

City of Ryde

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Andrew Smith
Team Leader
Urban Assessments
Department of Planning

22 October 2009

Dear Andrew,

Concept Plan Application – 63-77 West Parade, West Ryde

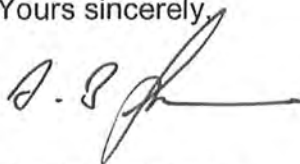
Council at its meeting on 6 October 2009 considered a report from staff and resolved to make a submission to the Department of Planning. In accordance with the resolution, Council's submission have been forwarded to you on 21 October 09.

Following Council resolution of 6 October 09 a Notice of Motion was put to Council at its meeting held on 20 October 2009. The Notice of Motion was carried by Council with the following resolution:

"That a media release be prepared immediately for distribution to local newspapers and for information to be included on the City of Ryde website stating Council's opposition to the Department of Housing development at West Ryde including an explanation of where the development contravenes local planning regulations; and highlighting the imposition of 3A legislation and the appeal to the NSW Planning Minister to reject the application."

Please contact Zia Ahmed, Client Manager on 9952 8234 should you have any enquiries on the details of the submission made or any other issues regarding this matter.

Yours sincerely,



Dominic Johnson
Group Manager, Environment & Planning

SUBMISSION

made in response to the notification by the Department of Planning regarding the Concept Plan application for the proposed mixed use development at 63 – 77 West Parade, West Ryde.

Applicant: Housing NSW



City of Ryde

20 October 2009



1.0 INTRODUCTION

1.1 Purpose of this submission

This submission is made in response to the notification from the Department of Planning (DoP) regarding the Concept Plan application lodged by Housing NSW with DoP for the redevelopment of 63-77 West Parade, West Ryde. The proposal involves the erection of a mixed use development containing 142 residential units, commercial and retail development with associated basement and ground level parking spaces.

The application is considered a Major Project pursuant to Part 3A of the Environmental Planning and Assessment Act 1979 and the Minister for Planning is the approval authority.

The purpose of this submission is to identify the issues and make recommendations to be taken into consideration in the assessment of the application.

1.2 The site and its surrounds

The site has an area of 3,745.4m² and is comprised of an amalgamation of the following allotments of land:

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

It is located between the Northern Railway Line and West Parade and adjacent to West Ryde urban village.

The subject site is situated on a ridge of land which divides the two sides of West Ryde village. The railway line is located along this ridge. The subject land along the western side of the railway line is adjacent to West Ryde town centre core and is part of the highest area of land available for development within West Ryde.

The area around the West Ryde village is made up of high to low density housing. The land adjacent to the southern boundary of the subject site contains two 9 storey apartment buildings.



1.3 Background

On 25 March 2009, the Minister for Planning declared that the proposed development is a development of a kind to which Part 3A of the Environmental Planning and Assessment Act applies i.e., a Major Project.

On 4/5/09 Housing NSW, the proponent, obtained the Director General's Environmental Assessment Requirements (DGRs) for the construction of a mixed use development comprising of 140-150 residential units with associated commercial floor space and community facilities. The concept schematic plans showed that the development was proposed to be built in three building blocks of 3, 4 and 14 storeys - the tallest building being located close to the existing 9 storey building adjacent to the site.

Council was given an opportunity to provide the Director General its key issues and assessment requirements to be incorporated into the DGRs. Council made a detailed submission on 29 April 2009 highlighting the key issues.

In August 2009 the proponent submitted the subject concept plan application with the DoP which was exhibited from 2 September 2009 to 2 October 2009.

At Council's request the DoP has allowed an extension of time to 20 October 2009 to enable Council making a submission to this current proposal.

1.4 The Proposal

The concept application as detailed in the submitted documents is summarised below:

- Basement level – parking
- Ground floor – parking, office space and commercial/retail space
- Four towers – constructed over a ground level podium to contain approximately 142 residential units in the following ways
 - Tower A – 12 storeys including ground level to contain 55 private housing
 - Tower B – 5 storeys including ground level to contain 24 private and affordable housing
 - Tower C – 8 storeys including ground level to contain 35 social housing
 - Tower D – 5 storeys including ground level to contain 28 social housing

The development is to be carried out in two stages i.e., Tower C and D will be constructed as Stage 1 and Tower A and B will be constructed as Stage 2.

The demolition works are being carried out in accordance with the development consent No. LDA2009/0026 granted by Council on 12 March 2009.



The details of the proposal are as follows:

Proposed Components	Provided
1 Bedroom Units	46
2 Bedroom Units	96
3 or 3+ Bedroom Units	Nil
Office space	640m ²
Retail Space	400m ²
Car Parking for	
Social Housing	6
Affordable Housing	5
Private Housing	44
Private Visitors	14
Retail Space	Nil
Office Space	17

1.5 Documentations

Council has been provided with a hard copy of the Environmental Assessment for a Concept Application – dated August 2009 prepared by a number of consultants engaged by the Housing NSW.

2.0 KEY ISSUES

2.1 Permissibility

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.

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.

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 café). 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.

