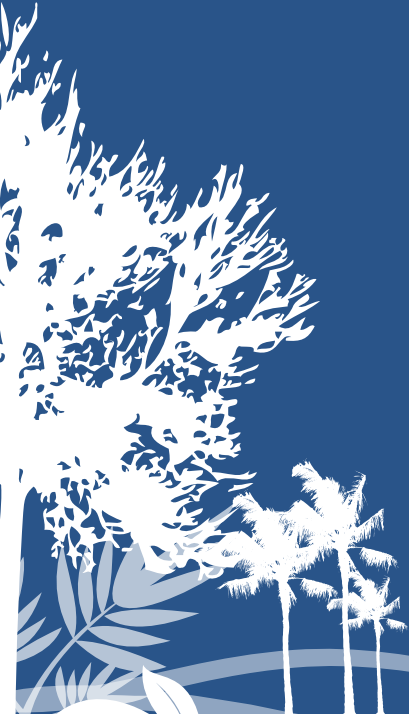


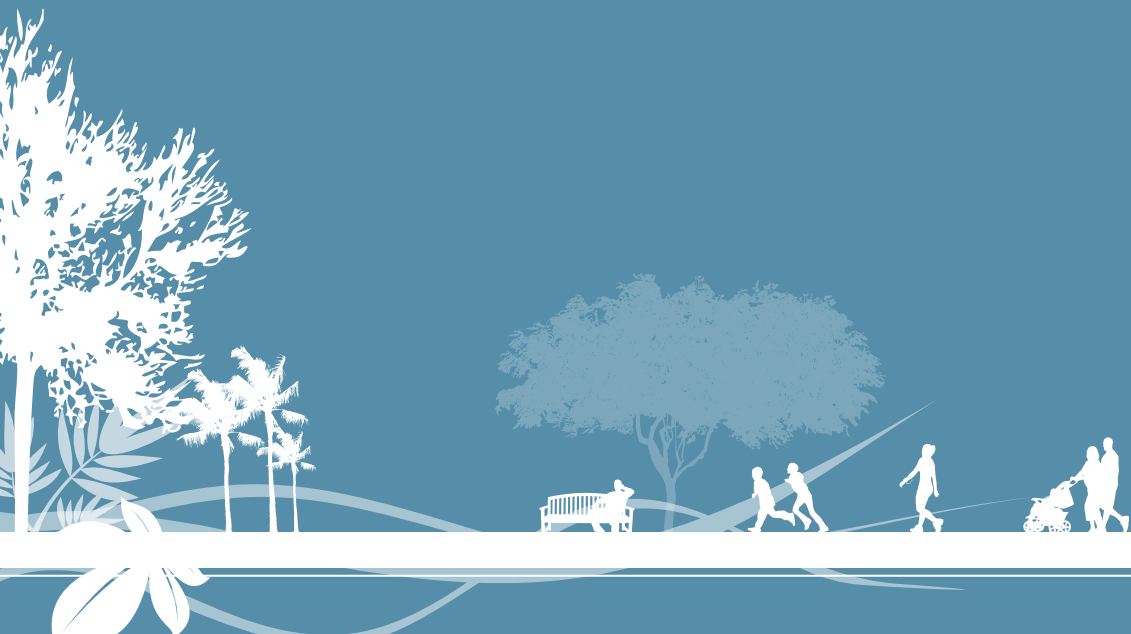
# ENVIRONMENTAL ASSESSMENT

**Allengrove Crescent, North Ryde**  
**1-9 Allengrove Crescent, 116a-122b Epping**  
**Road and 259-263 Lane Cove Road**  
Concept Plan MP 10\_0037

FINAL FOR PUBLIC EXHIBITION

November 2010





## URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

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Director	John Wynne
Associate Director	Ian Cady
Job Code	SA4209
Report Number	SA4209-EAF

