements between North Strathfield and Broadmeadow. The study is funded by the federal government.</p> <p>The determination of this study is currently unknown, however in the longer term this project may have implications for land adjacent to the railway corridor such as the site in question at 63-77 West Parade, West Ryde. In consideration of this, it is recommended that contact is sought with TIDC for</p>	<p>This issue has been noted and will be considered in the detailed design phase and any recommendations made by expert reports will be incorporated into subsequent project specific design.</p>

<p>further clarification once the initial feasibility studies have been undertaken.</p> <p>In addition, due to the proximity of the rail line and the possible increased activity from freight services the inclusion of the usual RailCorp standards regarding noise, vibration etc should be included.</p>	
Resident submission # 1	
<p>I strongly object this Major Project application because one side of my home unit will face the tallest proposed tower which would have an excessive height of 12 storeys, blocking the daily pattern of sunlight and fresh air to enter my unit.</p> <p>I recommend to reduce the height of that building to a maximum level of three (3) storeys to match the surrounding buildings in the local area.</p>	<p><b>Height</b></p> <p>The proposed height of the development has been addressed in the body of the PPR at part 3.1. The proposal is considered to be consistent with the proposed objectives of the site under the draft environmental controls. It is also considered to be consistent with state and local policy for increasing densities around identified transport nodes.</p> <p><b>Access to sunlight for adjoining site</b></p> <p>This issue was forwarded to the architects and urban designers, Caldis Cook for their consideration. Their response is to support the West Ryde Options Analysis prepared by Caldis Cook (Appendix 14 of the Concept Application at page 6): <i>'Any shadowing from development on the site would, for the most part, not result in the loss of sunlight to an extent which inhibits required solar access to adjoining properties (at least three hours between 9am - 3pm on June 22nd)'</i>.</p> <p>The specific overshadowing impacts of the proposed Building A / Tower A on the units in the adjoining property (No 61 West Parade) ought to be addressed and assessed in the subsequent Project Specific Application.</p>

	<p><b>Access to fresh air for adjoining site</b></p> <p>The proposed building envelopes have the capability to meets the objectives and comply with design controls of the Residential Flat Design Code in respect of building separation.</p>
<p>I would like to bring to your attention that I bought my home unit recently to have a peaceful retirement and I did not expect that such major development proposal will be made at the neighbouring property which would cause excessive noise and dust pollution by the continuous use of construction equipments over a long term.</p>	<p>Issues to do with noise and dust pollution during construction are to be addressed in the Project Specific Application and the Construction Management Plan.</p>
<b>Resident submission # 2</b>	
<p>A. This area is currently zoned "Residential" and we object to the area being used for Commercial and Retail purposes.</p>	<p>The areas for proposed commercial and retail uses have been reduced in response to concerns raised by the Department of Planning, and public submissions. In particular, the proposed retail space has been significantly reduced from approximately 400m<sup>2</sup> in the Concept Application to 71m<sup>2</sup> in the Preferred Project Report. This retail space is intended for a small convenience store to service the proposed development and the surrounding neighbourhood.</p> <p>The proposed commercial and retail uses are ancillary to the permissible residential use</p>
<p>B. We object to the current proposal on the grounds of gross inadequacy of the amount of parking spaces proposed. (86 spaces for 142 residential units plus commercial and retail)</p> <ul style="list-style-type: none"> <li>• It is stated that for those in social housing, there would be reduced car use and so only 1 car space has been allocated per 10 units. This seems to be in</li> </ul>	<p>Proposed parking for the public housing complies with Housing NSW Design Requirements Version 6.2.5ip Issued July 2009.</p>

disagreement with a report from the Australian Bureau of Statistics (Appendix A) which states that car ownership rates among the most disadvantaged in our society is at 81%