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 ²	3745.4m ²	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 ²	3746m ²	No (71%shortfall)
Landscaped area for each dwelling (including podium)	5220m ²	1360m ²	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:

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 ² = 3,220m ² (96 x 2 bed) x 100m ² = 9,600m ²	Maximum 3,745.4m ²	12,820m ²	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 ²	3,745.4m ²	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 Clause 4.2 of Section 9.3 of DCP 2006 Retail @ 1/25m ² 400/25 Office @ 1/30m ² 640/30	46 x 1 = 46 96 x 1.2 = 116 1/4units = 36 Total = 198 16 21 Total = 235	86 with an option for 117 Nil 17	No (shortfall of 101 car spaces) No 100% short No shortfall of 4
Clause 10.1 – Landscaping (46 x 1 bed) x 30m ² = 1,380m ² (96 x 2 bed) x 40m ² = 3,840m ²	5,220m ²	1,360m ²	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 x 1 bed) x 70m ² = 3,220m ² (96 x 2 bed) x 100m ² = 9,600m ² No of 1 bedroom units not to exceed 50% of the total No of dwellings	Not to exceed the site area i.e., 12,820m ² Maximum allowed 71	3,745.4m ² 46	No Yes
Clause 2.2 – Building Height	Maximum 3 storeys	12 storeys	No
Clause 3.1 – Setbacks (5 to 8+ storeys)	Same as above DCP2006 table	Same as above DCP2006 table	No
Clause 5.1 - Parking	Same as above DCP2006 table	Same as above DCP2006 table	No
Clause 6.1 - Landscaping	Same as above DCP2006 table	Same as above DCP2006 table	No

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



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).

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.

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.

Council would welcome an opportunity to be involved in working with the Housing NSW on developing a workable development solution on the site.

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.

2.3 Urban Design

2.3.1 Introduction

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 plans the following major issues with the site/context and impacting on the development outcomes:

- The site is long and narrow running north from the town centre to Miriam Road.
- It is located next to the railway line to the east.
- 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.
- The northern part of the site is residential in character.

2.3.2 Building Massing

The proposed scheme consists of 4 towers of between 4 – 11 storeys sitting on a 2 storey podium with another basement car park level below. There is a general but inconsistent reduction in height running south – north across the site.



It is noted that the previously submitted concept for the site had a single high tower (14 storeys) at the southern (town centre) end with the remainder of the buildings being 3-4 storeys. Such an approach was more in keeping with the existing character and scale of the surrounding area than the current proposal. Council in its previous submission to the Director General suggested that the building height does not exceed 10 storeys on the basis that it would be

- more in line with the current controls which allow for up to 10 stories adjacent to the railway station but only 3-4 stories in the R4 zone,
- the site being adjacent to an existing 9 storey development and West Ryde Urban Village, and
- recent approval for up to 12 storeys granted under Part 3A to the CRI development on the other side of railway tracks and at Ryedale Road.

The following comments refer to the current concept.

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:

- 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 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.
 - 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.
 - It is recommended that tower C be reduced in height and be no higher than tower B.
- The height of the building (tower D) 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.



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

The proposal does not meet the separation or setbacks nominated in the Residential Flat Design code. It is recommended that these be met.

2.3.3 Building Form and Streetscape

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:

- Building definition eg creating base, middle and top elements,
- Strong articulation of entries, corners, openings and facades,
- 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.
- The facades should not contain large areas of blank wall or car parking
- The scale of the buildings particularly at street level should be consistent with the residential character of the area.

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:

- 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.
- The podium creates a wall along the entire development eliminating views into and through the site.
- The podium will visually dominate the local streetscape forming a large horizontal element that may isolate the proposed development from the street.
- The extent of retail use along the podium is not appropriate for the neighbouring residential dwellings.

The following is recommended to achieve an acceptable urban design outcome for the local community:

- Redesign the proposed development to reduce or remove the podium
- 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:
 - 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)

- Provide strong articulation and a richness of detail and architectural interest through, material and finishes at street level.
- Consider the detailing of street awnings to support the building articulation and the proposed retail use at street level.
- 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.
- 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 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.
- The northern edge of the podium be treated as an active public space.

2.3.4 Public Domain

The applicant's submission states that the landscape space within the development is relatively low. Therefore, the proposed development will create a greater demand on the public domain locally and in the town centre. It will also create a more urban character to the street in West Parade which is not desirable in the residential context.

Based on this it is recommended that:

- 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.
- 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.

2.3.5 Relationship to topography, view loss and solar access

The submission does not fully discuss the impact of the proposed project on all its immediate neighbours. This should be rectified.

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 high ridgeline.

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.

2.4 Car Parking, Traffic Generation and Future Traffic Facilities

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 land-uses. 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.

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

- the subject site is close to transport node,
- the provision of social housing where parking need is minimal and
- the site being adjacent to West Ryde Urban Village.

The Housing NSW suggests that this is an effective measure to encourage mode shift to public transport together with increased walking and cycling.

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.

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.

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.

2.5 Section 94 Contributions

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 Plan.

Housing NSW is seeking an exemption from the Section 94 Contributions mainly on the following grounds:

- The proposal will deliver significant public benefit to the local area by way of providing social housing and potentially affordable housing;
- The proposed development will provide substantial amount of open space which will benefit the residents and thereby the greater community;
- The proposed development will have minimal impact on Council's Roads, traffic management and stormwater management facilities; and
- The proposal will incorporate significant ESD measures (not yet articulated).

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.

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.

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 housing SEPP nominates a 10 year minimum time frame).

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.

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.

2.6 Stormwater Management:

Based on the information currently available, the following comments are made:

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.

3.0 RECOMMENDATIONS

It is recommended that the following matters are taken into consideration in the assessment of the Concept Plan application:

- i) The permissibility of retail and commercial uses within the residential zone 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. Further, 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 instead of retail uses.
- ii) The proposal be 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.
- iii) Consideration should be given in the proposal to enhance the local public domain and provide integration between the private and public domain, particularly upgrading the public domain in West Parade as per current DCP requirements for the town centre.
- iv) The design of the northern edge of the building should 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.
- v) The overall building height should be reduced to a maximum of 10 storeys so it is more in keeping with its context (while noting it will be higher than any other buildings around the site). In this context it is requested that the transition from a higher to a lower built form be maintained across the site as follows:



- a) the Tower C be reduced in height and be no higher than Tower B;
 - b) the height of the Tower D be reduced to 4 storeys (including any podium).
- vi) The following be addressed in order to achieve an acceptable Urban Design outcome for the local community:
 - c) Redesign the proposed development to reduce or remove the podium;
 - d) With or without the podium the proposal should maintain a pedestrian scale through the articulation and detailing at street level;
 - e) The design allow for safe, active street fronts which complement the local area and contribute to the public domain;
 - f) A variety of uses should be 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.
 - g) The northern edge be treated as an active public space.
- vii) The physical form of the proposed development should set a standard for future developments in West Ryde. Therefore it should integrate with the existing adjoining development with high quality architectural design taking into consideration sound urban design principles appropriate to the context of the area and its relationship to the town centre.