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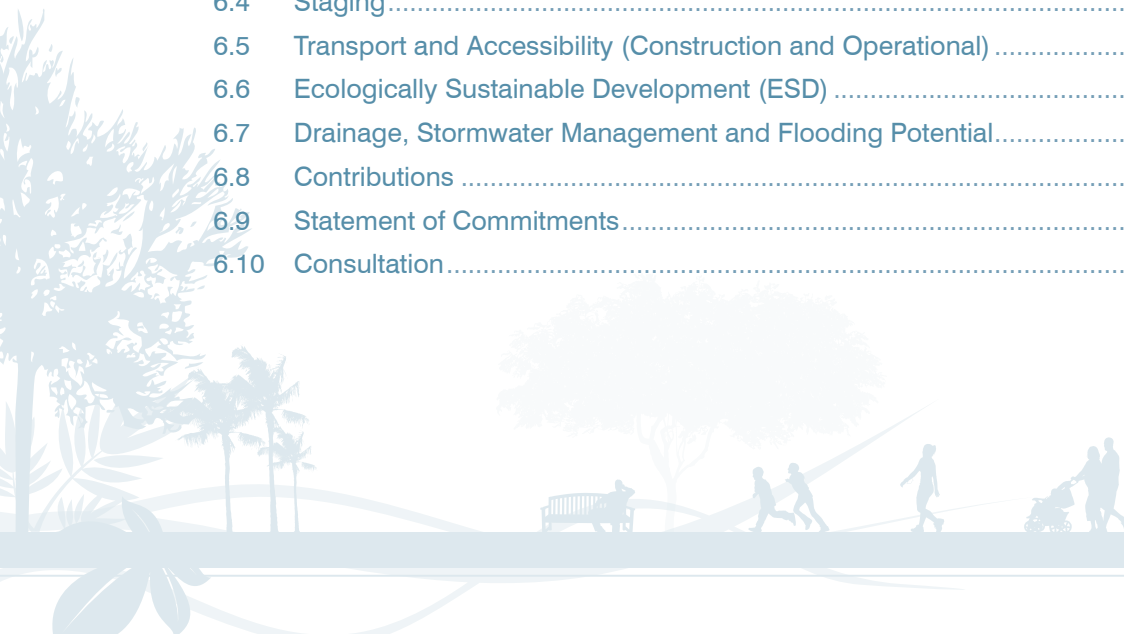
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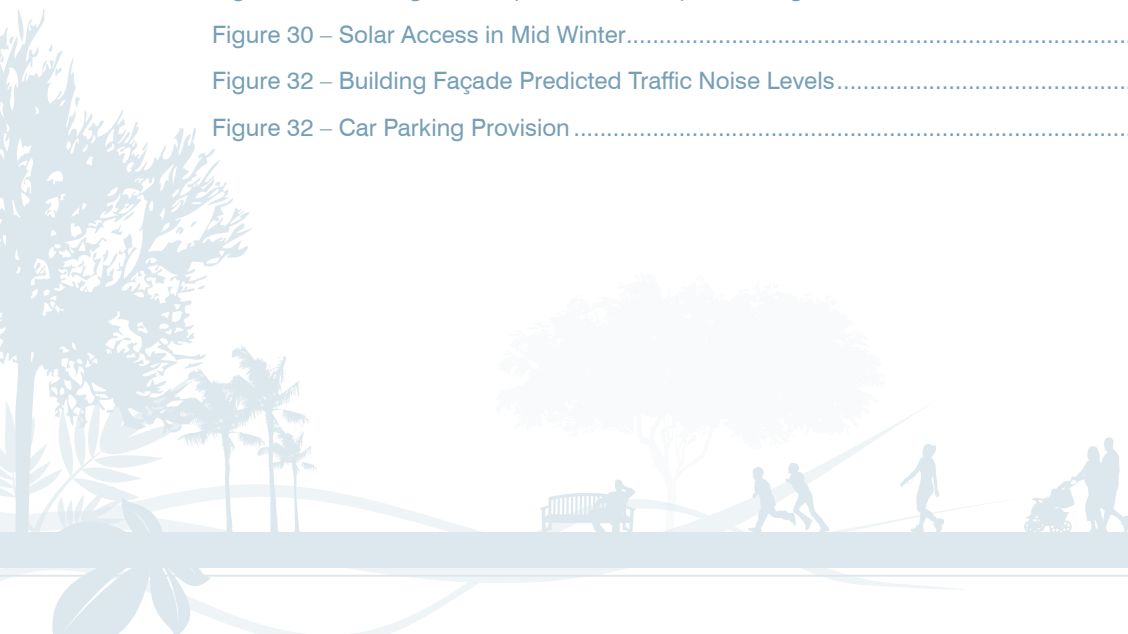
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## STATEMENT OF VALIDITY