- For the Private Housing, there is allocated 0.8 spaces per unit and for visitors to these units, there is allocated one space per 4 units. In addition to suggesting that people in social housing don't own cars, the Proposal also suggests that people in Social Housing and Affordable Housing do not have visitors either as there is no visitor parking allocation for those 87units
- For the retail space, no parking has been allocated. The proposal states "the majority of the staff of the commercial and retail component of the development would need to catch public transport to access the site." (6.3 Transport & Accessibility Impact Study) Despite the closeness of public transport, it seems unrealistic to believe that none of the employees in the retail sector will drive to the site.
- Another point in the study (6.1 Transport & Accessibility Impact Study) is that "parking provision is minimised as much as possible so that it would have minimal traffic and parking impact at the locality." The amount of off-street parking proposed for this development assures that there will be dramatic negative effect on the traffic and parking in this locality.
- Currently there is insufficient parking for visitors in the Strata Property (Plan52871), 57-61 West Parade in which we reside. For 72 units we have 1 visitor parking space. Friends who visit often complain of lack of parking and need to park as far away as Miriam Street.
- The proposal further goes on to compare this development to two other proposed developments (CRI site and West Ryde Urban Village) and says that because this current proposal will be minor compared to the others

<p>"traffic generation will be minor and will not be noticeable most of the times". (4.2 Transport and Accessibility Study) It seems ridiculous to make this assumption as the impact of the two larger developments is still to be experienced. The impact of these three developments will have a cumulative effect and cannot be considered in isolation. Traffic congestion in West Parade is presently an issue during peak hours and the size of this current development proposal will magnify the problem.</p> <ul style="list-style-type: none"> <li>• I agree that the public transport provision is good but it seems unrealistic to expect such a decline in car usage by the residents of 142 units, the workers in a major office block and employees and clients of a retail area to result in minor traffic generation. It also seems unrealistic to envisage a widespread use of bicycles.</li> </ul>	
<p>C. Overshadowing</p> <ul style="list-style-type: none"> <li>• As residents of the southern block of the above Strata Plan, we currently enjoy the early morning and day time sunlight. As stated in the proposal 'A comparison of the over shadowing by all .. options ... indicates that this tower (61 West Parade) must invariably be affected by morning shadowing by any development on the site that matches its height.' (5.1 West Ryde Options Analysis) This overshadowing would not occur if any development adhered to the current Council zoning which is C5 Residential which limits constructions in the area to 4 storeys.</li> <li>• The proposal outlines 5 options and suggests "Option One is considered the most appropriate solution." From the point of view of all those on the northern side of 61 West Parade, it is the worst. For not only does Option One match the height of this building, it is 3 stories higher. The shadowing diagrams show that all the units on the northern side of this building would be in</li> </ul>	<p><b>Access to sunlight for adjoining site</b></p> <p>This issue was forwarded to the architects and urban designers, Caldis Cook for their consideration. Their response is to support the West Ryde Options Analysis prepared by Caldis Cook (Appendix 14 of the Concept Application at page 6): <i>'Any shadowing from development on the site would, for the most part, not result in the loss of sunlight to an extent which inhibits required solar access to adjoining properties (at least three hours between 9am - 3pm on June 22nd)'</i>.</p> <p>The specific overshadowing impacts of the proposed Building A on the units in the adjoining property (No 61 West Parade) ought to be addressed and assessed in the subsequent Project Specific Application.</p>



<p>shadow till 3pm.</p> <ul style="list-style-type: none"> <li>• The proposal goes to great lengths to ensure that overshadowing within the proposed development is minimised so that “a maximum number of units will have access to northern light” (1.3 West Ryde Options Analysis) with slight regard for the impact of shadowing on existing residents.</li> <li>• The proposal suggests that there is “a solid justification for increased mass at the southern end of the site” because this is nearest to the train station and it would encourage people to use public transport. It also suggests that having the 12 storey tower at the southern end of the site would ease transport emissions. However because this tower is planned for private housing and has 55 units and is closest to the intersection of West Parade and Anthony Road where traffic congestion is at its worst, it is most likely that there will be more people in this building who are, according to the proposal, the ones most likely to own a car. (3.0 West Ryde Options Analysis)</li> <li>• In section 4.1 (West Ryde Options Analysis), the view on approach to the site down Victoria Road is displayed. It shows that the two buildings in which we reside (57-61 West Parade) interrupt the streetscape in an unfortunate manner. However the proposal, suggests that they serve as “a landmark opportunity, providing a gateway to the town centre and transportation hub of West Ryde.” A building that is 3 stories higher than these is certainly not necessary to mark the gateway to West Ryde.</li> </ul>	
Resident Submission # 3	
Excessive height	Consistent with desired future character
Traffic	Demonstrated no adverse impact
Resident Submission # 4	