In preparing the development consideration should be given to the current planning controls and the work being undertaken on the draft Masterplan for the centre. Council would welcome an opportunity to be involved in working with the Housing NSW on developing a workable development solution on the site.
- viii) Façade design on all elevations and the roof should incorporate high quality architectural expression for the high visibility of the proposed development from all sides.
- ix) In terms of parking provisions, it is suggested that car parking requirements contained in the West Ryde Urban Village DCP be used in order to consider a discount rate applied for Social Housing.
- x) Council strongly recommends that the proposal provides the required car parking spaces. The proponent, Housing NSW should be aware that any deficiency in the provision of car parking would attract monetary contributions under section 94 of the EP&A Act 1979.



- xi) 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), and any measures that improve pedestrian accessibility across busy streets.
- xii) Council does not support the request of Housing NSW to waive the Section 94 Contributions payable as a result of the proposed development, and that Council should 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.

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.

- xiii) A detailed site analysis should be carried out including the site constraints, opportunities, retention of trees, external physical environment such as the proximity of the railway tracks and any other environmental elements that would have the potential of impacting on the amenity of the future users of the proposed development.
- xiv) 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 prepared 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.
- xv) The elevation treatments and window glazing should take into consideration of the noise generated by the trains using the adjoining railway tracks and the measures to be in place in order to maintain residential amenity of the future residents.
- xvi) Landscape design should incorporate native tree species appropriate to the site and its surroundings. All tree species including the existing trees to be retained should be properly identified and noted on the landscaping plan.
- xvii) The proposal must comply with the Council's minimum energy performance, water use and stormwater quality standards of the City Of Ryde Development Control Plan 2008. In addition, a minimum rating of 4.0 stars equivalent to the Industry accepted Green Star Multi Residential Pilot Tool of the Green Building Council is encouraged for this category of development.

Our Reference:
Your Reference:
Contact:
Telephone

RDC 09M499-2
MP 09_0029
Stuart Geneave
8849 2041



URBAN ASSESSMENTS
RECEIVED

06 OCT 2009

NSW Department
of Planning

The Director, Urban Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

→ AS
12/10

→ AB
13/10
AS

Attention: Michael Woodland

**CONCEPT PLAN APPLICATION FOR MIXED RESIDENTIAL/COMMERCIAL
AND RETAIL DEVELOPMENT AT 63-77 WEST PARADE, WEST RYDE**

Dear Sir,

I refer to your letter (Ref: MP 09_0029) regarding the abovementioned concept application which was referred to the Roads and Traffic Authority (RTA) for comment under Part 3A of the Environmental Planning & Assessment Act, 1979.

The RTA has assessed the proposed development and provides the following comments to the Department for consideration in its determination of the development application:

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.
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.

The additional signalised pedestrian crossing must be installed prior to the occupation of the first project Specific Application.

The proposed additional signalised pedestrian crossing at West Parade / Anthony Road shall be designed to meet the RTA'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.

Roads and Traffic Authority

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.

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.

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.
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.
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.
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.

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.
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.
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.
10. All vehicles must enter/exit the property in a forward direction.
11. The department should ensure that suitable / secure bicycle parking facilities are provided.

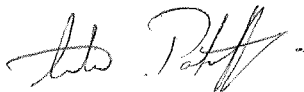
12. The developer will be required in due course to prepare and submit a traffic management plan for all demolition / construction activities, detailing vehicle routes, number of trucks, hours of operation, access arrangements and traffic control measures. This should be submitted to Council for approval.

13. All works / regulatory signposting associated with the proposed development are to be at no cost to the RTA.

Note: There is an easement running through lots 7 and 8 for water supply.

Any inquiries into this matter should be forwarded to the nominated Assistant Planner, Stuart Geneave on telephone 8849 2041 or facsimile 8849 2918.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Andrew Popoff', with a stylized flourish at the end.

Andrew Popoff
ASenior Land Use Planner
Transport Planning, Sydney Region
30 September 2009



MINISTRY OF TRANSPORT

Level 21, 227 Elizabeth Street Sydney 2000
GPO Box 1620 Sydney 2001

Telephone 9268 2800 Facsimile 9268 2900
Internet www.transport.nsw.gov.au

ABN 25 765 807 817

Mr Michael Woodland
Director
Urban Assessment
NSW Department of Planning
GPO Box 39
SYDNEY NSW 2001

02 OCT 2009

Att: Andrew Beattie

Dear Mr Woodland,

**PUBLIC EXHIBITION - MAJOR PROJECT APPLICATION AT 63-77 WEST PDE,
WEST RYDE (MP 09_0029)**

I refer to your letter dated 2 September 2009, seeking advice on the Major Project application for the above mentioned proposal. NSW Transport and Infrastructure (NSWTI) appreciates this opportunity to provide input on this application.

The proponent is commended for making a genuine effort to address NSWTI's initial comments in relation to the draft Director General's Requirements. NSWTI has reviewed the environmental assessment and accompanying ARUP transport study and requests that the following matters are considered in preparing conditions of consent for the proposal:

- 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 - <http://www.pcal.nsw.gov.au/>;
- The application of a minimalist approach to car parking as described in the Transport Study; and
- The identification of measures to mitigate potential impacts for pedestrians, public transport users and cyclists during construction of the proposal.