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### Submission of Environment Assessment:

Prepared under Part 3A of the Environmental Planning and Assessment Act 1979.

### Environmental Assessment prepared by:

Name:	Ian Cady (Associate Director)
Qualifications	BA Geography and Planning (UNE) Diploma of Urban and Regional Planning (UNE)
Address:	Urbis Pty Ltd. Level 21, 321 Kent Street Sydney NSW 2000
In respect of:	1-9 Allengrove Crescent, North Ryde

### Proponent and Land Details

Proponent:	EGC Custodian Services
Proponent Address:	Level 14, 345 George Street Sydney NSW 2000
Subject Site / Land to be developed:	1-9 Allengrove Crescent, North Ryde
Lot and DP	Lot 9 on DP576484, 2 on DP371325, Lot 1 on DP845252, Lot 2 on DP524945, Lot 10 on DP739172, Lot 1 on DP504970, Lot 24 on DP869002, Lot 1 on DP656171, Lot 2 on DP656172, Lots 3-7 on DP28702.
Project Summary:	Concept Plan for the demolition of the existing 15 dwellings, excavation of three stepped basement levels and the construction of 269 residential units in three blocks: <ul style="list-style-type: none"><li>• Block along Epping Road, 112 units, height varying from 5 to 10/11 storeys</li><li>• Middle Block, 108 units, height varying from 5 to 11 storeys</li><li>• Block along Allengrove Crescent, 49 units, height varying from 4 to 7 storeys</li></ul>

### Environmental Assessment

An Environmental Assessment is attached.

### Declaration

We certify that the contents of the Environmental Assessment to the best of our knowledge, has been prepared as follows:

In accordance with the requirements of the Environmental Planning and Assessment Act 1979 and Environmental Planning and Assessment Regulations 2000; and

The information contained in this report is true in all material particulars and is not misleading.

-----  
Signature:



Name: Ian Cady

-----  
Date: 26 November 2010



### Strategic Planning Context

The Macquarie Park Corridor is the northern anchor of the “Global Economic Corridor” and will be a major focus of future employment growth, increasing by 23,000 jobs and 900,000sqm of commercial floorspace by 2031. To support this growth the recently completed Chatswood to Epping rail link provides three new rail stations within the corridor.

Global Economic Corridor



SOURCE: SYDNEY METROPOLITAN STRATEGY 2005 (FIGURE B9, PAGE 108)

While these stations already carry significant numbers of workers to the corridor in the morning and back home in the evening, very little housing exists in the vicinity of the stations to utilise spare capacity in the opposite direction. While it is recognised that land within the corridor needs to be reserved for future employment purposes, this limits the opportunity for centre-supporting housing that allows people to live and work in the same locality. It also compromises the potential vitality of the corridor, which tends to shut down outside business hours.