Excessive height	Consistent with desired future character
Traffic	Demonstrated no adverse impact
<b>Resident Submission # 5</b>	
<p>1. CAR PARKING.</p> <p>Traffic congestion is rapidly increasing in the area with high density developments. Already it is difficult to find a parking space in the West Ryde Marketplace area and surrounding streets. Will there be adequate parking spaces provided not only for residents but the commercial and retail spaces?</p>	<p>This issue has been noted and will be considered in the detailed design phase and any recommendations made by expert reports will be incorporated into subsequent project specific design.</p> <p>It is noted that the gross floor area of the commercial and retail space has been reduced in the modified plans.</p>
<p>2. FRONTAGE TO WEST PARADE:</p> <p>West Parade is the main entrance to West Ryde Shopping area and the station. The existing Meriton development next to the station addresses the streets with widened footpaths and tall sheltered colonnades, presenting an attractive and contemporary approach. This was one of the key principles in the West Ryde Urban Village Plan to upgrade the area.</p> <p>A "trade-off" for developers seeking to benefit from extra air space, was to give back some of their frontage by widening footpaths under colonnades for the public benefit at no extra cost to Council.</p>	<p>Detailed design will be addressed in the Project Specific Application.</p> <p>Articulation and setbacks have been addressed in Part 3.1 of the PPR</p>
<p>3. COLONNADES:</p> <p>However, the proposed design provides for minimal set back at the front with little consideration for the public benefit, or the appearance of the proposed development in relation other existing neighbouring developments. West Parade needs a continuation of those colonnades which are also starting to</p>	<p>Detailed design of western façade (front boundary) will be addressed in the Project Specific Application.</p> <p>It is noted that the Project Specific Application provides a varied setback of</p>

appear on the other side of the station. The apparent intention was to have this as a characteristic feature and identity of West Ryde.	between 2 – 5.93 metres along the western façade (front boundary).
<p><b>4. CONFLICTING PRECEDENT:</b></p> <p>To economise on the design approach otherwise, as in this major proposal, not only takes West Ryde back in time, but serves to downgrade the value of other neighbouring properties, if not the whole area. It moves away from the colonnades atmosphere and sets a conflicting precedent for other developers to follow the same thrifty concept.</p>	<p>The Concept Application and the Preferred Project Report seek approval for use, building envelopes and staging only.</p> <p>Detailed design which will impact the</p>
<p><b>5. VARIETY IN DESIGN CONCEPT:</b></p> <p>Is it correct to assume that the drawings in the proposal, illustrate the envelope/space within which proposed buildings will be designed? As the drawings currently appear, there are few design elements which demonstrate consideration of the Urban Village Plan and the model Meriton development on the corner West Pde and Victoria Rd. Ryde Council and the developer eventually reached a mutually satisfactory result with set backs and garden features, colonnades etc in the design.</p>	Detailed design will be addressed in the Project Specific Application.
<p><b>6. TOWERS HIGH DENSITY ACCOMMODATION:</b></p> <p>The proposal includes some towers of Public Housing. The failure of similar medium to high density complexes for Public Housing in Sydney over the years is well known and people generally avoid those areas. Affordable accommodation must be provided for people on low incomes, but this proposal - diagonally opposite a pub, a gambling and drinking venue, offers another potential social problem for the neighbourhood.</p>	Not a relevant planning consideration.
<b>7. MIXED PUBLIC/PRIVATE HOUSING:</b>	Not a relevant planning consideration.

<p>While a mix of Private Housing tends to tone down the unfortunate, sometimes unfair history and reputation of Public Housing, in fact, the proposal is no different to towers of Public Housing residents, living next door to a tower of Private Housing residents. A Housing NSW office is also proposed no doubt in the retail/commercial spaces at street level. Perhaps people shouldn't - but do - feel concern over complexes of Public Housing and a departmental office in the heart of West Ryde could flag the development as Public Housing institution, unless the office is on another level. There are realistic concerns about Anti-Social Behavioural issues, particularly since the Dept of Health have closed down many supported accommodation facilities for the mentally ill, who are left to live independently in the Public Housing community.</p>	
<p>8. NOISE ISSUES –</p> <p>There is a history of excessive noise and Anti-Social Behaviour issues in large Public Housing complexes which create management problems for agencies and neighbours. Even in housing for Over 55s. A lot of this arises from lack of sound insulation. If these buildings provided extra sound insulation properties, it could help reduce neighbourly conflict, and the time of agencies.</p>	<p>Not a relevant planning consideration.</p>
<p><b>Resident Submission # 6</b></p>	
<p>Parking. Parking is at a premium at West Ryde and proposed new development close by in Anthony Rd will remove public parking. Although West Ryde is a transport hub for buses from east and west meeting trains, it is also used by shoppers and commuters who are left with diminishing areas for parking. This development appears to remove another one of these rail commuter car parks. I live a block or so away from the station and commuter</p>	<p>This issue has been noted and will be considered in the detailed design phase and any recommendations made by expert reports will be incorporated into subsequent project specific design.</p>