If you would like to discuss this matter further, please contact David Hartmann on 9268 2228 or email david.hartmann@transport.nsw.gov.au.

Yours sincerely,

Brendan Bruce
Director, Transport Planning

TP09/06327



Office
of Water

Mr Michael Woodland
NSW Department of Planning
GPO Box 39
SYDNEY NSW 2001

Contact: Janne Grose
Phone: 02 9895 7651
Fax: 02 9895 7501
Email: janne.grose@dnr.nsw.gov.au

2 October 2009

Our ref: ER20598
Your ref: MP09-0029

Attention: Mr Andrew Beattie

Dear Mr Woodland

MP09_0029 – Concept Plan – mixed use residential, commercial and retail development and basement carparking – 63-77 West Parade, West Ryde - Ryde Council

Thank you for your letter of 2 September 2009 inviting a submission from the former Department of Water and Energy on the environmental assessment (EA) for the project proposal.

Please note, effective from the 1 July 2009 the NSW Office of Water (NOW) is a separate office within the newly established Department of Environment, Climate Change and Water.

Groundwater

If the proposal is likely to intercept or use groundwater, a water license under Part 5 of the *Water Act 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.

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.

The NOW recommends that the DOP include the following Condition of Approval in relation to the basement construction excavations:

- *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,*

Department of
Environment, Climate Change and Water NSW



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.

Contact Details:

Should you have any queries in respect to this matter, please contact me on (02) 9895 7651.

Yours sincerely

A handwritten signature in black ink that reads "Janne Grose". The signature is written in a cursive, flowing style.

Janne Grose
Planning and Assessment Coordinator
Major Projects and Assessments
NSW Office of Water



RailCorp

RailCorp Property
PO Box K349
Haymarket NSW 1238
Tel: (02) 8922 4062 Fax: (02) 8922 4817
Email: alice.pettini@railcorp.nsw.gov.au

02 October 2009

The General Manager
NSW Department of Planning
GPO Box 39
Sydney NSW 2001

ATTENTION: Andrew Bettie

Dear Sir,

**DEVELOPMENT APPLICATION – MP 09_0029
63-77 West Parade, West Ryde.**

I refer to Council's letter dated 3 September 2009 regarding the proposed development at the above address.

Rail Corporation New South Wales (RailCorp) has reviewed the proposal and asks that the following issues be addressed in the conditions for this proposed development.

1. Property & Title Search and Survey

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 proposed works/development in relation to RailCorp's facilities. This requires the Applicant to undertake a full Property & 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:

- *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.*

2. Dilapidation Surveys

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:

- *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.*

3. Noise and Vibration

RailCorp is concerned that the future occupants of the development will encounter rail-related noise and vibration from the adjacent rail corridor. Rail 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.

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:

- *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".*

4. Stray Currents and Electrolysis from Rail Operations

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:

- *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 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.*

5. Geotechnical and Structural Stability and Integrity

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.

- *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

6. Building, Balconies and Window Design

The placement of buildings and structures in relation to RailCorp's facilities should enable continued access for maintenance of RailCorp's facilities.

To ensure the safety of passenger rail services, balconies and windows in the proposed development, must be designed to prevent objects being thrown 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 indicated on the Construction Drawings.*

7. Demolition, Excavation and Construction Impacts

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:

- *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.*

- *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.*

8. Crane and Other Aerial Operations

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 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:

- *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 all 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.*

9. Drainage

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.

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:

Condition 1: all

- *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.*
- *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.*

Condition 2: within 6m

- *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.*

10. Graffiti, Screening and Landscaping

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:

- *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.*
- *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.*
- *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 corridor. The development landscaping and planting plan should be submitted to RailCorp for review.*

11. Fencing

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:

- *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.*

12. Impact of future Rail Proposal

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.

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 further clarification once the initial feasibility studies have been undertaken.

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.

Finally, it is asked that Council forward to RailCorp a copy of the final development consent to enable RailCorp to monitor the Applicant's compliance with rail related conditions of consent.

Thank you for providing RailCorp the opportunity to comment and please contact me if you have any further enquires.

Yours faithfully,

A handwritten signature in blue ink, appearing to be 'AP', with a long horizontal stroke extending to the right.

Alice Pettini
Assistant Town Planner
RailCorp Property

15 October, 2009

Director, Urban Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Dear Sir,

RE: PROJECT APPLICATION MP 09_0029 AT 63-77 WEST PARADE, WEST RYDE

I live in the unit building alongside the NSW Housing Commission's proposed redevelopment site.

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.

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.

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.

Please consider my submission as you produce an assessment report on this Major Project application to the Minister of the NSW Planning Department.

Your attention will be very much appreciated.