Furthermore, across the Ryde local government area, there is a tension between state government housing targets and the growth opportunities identified by council. While the Department of Planning has reduced its targets for Ryde from over 15,000 new homes by 2031 to 12,000, this is still double the capacity of approximately 6,000 new homes that Ryde Council has identified. In addition, consideration has not been given to opportunities outside the Macquarie Park Corridor which are nevertheless still within walking distance of the new railway stations. The Allengrove Crescent site is part of a very limited supply of such land that has been consolidated into a viable site for higher density residential flat development and therefore represents a strategic opportunity to:

- Contribute to the achievement of housing targets.
- Enliven the Macquarie Park Corridor.
- Provide opportunities to live near jobs within the corridor.
- Increase the supply of transit oriented housing to shift transport movements from cars to public transport, walking or cycling, thereby reducing congestion and CO2 emissions.
- Utilise existing spare capacity within the recently completed Chatswood to Epping rail link.

Walking Distance and Route from Site to Macquarie Park Station





## EXECUTIVE SUMMARY

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### The Concept Plan for the Project

The concept design comprises 269 dwellings within three rows of buildings ranging from three to ten storeys, above basement parking for 394 cars. Lower scale buildings are located adjacent to adjoining low density housing, with height concentrated towards the intersection of Epping Road and Lane Cove Road.

Photomontage of Indicative Scheme Design



### Part 3A of the EP&A Act

The project has been declared a project to which Part 3A of the *Environmental Planning and Assessment Act* (the Act) by the Minister for Planning as it comprises:

*“development for the purpose of residential, commercial or retail projects with a capital investment of more than \$100 million.”*

The Minister is therefore the consent authority for the project. The Minister has also authorised the submission of a Concept Plan that outlines key development parameters, such as land use, building envelopes, landscape concept, car parking numbers and vehicular access arrangements for the proposal. Subject to approval of the Concept Plan, separate Project Approval will be sought for the detailed design of the project.

The Director-General (DG) of Planning has also issued Environmental Assessment Requirements (EARs) for the preparation of the Environmental Assessment (EA) of the project. The Concept Plan and EA have been prepared in accordance with these requirements.

## EXECUTIVE SUMMARY

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### Planning Controls and Policies

While the project significantly exceeds the height and density provisions of the R2 Low Density Residential zone under Ryde Local Environmental Plan 2010, the proposed intensification of the site is directly consistent with the principles of a range of broader strategic planning considerations, such as the NSW State Plan 2010, the Draft Inner North Subregional Strategy, the Metropolitan Transport Plan 2010 and Integrating Land Use and Transport – A Planning Policy Package 2001.

Aside from the LEP controls, the project is consistent with all other relevant guidelines and controls, including the Residential Flat Design Code.

### Built Form & Urban Design

The project has been designed to reconcile various competing design considerations and provides a high quality built form outcome that integrates with the surrounding environment.

The bulk, height and scale of the project have been carefully considered to address the surrounding properties and the scale of the street.

The Concept Plan provides for optimum amenity for the proposed dwellings. All units are orientated to the north east and more than 75% of proposed units will receive a minimum of three hours solar access to the living areas and private open spaces during mid winter.

### Environmental and Residential Amenity

The project has been designed in accordance with SEPP 65 - Design Quality of Residential Flat Development and the Residential Flat Design Code (RFDC) and the range of guidelines therein to optimise solar access, acoustic privacy and visual privacy and provides for a high level of environmental and residential amenity.

The project has also been designed in accordance with the Department of Planning Interim Guidelines for Development near Rail Corridors and Busy Roads, and incorporates a range of measures to mitigate the effects of noise from traffic on Epping and Lane Cove Roads.

### Isolated Sites

Whilst the project will 'isolate' the property on the corner of Allengrove Crescent and Lane Cove Road (253-257 Lane Cove Road), the proponent has made numerous documented offers to acquire this site over a considerable period of time. As these offers have all been declined, the scheme has been designed to step down towards this property to reasonably protect its amenity and the Concept Plan illustrates how a future redevelopment of this site could occur in a co-ordinated manner.



## EXECUTIVE SUMMARY

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### Transport and Accessibility

The site is ideally located to benefit from a range of transport options including train, bus, cycling and walking and therefore embodies the principles of transit oriented development.