parking is already half way up my street.	
Traffic. There is no traffic study with the proposal. Traffic is already a major problem in the area, particularly in the afternoon peak. These traffic snarls occur in the shopping precinct not on arterial roads (which have their own problems).	<p>A Traffic &amp; Accessibility Impact Statement was prepared by ARUP PTY LTD for the Concept Application (Appendix 6 &amp; 7 of the Environmental Assessment). An updated report has been prepared for the Preferred Project Report (<b>Error! Reference source not found.</b>)</p> <p>It has been demonstrated that there is no adverse impact</p>
Social Mix. This is a large development (142 dwellings). It would be undesirable if the erection of tower blocks -which I thought were old discredited thinking- would lead to an increase in crime and social disruption. The area is mainly residential single storey dwellings along with some controlled townhouse/villa developments. The example of the Department of Housing precinct at Telopea is not one to be followed.	Not a relevant planning consideration.
Shadow diagrams. The shadow diagrams for the development seem to be for mid-winter only. A 12 storey building throws a long summer shadow.	Mid winter is the worst case scenario for shadow impacts. Caldis Cook has advised that the proposed development allows adjoining sites to achieve the required 3 hours of direct sunlight.
<b>Resident Submission # 7</b>	
The site plan (as it is) does not a comply with current council zoning (height/land space ratio) & does not fit in to the surrounding land scape.	<p>The proposed development does not comply with current controls for height and floor space ratio (See Part 6.4.1 of the Environmental Assessment).</p> <p>However, the proposed height and density is considered to be consistent with the principles of the State Plan, the Metropolitan Strategy, the Draft Sub-regional strategy and the desired future character of the area as set out in the draft planning controls.</p>

The design means access to the buildings will be practically on the street - not fitting in with buildings in the immediate vicinity.	Detailed design of western façade (front boundary) will be addressed in the Project Specific Application.
Can retail shops can survive in this area-when there is a shopping centre (& a new development) a minute or 2 away (with easier parking). This has the potential for empty shops which have the potential to attract vandalism	The proposed retail space has been significantly reduced from approximately 400m <sup>2</sup> in the Concept Application to 71m <sup>2</sup> in the Preferred Project Report. This retail space is intended for a small convenience store to service the proposed development and the surrounding neighbourhood.
The land/space ratio has an excessive shortfall. As proposed tenants may have mobility problems, they may be forced to spend more time in their home instead of outside mixing with others.	The shortfall of landscaping in relation to the proposed number of dwellings is considered acceptable having regard to the of the NSW Government targets for the provision of public housing, the relevant environmental planning objectives, and the location of the site.
There is a lot of planned development for West Ryde (Rydale Rd & the Urban Village) which have multi storey apartments - & I worry that the area will be over built, turning West Ryde into a modern day slum.	The proposed development is consistent with the desired future character of the area, and is largely consistent with the draft planning controls for the site.
It seems that there is over development of the site just because of proximity to the railway line & the bus interchange - all under the guise of 'social justification'. I have no problem with this area to be redeveloped as housing commission homes, but it must fit in with current guidelines (residential 3 storey buildings).	The proposed development is considered to be consistent with the principles of the State Plan, the Metropolitan Strategy, the Draft Sub-regional strategy and the desired future character of the area as set out in the draft planning controls.
<b>Resident Submission #8</b>	
I object to the removal of 26 of the existing 29 trees identified on the sites. In particular, the removal of the 20m high Lemon Scented Gum is unwarranted and its removal is against the Tree Preservation Order established by Ryde Council. The claim that the Lemon Scented Gum is decayed at the base is	An Arborist Assessment has been prepared by Botanics dated June 2009 (Appendix 6). It is considered that the findings and recommendations should be adopted.