Yours sincerely,

Madeleine Kassem



Major Project: MP09_0029

Location: 63-77 West Parade, West Ryde 2114

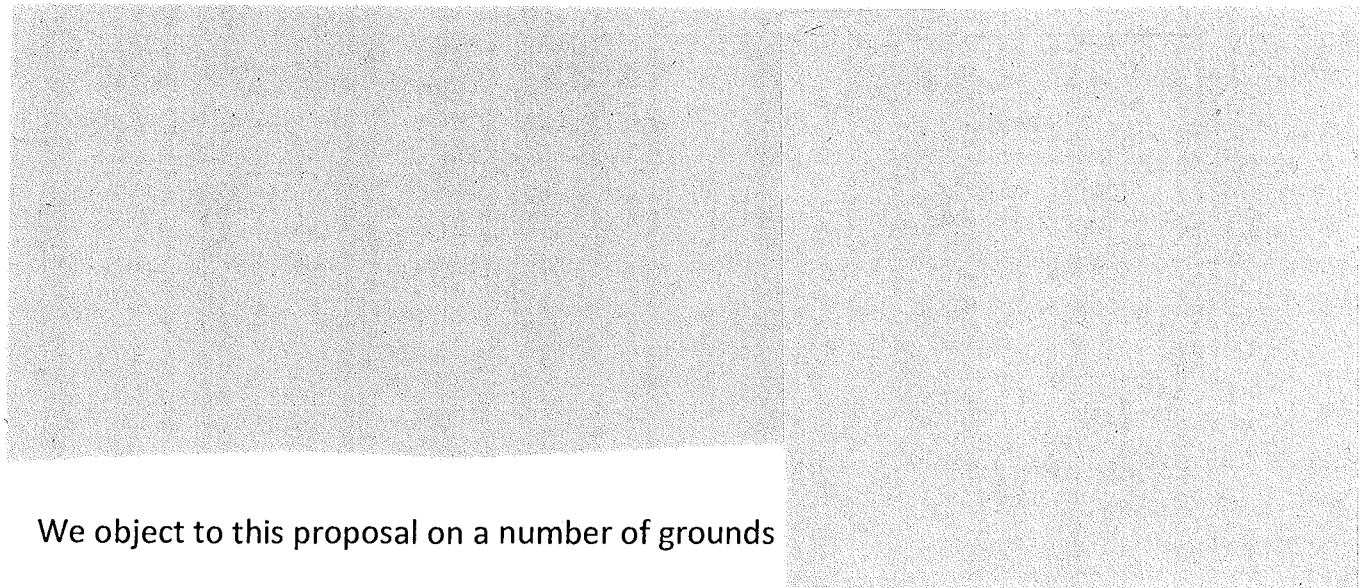
Proponent: Housing NSW

Approval Authority: Minister for Planning

Description of proposal:

Concept Plan application for a mixed use residential, commercial and retail development with associated basement/ground level parking.

Submission from:



We object to this proposal on a number of grounds

- A. Non-residential Use
- B. Traffic congestion and lack of parking
- C. Overshadowing

- A. This area is currently zoned “Residential” and we object to the area being used for Commercial and Retail purposes.
- 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)

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

(3.3 Table 6 Transport & Accessibility Impact Study)

- 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 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 “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.

- 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.

C. Overshadowing

- 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.
- 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 shadow till 3pm.
- 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.
- 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)
- 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 treescape 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.

In Summary

The points raised indicate that the current proposal will have a very negative impact on our property and the enjoyment of living where we live. The fact that many of the units on West Parade are displaying "For Sale" signs would suggest that we are not alone in recognizing this fact.

We understand that there is a need to provide social housing and housing which has good access to public transport. However the proposal as outlined with its inclusion of commercial and retail components is an overdevelopment of a site with very difficult access and existing traffic problems.

If this development is to proceed then it should be scaled down to a more appropriate level to ensure that it does not impact adversely on surrounding development by way of traffic generation and overshadowing, and to achieve this, no building should exceed 4 storeys above existing ground level, and setbacks from boundaries should be increased substantially.

Appendix A

SELECTED AMENITIES OF HOUSEHOLDS IN AREAS OF HIGH AND LOW DISADVANTAGE

	Year	In areas of high disadvantage(a) %	In areas of low disadvantage(b) %	All households %
Housing conditions				
Dwelling in essential need of repair	1999	10.9	6.6	7.5
Sufficient number of bedrooms	1999	94.1	96.9	95.5
Spare bedrooms	1999	65.2	76.2	72.6
Heating	1999	n.a.	n.a.	79.6
Air-conditioning	1999	n.a.	n.a.	34.7
Access and communication				
At least one registered motor vehicle	1999	81.0	93.3	89.6
More than one registered motor vehicle	1999	32.6	58.7	48.8
More than one television	1997	50.0	58.2	55.8
VCR	1997	78.7	85.2	82.3
Personal computer(c)	1997	26.1	53.0	36.2
Internet access(c)	1997	7.3	19.8	11.6
Timesaving				
Washing machine	1999	92.7	94.3	94.8
Microwave oven	1997	73.9	83.9	78.9
Dishwasher	1997	16.1	46.5	29.1
Clothes dryer	1997	42.6	64.6	51.8

(a) Households in areas in the lowest SEIFA quintile.

(b) Households in areas in the highest SEIFA quintile.

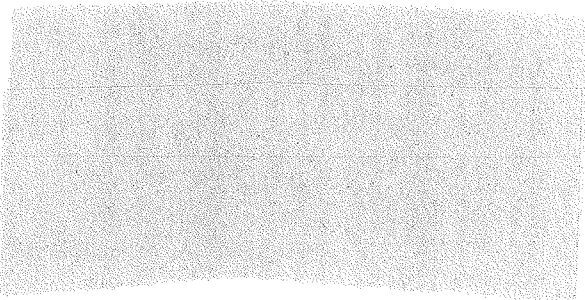
(c) Data from the ABS 1999 Household Use of Information Technology Surveys are not available for SEIFA quintiles, however figures from these surveys show that in 1999, 48% of all households owned a computer and 22% had access to the Internet.

Source: ABS 1999 Australian Housing Survey; ABS 1997 Time Use Survey; ABS 1999 Environmental Issues Survey.