In addition to being located within 400m of the Macquarie Park station, the site is serviced by a range of local and regional bus routes. A wide range of parks, shopping services and schools are located within walking distance and the site has immediate connectivity to the regional bicycle path network.

Located on the major intersection of Lane Cove Road and Epping Road, the site is also easily accessible by private vehicle.

### Ecologically Sustainable Development (ESD)

The underlying principle of concentrating new development around major transport nodes in existing areas is one of the most important sustainability objectives for the future development of Sydney, and significantly contributes to:

- Containment of the urban footprint of Sydney.
- Better utilisation of existing infrastructure.
- Reduced private car use and associated congestion and CO<sup>2</sup> emissions.

In addition, the project adopts a number of measures to minimise water and energy use, and the discharge of pollution. To optimise the social sustainability of the project, a range of housing options is proposed, and the landscape concept has been designed around the use of food producing species, and includes a communal market garden to:

- Reflect the market gardening and orcharding history of the locality.
- Mitigate the environmental costs of food transport by allowing on-site food production.
- Increasing opportunities for community engagement, and reducing potential for social isolation in high density living.
- Create opportunities to positively engage the cultural diversity of the locality through productive gardening.

## EXECUTIVE SUMMARY

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### **Drainage, Stormwater Management and Flooding Potential**

Water quality is to be managed on site with the implementation of Water Sensitive Urban Design best practice principles including rainwater tanks, litter baskets, onsite detention tanks and bio-retention basins.

### **Summary**

While the project will have a transformational effect on the local area and departs from the underlying low density zoning, it represents a strategic and very limited opportunity to provide transit oriented housing to complement future employment growth and significant existing transport infrastructure within the Macquarie Park Corridor.

While different in scale and form from its immediate neighbours, the design and massing of the project ameliorates potential boundary impacts, such that it will not result in any unreasonable environmental effects upon its neighbours.

We therefore have no hesitation in recommending that the Minister Approve the proposed Concept Plan, subject to the Statement of Commitments contained therein.

# 1 Introduction

This Environmental Assessment (EA) comprises part of an application for approval of a Concept Plan pursuant to Section 75M of the Environmental Planning and Assessment Act 1979 (the Act) and responds to the Director General's (DG) Environmental Assessment Requirements (EARs) issued on 11 June 2010 under Section 75F of the Act.

The Concept Plan facilitates residential development at 116a - 122b Epping Road, 259 - 263 Lane Cove Road and 1 - 9 Allengrove Crescent, North Ryde (the site) and was determined by the Minister to be a project to which Part 3A of the Act applies on 21 April 2010.

In summary the project incorporates the construction of 269 residential units in three blocks:

- **Block along Epping Road, 112 units, height varying from 5 to 10/11 storeys**
- **Middle Block, 108 units, height varying from 5 to 11 storeys**
- **Block along Allengrove Crescent, 49 units, height varying from 4 to 7 storeys**

The site currently accommodates 15 detached dwellings under the single ownership of EGC Custodian Services and will be amalgamated as part of the project.

The site is located in a strategic position on the corner of Epping Road and Lane Cove Road, within 400m of the Macquarie Park train station and adjacent to numerous local and regional bus routes and the wider Macquarie Park corridor. As detailed throughout this EA and supporting information, the project represents a strategic opportunity to contribute to the housing targets for the Ryde LGA on a site in close proximity to a range of transport options and local facilities and services.

This EA details:

- **The site and context**
- **Background**
- **Stakeholder Consultation**
- **Strategic Context**
- **The Concept Plan**
- **Response to the DGs EARs.**

## 2 Site and Surrounding Development

### 2.1 Site Details

The site is known as 116a – 122b Epping Road, 259 – 263 Lane Cove Road and 1 – 9 Allengrove Crescent, North Ryde and is legally described as:

- Lot 9 on DP576484
- Lot 2 on DP371325
- Lot 1 on DP845252
- Lot 2 on DP524945
- Lot 10 on DP739172
- Lot 1 on DP504970
- Lot 24 on DP869002
- Lot 1 on DP656171
- Lot 2 on DP656172
- Lots 3-7 on DP28702

Located on the southern corner of Epping and Lane Cove Roads, the site is adjacent to the Epping Road overpass of Lane Cove Road. It also has a western frontage to Allengrove Crescent, a minor local cul-de-sac accessed directly from Lane Cove Road. It is irregularly proportioned, has an area of 12,297.1sqm, shares common property boundaries on its south-eastern and western sides and slopes gently down from south to north.