questionable. I saw the tree damaged at the base by heavy equipment during removal of the house occupying the site. This tree and other native tree specimens on the sites should be retained.	<p>The Project Specific Application will include a comprehensive landscape plan which will ensure that the proposed development will not result in any net adverse impact on flora on the site.</p> <p>The landscape plan will be designed in accordance with the Housing NSW Design Requirements Version 6.2.5ip dated July 2009, which provide:</p> <p><b><i>'Plant selection</i></b></p> <p><i>Trees and plant selections should consider use of:</i></p> <ul style="list-style-type: none"> <li>• <i>Species indigenous to the local area.</i></li> <li>• <i>Drought tolerant species.</i></li> <li>• <i>Species that add to passive solar design but do not require high level of maintenance from tenants.</i></li> <li>• <i>Food species where insect pests are not likely to be a problem.</i></li> <li>• <i>Scented flowering and bird attracting shrub and ground covers.'</i></li> </ul>
<b>Resident Submission # 9</b>	
Overdevelopment of the site	
Inappropriate land uses on the site (commercial offices and associated amenities)	The proposed commercial use is ancillary to the permissible residential use. It is considered to be consistent with the objectives of the zone, and will have no adverse impact on the locality.
Development should comply with the existing and proposed controls for the site	The proposed development is largely consistent with the existing and proposed controls for the site. All non-compliances have been adequately justified as they are consistent with the aims and objectives of state and local policy.

Resident Submission # 10	
The proposed height and over development of this small strip of land will have a profound and lasting impact, on both the existing residents of West Parade and our neighbours.	Noted.
The safety of pedestrians particularly school children, using the footpaths on such a busy Parade <b>after this proposed Development has been completed.</b> The possible danger for pedestrians with many vehicles entering and exiting the additional residential driveways and allocated parking areas of the buildings, commercial suites and retail stores.	<p>A Transport and Accessibility Impact Study was prepared by Arup Pty Ltd dated June 2009 (Appendix 6 of the Environmental Assessment). Traffic and pedestrian safety is noted in that Report.</p> <p>Traffic and pedestrian safety will be further addressed in the Project Specific Application.</p>
Currently drivers are experiencing lengthy delays on West Parade during peak travel times and on occasion can be seen driving over the round-about as a result of the current long traffic queues. With a substantial increase in vehicles to include a possible 2 + vehicles per household + visitors + trade/services, these additional vehicles will obviously increase the impact on travel congestion	<p>A Transport and Accessibility Impact Study was prepared by Arup Pty Ltd dated June 2009 (Appendix 6 of the Environmental Assessment). The Study predicts that the development will generate an additional 45 vehicle movements per hour. In relation to potential impacts on traffic congestion, the Study provides that '<i>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</i>'. The Study then concludes:</p> <p><b>7 Conclusions</b></p> <p><i>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:</i></p>



	<p>...</p> <ul style="list-style-type: none"> <li>• <i>Traffic generated by the proposed development can be accommodated on the existing and proposed road network with minimal impact.</i></li> </ul> <p>...</p> <ul style="list-style-type: none"> <li>• <i>Further transport advice can be provided after the concept design development for the subject site is progressed.</i></li> </ul> <p>...</p>
<p>The commuter car park is often full from early in the morning on any week day and many commuters use the neighbouring streets for all day parking. Will we find after the completion of this development, more vehicles parked all day in our streets, allowing less parking for the existing buildings, for trades and contractors on a need to basis?</p>	<p>A Transport and Accessibility Impact Study was prepared by Arup Pty Ltd dated June 2009 (Appendix 6 of the Environmental Assessment). The study considers existing parking conditions and future parking conditions. The Study concludes:</p> <p><b>7 Conclusions</b></p> <p><i>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:</i></p> <ul style="list-style-type: none"> <li>• <i>The site is suited to the proposed use from a transport and sustainability perspective.</i></li> <li>• <i>On-site parking supply can be modest because of the social housing component and the good local public transport and walkable access to</i></li> </ul>