Andrew Beattie - Online Submission from

From: [REDACTED] n>
To: [REDACTED] .au>
Date: [REDACTED]
Subject: [REDACTED] t)
CC: [REDACTED]

11 ore even 10 storey towers are too highas the West Ryde area is already congested with traffic



Submission for Job: #2958 63-77 West Parade, West Ryde: Concept Plan - Mixed use residential/commercial development

https://majorprojects.onhiive.com/index.pl?action=view_job&id=2958

Site: #1854 63-77 West Parade, West Ryde

https://majorprojects.onhiive.com/index.pl?action=view_site&id=1854

Andrew Beattie

P: 02 9228 6384

E: andrew.beattie@planning.nsw.gov.au

Powered by Internetrix Affinity

Andrew Beattie -

From:
To:
Date:
Subject:
CC:

I think the proposed high buildings do not appear compatible with the local environment. As West Parade is a quite narrow street, the proposed project may cause traffic problem to the area.

Submission for Job: #2958 63-77 West Parade, West Ryde: Concept Plan - Mixed use residential/commercial development

https://majorprojects.onhiive.com/index.pl?action=view_job&id=2958

Site: #1854 63-77 West Parade, West Ryde

https://majorprojects.onhiive.com/index.pl?action=view_site&id=1854

Andrew Beattie

P: 02 9228 6384

E: andrew.beattie@planning.nsw.gov.au

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Director, Urban Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Andrew.beattie@planning.nsw.gov.au
plan_comment@planning.nsw.gov.au

COMMENTS: 63-77 West Parade, West Ryde, NSW
Major Project: MP09_0029

As a resident of West Ryde and following discussion with other residents in my immediate area I submit the following comments for your consideration:

1. **CAR PARKING.** 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?
2. **FRONTAGE TO WEST PARADE:** 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. 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.
3. **COLONNADES:** 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 appear on the other side of the station. The apparent intention was to have this as a characteristic feature and identity of West Ryde.
4. **CONFLICTING PRECEDENT:** 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.
5. **VARIETY IN DESIGN CONCEPT:** 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.
6. **TOWERS HIGH DENSITY ACCOMMODATION:** 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.

7. **MIXED PUBLIC/PRIVATE HOUSING:** 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.
8. **NOISE ISSUES** – 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.

Thank you for the opportunity to present my concerns to the Department. I look forward to seeing more detailed designs of what could be a very interesting development which also serves to enhance the area

Yours sincerely





1 October 2009

Director
Urban Assessments
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Major Project MP09 0029
63-77 West Ryde, West Ryde

This project is proposed for the site currently occupied by Department of Housing single storey dwellings and runs near the railway station beside the rail line (back boundary) and West Parade (front boundary).

I object to the lack of information about traffic and parking which will result from this development. The inclusion of commercial premises in the development makes this a very important factor in the success of the proposal.

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 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).

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.

Shadow diagrams. The shadow diagrams for the development seem to be for mid-winter only. A 12 storey building throws a long summer shadow.



Andrew Beattie - Online Submission

From:
To:
Date:
Subject:
CC:

My objections to this planned development are based on the following: (Part 1 of 2)

*The site plan (as it is) does not comply with current council zoning (height/land space ratio) & does not fit in to the surrounding land scape.

* The design means access to the buildings will be practically on the street - not fitting in with buildings in the immediate vicinity.

* Can retail shops 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 vandalsim

Submission for Job: #2958 63-77 West Parade, West Ryde: Concept Plan - Mixed use residential/commercial development

https://majorprojects.onhiive.com/index.pl?action=view_job&id=2958

Site: #1854 63-77 West Parade, West Ryde

https://majorprojects.onhiive.com/index.pl?action=view_site&id=1854

Andrew Beattie

P: 02 9228 6384

E: andrew.beattie@planning.nsw.gov.au

Powered by Internetrix Affinity

Andrew Beattie - Online Submission

From:**To:**

.au>

Date:**Subject:****CC:**

My objections to this planned development are based on the following: (Part 2 of 2)

*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.

* 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.

* & finally, 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 stor buildings).

Submission for Job: #2958 63-77 West Parade, West Ryde: Concept Plan - Mixed use residential/commercial development

https://majorprojects.onhiive.com/index.pl?action=view_job&id=2958

Site: #1854 63-77 West Parade, West Ryde

https://majorprojects.onhiive.com/index.pl?action=view_site&id=1854

Andrew Beattie

P: 02 9228 6384

E: andrew.beattie@planning.nsw.gov.au

Powered by Internetix Affinity

Andrew Beattie - Online Submission

From:
To:
Date:
Subject:
CC:

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 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.

Submission for Job: #2958 63-77 West Parade, West Ryde: Concept Plan - Mixed use residential/commercial development

https://majorprojects.onhiive.com/index.pl?action=view_job&id=2958

Site: #1854 63-77 West Parade, West Ryde

https://majorprojects.onhiive.com/index.pl?action=view_site&id=1854

Andrew Beattie

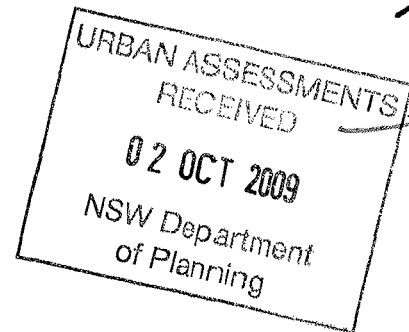
P: 02 9228 6384

E: andrew.beattie@planning.nsw.gov.au

Powered by [Internetrix Affinity](#)

29th September 2009

To:- Director, Urban Assessments
NSW Government Department of Planning
GPO Box 39
Sydney NSW 2001



Re:- Project Application MP 09_0029

Proposed Redevelopment at Nos 63 to 77 West Parade, West Ryde

I strongly object to the proposed redevelopment because it would grossly overbuild the site.

The impact of the proposed tower buildings, retail and commercial buildings would grossly overburden West Parade and surrounding properties.

This site is not included in the West Ryde Urban Village.

There is no justification to build retail or commercial on this site.