Most significantly, the site is within easy walking distance (380m) of the recently completed Macquarie Park train station and is well served by bus stops on adjoining arterials roads.

The site currently comprises 15 detached dwelling lots in accordance with its current R2 Low Density Residential zoning.

The site is illustrated in Figures 1 – 3 below.

Figure 1 – Aerial Photograph of the Site



## SITE AND SURROUNDING DEVELOPMENT

Figure 2 – Local Cadastre



Figure 3 – Existing Development on the Site



PICTURE 1 – EXISTING LOW DENSITY HOUSING ON SITE – 118 EPPING ROAD



PICTURE 2 – EXISTING LOW DENSITY HOUSING ON SITE – 263 LANE COVE ROAD

## SITE AND SURROUNDING DEVELOPMENT

---



PICTURE 3 – EXISTING LOW DENSITY HOUSING ON SITE – 9 ALLENGROVE CRESCENT



PICTURE 4 – EXISTING LOW DENSITY HOUSING ON SITE – 5 ALLENGROVE CRESCENT

### 2.2 Vegetation

The site contains numerous trees consistent with a typical suburban environment. Most of these have been established in an uncoordinated manner given the previously fragmented ownership of the site. An Arboricultural Impact Assessment has been prepared by Footprint Green to assess the condition and significance of existing vegetation. The arborist's report identifies several trees to be removed to facilitate the development. A discussion of the significance of these trees is included in Section 6.2.9 and the full arborist's report is provided at Appendix J.

### 2.3 Geotechnical and Contamination

A Phase 1 Environmental Site Assessment undertaken by Environmental Investigation Services (Appendix O) has found that as the site and surrounding area has been used predominantly for residential purposes, no activities which could be expected to generate significant soil or groundwater contamination were obvious.

Whilst the results of some onsite tests showed elevated levels of contaminants in some soil samples it is not expected that these levels will inhibit the suitability of the site for residential development, subject to further assessment following the demolition of existing buildings on site.

## SITE AND SURROUNDING DEVELOPMENT

### 2.4 Surrounding Development

The site is located on Epping Road, which forms a distinct boundary between low density housing to the south-west, and multi-level industrial and commercial development to the north-east. Surrounding development is described in Table 1 below and is illustrated in Figures 4 and 5:

Table 1 – Surrounding Development

Type	
Land Use – South West	Land to the south-west consists primarily of low rise detached houses interspersed with a number of town-house and duplex developments, and is primarily zoned R2 Low Density Residential under the Ryde Local Environmental Plan 2010 (the LEP).
Land Use – North East	Land to the north-east of Epping Road is primarily zoned for business and technology purposes. Significant intensification of employment generating uses is planned in this area.
Parks	<p>Immediately to the north of the site, adjoining the northern boundary is a small public reserve. Whilst this reserve provides some degree of visual amenity it does not provide a usable amenity due to noise and safety issues.</p> <p>The wider locality contains numerous parkland reserves. Two pocket parks are located within 600m-800m of the site. The site is also within 1km of the open space network encompassing and connecting Wilga Park and ELS Hall Reserve. In addition the North Ryde Golf Course is located approximately 800m to the south-west and Lane Cove National Park lies beyond the M2 Motorway to the north-east (approximately 1 km from the site).</p>
Shopping	The site is close to local convenience shopping, including the Avon Road shops, which include a restaurant, computer shop, real estate agency, gym and convenience store. A full range of local convenience retailing including a Franklins Supermarket is located on Cox Road, approximately 700m from the site. The regional Macquarie Shopping Centre is approximately 1km from the site.
Education	There are a number of schools in the local area including North Ryde Public School and Holy Spirit School located approximately 600m – 800m south west of the site and Kent Road Public School approximately 1.6km to the west of the site. In addition Macquarie University is located approximately 1.6km to the north west.
Medical	<p>The Specialist Medical Centre is located immediately across Lane Cove Road from the site (on the western corner of the Lane Cove Road and Epping Road intersection). The medical centre offers a comprehensive range of medical services including:</p> <ul style="list-style-type: none"><li>▪ General Practice</li><li>▪ Pharmacy</li><li>▪ Physiotherapist</li><li>▪ Psychologist</li><li>▪ Pathologist</li><li>▪ Skin Cancer Clinic</li><li>▪ Dentist</li><li>▪ Podiatrist</li><li>▪ Chinese medicine</li><li>▪ Chiropractor</li></ul> <p>In addition, the Macquarie Hospital is situated approximately 800m to the south of the site.</p>