	<p><i>local services. This supports the City of Ryde Integrated Transport and Land use Strategy 2007.</i></p> <p>...</p>
<p>The noise impact of an additional 400 residents with additional services and retail stores in a very confined an over developed living area, will impact on the quality of living for all residents surrounded by this Development</p>	<p>A Traffic &amp; Railway Noise and Vibration Assessment was prepared by Acoustic Logic dated 7 May 2009 (Appendix 8 of the Environmental Assessment). The Assessment concludes that the development <i>'can comply with noise and vibration objectives with upgraded single glazing, and building structure vibration isolation'</i>.</p> <p>The environmental noise from the proposed development is expected to be of a typical residential nature.</p> <p>Environmental noise associated with the proposed development can be addressed in the Project Specific Application.</p>
<p>I wish to draw your attention to the very deep and extensive excavation of this site to erect the towers and the undercover parking. No doubt the impact will include:</p> <ul style="list-style-type: none"> <li>~ ground vibrations</li> <li>~ ground movement</li> <li>~ ground disturbances.</li> </ul> <p>If in the event the excavation causes permanent and extensive damage to</p>	<p>A Traffic and Railway Noise and Vibration Assessment has been prepared by AcousticLogic Consultancy dated May 2009 (Appendix 8 of the Environmental Assessment). The Assessment considers railway vibration and makes recommendations to ameliorate any adverse impacts on the proposed development. Those recommendations will be incorporated into the design of the Project Specific Application. At that stage, any potential impacts of ground movement and ground disturbance can also be assessed.</p>

<p>our building both in the immediate and long term future, who will be responsible for any repairs or ongoing maintenance caused by the excavation?</p>	<p>The Concept Application proposes a basement level carpark, which will we are told requires excavation to a depth greater than 2 metres.</p> <p>A Site Investigation Report dated 22 February 2005 has been prepared by SMEC Testing Services Pty Ltd (Appendix 11 of the Environmental Assessment).</p> <p>Housing NSW has engaged SMEC to carry out a further geotechnical survey to be submitted with the Project Specific Application. It is recommended that the any approval include a condition recommending that a further geotechnical survey report, for any subsequent Project Specific Applications will:</p> <ul style="list-style-type: none"> <li>○ Include a construction methodology with details pertaining to structural support during excavation; and</li> <li>○ Track monitoring requirements during excavation and construction phases;</li> </ul>
<p>The height impact of these buildings will not be consistent with the current height restrictions of 3 floors + undercover parking for unit blocks on the opposite side of West Parade. The two (2) towers closer to the station, do not immediately impact on the residential end of West Parade. If the Development is to proceed would it not be more agreeable to maintain some consistency with the surrounding tone of the area, maintaining the 3 floors + ulcover parking height restriction.</p>	<p>Issues relating to the impact of the proposed height of the proposed development have been addressed at Part 3.1 of the PPR.</p>
<p>Dilapidation Report to be prepared on this property Strata Plan 12206 and to be sent to my home address 12/52 West Parade, West Ryde NSW 2114</p>	<p>Noted.</p>

Resident Submission # 11	
<p>As a resident of over 32 years I object to the proposal on the grounds that it is an obscene overdevelopment of this small strip of land that once housed about 30 people, then to dump potentially over 400 people plus in the form of residents and business entrepreneurs in the same spot.</p> <p>The northern end of West Parade has been established as quiet residential and your Plan seeks to change this without any consideration or benefit or compensation for the existing residents. The development of the site, as you propose ,will create more traffic congestion and noise for the residents of West Parade.</p>	<p>Issues relating to the impact of the proposed height, public domain and northern elevation of the proposed development have been addressed at Part 3.1, 3.2.1 and 3.2.4 of the PPR.</p>
<p>My other serious concern is that ALL the residential units and apartments in West Parade facing the proposed development, are built on the crest of a hill which slopes down to Reserve Street. The VERY deep excavation work required for the under ground car parking spaces and the foundations for four towers of 4 , 7 and 11 stories" plus" will cause ground vibrations and disturbance and movement which may seriously and permanently affect the foundations and cause damage to the long established existing buildings.</p> <p>If the Proposal for West Parade proceeds, then I would request, that prior to its commencement, a Dilapidation Report be prepared on this property, Strata Plan 12206.</p>	<p>The Concept Application proposes a basement level carpark, which will we are told requires excavation to a depth greater than 2 metres.</p> <p>A Site Investigation Report dated 22 February 2005 has been prepared by SMEC Testing Services Pty Ltd (Appendix 11 of the Environmental Assessment).</p> <p>Housing NSW has engaged SMEC to carry out a further geotechnical survey to be submitted with the Project Specific Application. It is recommended that the any approval include a condition recommending that a further geotechnical survey report, for any subsequent Project Specific Applications will:</p> <ul style="list-style-type: none"> <li>○ Include a construction methodology with details pertaining to structural support during excavation; and</li> </ul> <p>Track monitoring requirements during excavation and construction phases;</p>