People who need shops very close to their residence should be housed in the proposed development of tower blocks on land at 2, 2F, 1 / 2 F and 2 / 2F Ryedale Road West Ryde MP 05_0130. This site on east side of West Ryde railway station fronting Ryedale Road has existing retail shops close by and Ryde Eastwood Leagues Club just a short easy level walk away.

There is no justification to build commercial offices and associated amenities on this site. These should be included in the proposed development to be built on the land at 2, 2F, 1 / 2 F and 2 / 2F Ryedale Road West Ryde MP 05_0130.

This would be very convenient for staff and visitors as it is very close to West Ryde railway station transport interchange, existing retail shops and Ryde Eastwood Leagues Club.

Any redevelopment on property Nos 63 to 77 West Parade must comply with the requirements of the current Ryde Planning Scheme Ordinance 2006; Ryde Development Control Plan 2006 and Draft Ryde Local Environmental Plan 2008.

The main requirements are:-

High Density Residential

Maximum height of building is 11.5m including lift and plant over runs

Building maximum three storeys

Floor space ratio maximum 0.75 to 1

cont page 2

Minimum set backs from West Parade boundary and side boundaries

Density:- This site is 3746 sq m

The proposed redevelopment MP 09_0029 needs another 9074 sq m

That is 71% deficient and not acceptable.

Kindly revise and amend the proposed redevelopment.

Re-submit and re-advertise the proposed redevelopment for public comment

Yours faithfully



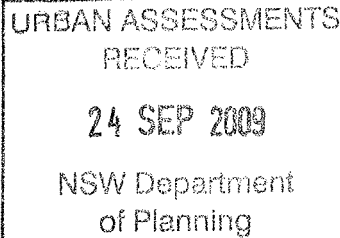
T 2009

CC:-

Nigel Sharpe, Project Director
Major Projects Directorate
Housing NSW

Mr Victor Dominello,
Member of the Legislative Assembly
Member for Ryde

The General Manager
City of Ryde Council



22 September 2009

The Director
Urban Assessments
NSW Department of Planning
GPO Box 39
Sydney NSW 2001

Dear Sir

Reference MP09-0029 at 63-77 West Parade, West Ryde, NSW 2114

It is with regret and disappointment that I express my concerns for your consideration, for the Development referred to above.

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.

West Parade is a main thoroughfare to and from Victoria Road for many drivers to access neighbouring residential areas and to add an additional 400 residents, as well as commercial services and retail staff to West Parade is a definite concern for us all.

The overwhelming size of this Development raises my concerns in regards to:

- The safety of pedestrians particularly school children, using the footpaths on such a busy Parade **after this proposed Development has been completed**. 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.
- 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
- 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?
- The noise impact of an additional 400 residents with additional services and retail stores in a very confined and over developed living area, will impact on the quality of living for all residents surrounded by this Development

- 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:
 - ground vibrations
 - ground movement
 - ground disturbances.

If in the event the excavation causes permanent and extensive damage to our building both in the immediate and long term future, who will be responsible for any repairs or ongoing maintenance caused by the excavation?

- 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 + u/cover parking height restriction.

No doubt we are all aware of a need for additional Government housing in Sydney Metro.

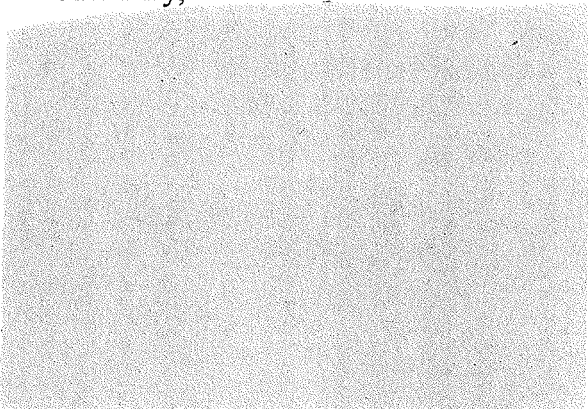
My concerns with an increase in an approximate 400 residents, as well as commercial services and retail shops, along with the profound and immediate impact for traffic congestion, safety, and noise, is that this Development will certainly limit the quality of life for all residents of West Parade, West Ryde.

Please **consider** the points I have raised and in your effort to provide extra Government housing, please **consider** the negative effect of this large development on this small existing strip of land and the residents of West Parade.

If the State Government is to proceed with this Development, then I would really appreciate for a 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

Thank you for your consideration and the opportunity to raise my concerns regarding this proposed Development.

Yours truly,



Sent Certified Mail

" WITHOUT PREJUDICE "

The Director
Urban Assessments,
NSW Department of Planning
GPO Box 39,
Sydney 2001

RECEIVED

23 SEP 2009

NSW Department
of Planning

Dear Sir ,

Reference MP09_0029 at 63-77 West Parade West Ryde

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 .

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.

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 .

If the Proposal for West Parade proceeds , then I would request , that prior to It's commencement , a Dilapidation Report be prepared on this property , Strata Plan 12206 .

Yours Faithfully

AB
219
2114
AB
09. 23/9
MS

URBAN ASSESSMENTS
RECEIVED
22 SEP 2009
NSW Department
of Planning

The Director,
Urban Assessments,
N. S. W. Department of Planning,
G. P. O. Box 39,
Sydney. N. S. W. 2001.

Dear Sir,

Reference MP 09-0029 at
63-47 West Parade, West Ryde.

I have been living in West Parade, West Ryde since 1978 and I am very concerned and wish to object to the building of these Highrise Buildings and Businesses which you are planning to build which will mean over 400 more people will be in such a small area.

It has always been a very quiet area but recently the Traffic is getting worse and when these Highrise Units and Businesses, more cars for over 400 people will be here, it will be disaster, there will be a major traffic congestion, there will be more noise and much more pollution, the small space will not cope.

In the case of Housing Commission Tenants with children, it sometimes creates a problem so I hope it does not depreciate the value of the existing Properties. Look at the trouble the Housing Commission has caused in the last week when Dennis Fergusson was put in the Housing Commission Unit in Ryde.

2.

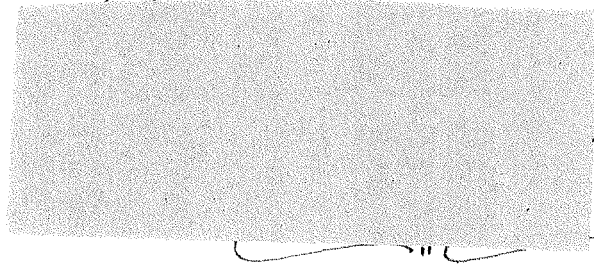
We will be looking right into these units, we will not have much privacy.

A major concern is that when the excavations begin on a project of this size, it could cause major problems to the foundations and cause damage to the existing buildings, one reason why I am objecting.

I would request that prior to the commencement of this major project that a Dilapidation Report be prepared on this Property, our Strata Plan is 12206.

I await your reply.

Yours faithfully,



A rectangular area of the document has been redacted, obscuring the signature. To the right of the redacted area, there is a small handwritten mark that appears to be a checkmark or the letter 'd'.

Andrew Beattie - MP09_0029 63-77 West Parade West Ryde

From:
To:
Date:
Subject:

Mr. Andrew Bettie
Planning NSW
Andrew.bettie@planning.nsw.gov.au
Cc majorprojects.planning.nsw.gov.au
Cc plan_comment@planning.nsw.gov.au

Re comments Major project MPO9-0029
63-77 West Parade, West Ryde.

Dear Sir, I had a quick glance at the weighty document at West Ryde Library.

I don't really support the proposal for I can see the price of my unit decreasing, the traffic volume, parking and noise levels rising and I can see a rise in the tensions we had with the public housing tenants, when there were far fewer of them, i.e. before their houses were demolished.

This would be a good chance for the Public housing to display what it can do. I have the stereo view of public housing that I see on current affairs shows, I live opposite a 12 storey housing commission complex in Footscray Victoria when I was growing up, a concrete blot on the map, where unfortunately robberies and suicides were not uncommon, I think this has scarred my views

But trying not to be too negative

I have some comments / suggestions which I hope could diffuse some issues.

Re the options they look quite good; a lot of research took place.

I think option 2 is better one.

My main concern is to have no building any taller than the current ones, i.e. nine stories, for as development continues in West Ryde, I believe the maximum heights on the buildings could be set. To view a wall of tall buildings (a mountainous cliff face) will be daunting enough for the residents who have to look at the row of buildings. I don't thank goodness as I am next door, and not facing your development.

Re the gardens, landscape can species endemic to the **endangered** Turpentine, Eucalyptus high forest be incorporated into the design?

The area above has remnants, in Darvall Park. (Perhaps you can have the students at RYDE TAFE to come up with refreshing design concepts.)

One concern I have as a neighbor is that at my block of units we have a swimming pool, which used to be 'invaded' by the previous residents at 63 - 77 West parade. Causing quite a few strained relationships with those residents, with frequent calls to the Police, re trespassing.

Though as far as I know the Police never charged anyone.

At my units we have a swimming pool; the units 1-55 have an indoor pool. During summer, after work and school it is in constant use, the nearest beach via train is possibly Bondi.

I order to **diffuse potential problems** and to provide a place for the residents at 63-77 West parade; **can a swimming pool be incorporated into the design?**

I does become quite hot here in summer & after a days work / school the opportunity for a swim and to unwind would be appreciated by your potential residents.

I believe this would solve quite a few problems residents have had with your previous tenants over the years, and it could improve the moral of your tenants as well as providing them relaxing meeting point.

I assume all the residents including the children would enjoy the social meeting place and the benefits of being out doors without leaving the property.

Those who may be financially challenged would be able to enjoy the pool. I assume more than just a passive garden setting, this area already has many Parks for picnics, sports.

Provide buildings that are visually nice, functional, and creative internally and externally with balconies and give everyone their own lock up garage, solar heating and cooling systems, and potentially an internal garbage system like those used in some of the Asian cities.

We have residents unfortunately here who cannot be bothered catching the lift down with their garbage and so they throw it onto the train lines.

A design I saw years ago on T.V. had all the bedrooms large the fact is many people share their home with others; the old concept of one large bedroom and a small one hopefully no long exists in your **futurist** plans. Every bed room should be able to have at least a double bed with plenty of room for movement and storage.

At my block of units we have 72 units and about 180 people including children and about 100 cars a mistake was made by council as we have 73 car places/ garages 1 space is for visitors, which is constantly filled.

Residents still need cars for work, to visit friends, to take their children to the various sports they play on weekends, and friends of residents do stay over at night increasing the street parking problems etc. The excess cars park on the streets at night and so if your residents are like us the same situation will arise please can you **address the number of visitor's spaces in your design?**

In an ideal world being close to public transport, one would be able to rely on the public transport, but the public transport is not great in many cases, you have to go into the city to get onto another line, when the travel time to the destination by car is considerably less. For your residents who have children who play sport on the weekends, unfortunately a car will be the only way they can reach the venues.

Over the years, our garages and cars have been broken into many times, as well as those people living on the ground floor whose units have been robbed, so please consider security in your design.

If you have some clout, can you speak to the transport companies and see if they can relocate the buses parking on West Parade as this reduces West Parade into a single lane and subsequent traffic delays, congestion.

Could you see if they can park their buses at the bus depot outside the train station?

I look forward to seeing the results of your departments creative minds.

Let us find your next place for you! Need a place to rent, buy or share?