Resident Submission # 12	
Traffic and parking impacts	<p>A Transport and Accessibility Impact Study was prepared by Arup Pty Ltd dated June 2009 (Appendix 6 of the Environmental Assessment). The study considers existing parking and traffic conditions and future parking and traffic conditions. The Study concludes:</p> <p><b>7 Conclusions</b></p> <p><i>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:</i></p> <ul style="list-style-type: none"> <li><i>• The site is suited to the proposed use from a transport and sustainability perspective.</i></li> <li><i>• 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.</i></li> </ul>
Excavation in close proximity to railway line and adjacent properties	<p>The Concept Application proposes a basement level carpark, which will we are told requires excavation to a depth greater than 2 metres.</p> <p>A Site Investigation Report dated 22 February 2005 has been prepared by SMEC Testing Services Pty Ltd (Appendix 11 of the Environmental Assessment).</p>

	<p>Housing NSW has engaged SMEC to carry out a further geotechnical survey to be submitted with the Project Specific Application. It is recommended that the any approval include a condition recommending that a further geotechnical survey report, for any subsequent Project Specific Applications will:</p> <ul style="list-style-type: none"> <li>○ Include a construction methodology with details pertaining to structural support during excavation; and</li> </ul> <p>Track monitoring requirements during excavation and construction phases;</p>
<b>Resident Submission # 13</b>	
Decrease in the price of surrounding property, and the nature of public housing tenants.	Not a relevant planning consideration
Proposed building heights	Issues relating to the impact of the proposed height of the proposed development have been addressed at Part 3.1 of the PPR.
Landscaping should include endemic endangered species	Landscaping detail will be carried out during the detailed design phase and submitted with subsequent project specific applications.
Traffic and parking impacts	<p>A Transport and Accessibility Impact Study was prepared by Arup Pty Ltd dated June 2009 (Appendix 6 of the Environmental Assessment). The study considers existing parking and traffic conditions and future parking and traffic conditions. The Study concludes:</p> <p><b>7 Conclusions</b></p> <p><i>This report describes the existing situation, development proposal, forecast traffic generation, transport impact assessment and</i></p>

	<p><i>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:</i></p> <ul style="list-style-type: none"> <li><i>• The site is suited to the proposed use from a transport and sustainability perspective.</i></li> <li><i>• 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.</i></li> </ul>
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## **5 REVISED STATEMENT OF COMMITMENTS**

A revised Draft Statement of Commitments has been prepared by Housing NSW in respect of the PPR (Appendix 7).

The revised Draft Statement of Commitments outlines the environmental management, mitigation and monitoring measures to be implemented to minimize any potential impacts of the project.

A final Statement of Commitments will be submitted with the project specific application.



## **6 CONCLUSION**

Based on the environmental assessment as amended/supplemented by this Preferred Project Report, it is considered that the modified concept application plans are consistent with all local and state planning objectives, and respond to issues raised by the Department of Planning, and submissions made during the public exhibition period.

The potential environmental impacts of the proposed building envelopes referred to in the submissions are considered to have been ameliorated by the modified plans. Detailed design and assessment will be carried out for subsequent project applications to mitigate impacts.

This Preferred Project Report concludes that the Minister should be satisfied that the modifications do not substantially alter the proposed development, nor do they give rise to significant adverse environmental impact.

## **Appendix 1      Letter from DoP dated 27/10/2009**

## **Appendix 2      Submissions**

## **Appendix 3      Modified plans**

## **Appendix 4      Urban Design Analysis – Addendum prepared by Caldis Cook Group dated 21.1.10**

## **Appendix 5      Amended Report: February 2010 Plan Rev A prepared by ARUP dated February 2010**

## **Appendix 6     Arborist Assessment prepared by Botanics dated June 2009**

## **Appendix 7      Statement of Commitments**



## **Appendix 8      Release of easement for water supply**