# SITE AND SURROUNDING DEVELOPMENT

Figure 4 – Local Facilities

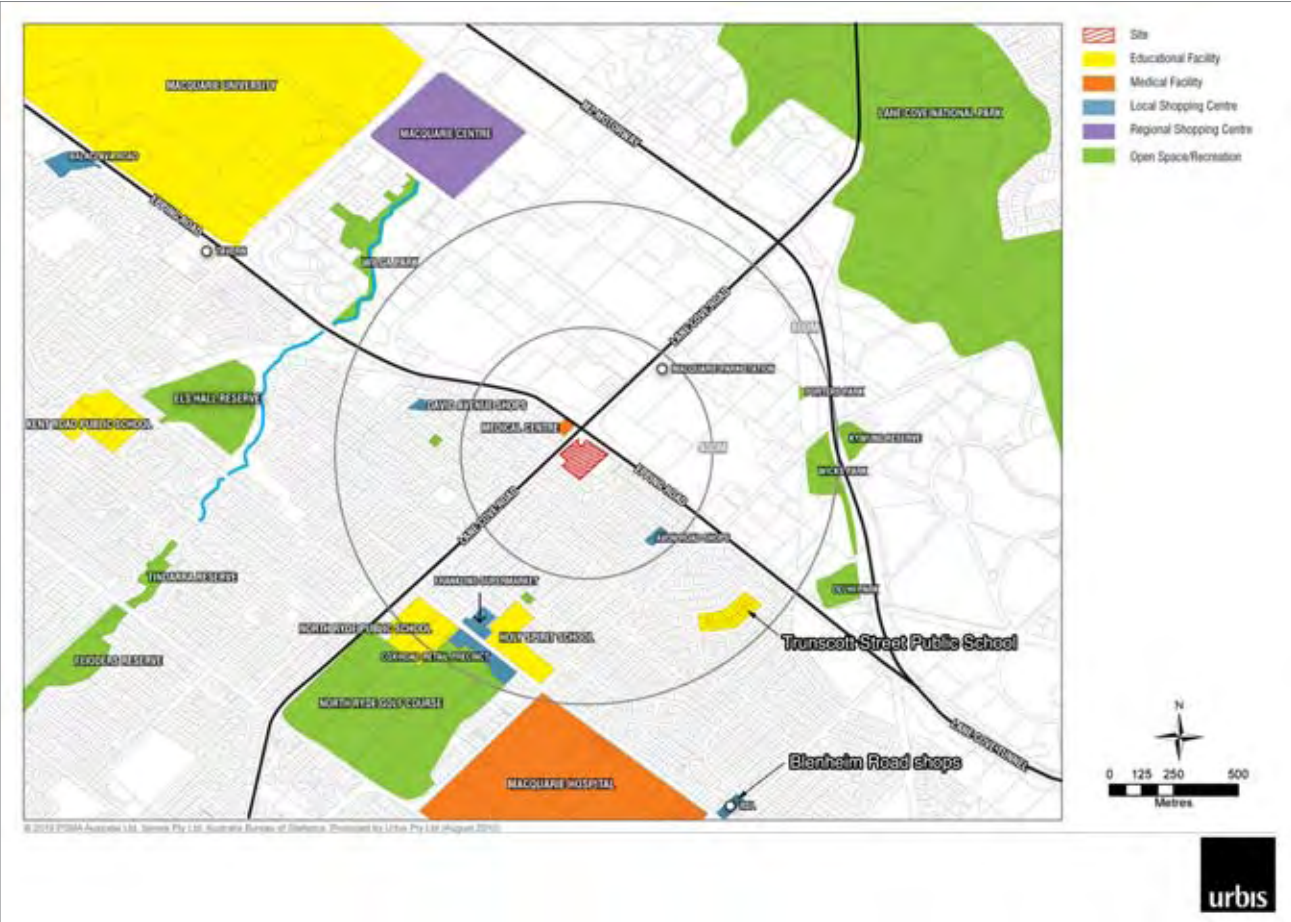


Figure 5 – Surrounding Development Context



PICTURE 5 – 114 EPPING ROAD – IMMEDIATELY ADJOINING THE SITE TO THE EAST



PICTURE 6 – COMMERCIAL DEVELOPMENT ON EPPING ROAD

## SITE AND SURROUNDING DEVELOPMENT

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PICTURE 7 – EPPING ROAD OVERPASS AND COMMERCIAL DEVELOPMENT WITHIN MACQUARIE PARK



PICTURE 8 – MEDICAL CENTRE ON THE CORNER OF EPPING ROAD AND LANE COVE ROAD



PICTURE 9 – COMMERCIAL / INDUSTRIAL DEVELOPMENT NORTH OF THE SITE – LANE COVE ROAD



PICTURE 10 – VIEW NORTH ALONG LANE COVE ROAD FROM THE LANE COVE ROAD FRONTAGE OF THE SITE



PICTURE 11 – DEVELOPMENT TO THE NORTH OF THE SITE



PICTURE 12 – VIEW WEST FROM THE SITE

## SITE AND SURROUNDING DEVELOPMENT

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PICTURE 13 – 253-257 LANE COVE ROAD, IMMEDIATELY ADJOINING THE SITE TO THE WEST



PICTURE 14 – EXISTING ORCHARD AND GARDEN ACTIVITY - 253-257 LANE COVE ROAD



PICTURE 15 – COUNCIL RESERVE – CORNER LANE COVE ROAD AND EPPING ROAD



PICTURE 16 – 11 ALLENGROVE CRESCENT, IMMEDIATELY ADJOINING THE SITE TO THE EAST



PICTURE 17 – NEW RESIDENTIAL DEVELOPMENT ON LORNA AVENUE, SOUTH OF THE SITE



PICTURE 18 – AVON ROAD LOCAL SHOPPING CENTRE, SOUTH EAST OF THE SITE

### 2.5 Demographics

There are 10,195 residents in the suburb of North Ryde based on data derived from the 2001 and 2006 ABS Census statistics. The following provides a brief discussion of the demographic characteristics of North Ryde in comparison with both the Ryde LGA and the Sydney Statistical Division (SD).

#### 2.5.1 Age

The suburb has an older population and an above average median age of 40 years and a significantly higher proportion of residents aged 65 years and over (17.8%) than both Ryde LGA (14.5%) and Sydney Statistical Division (SD) (12.3%). In addition, the suburb represents a slightly lower than average percentage of persons that fall into the working age group of 25-54 years (41.8%) compared to the Sydney SD (44.1%).

#### 2.5.2 Income and Affluence

The median household income of North Ryde is \$1,238 per week, which is higher than the average for Sydney.

#### 2.5.3 Housing and Housing Tenure

The majority (85.6%) of dwellings in North Ryde LGA are separate houses. This proportion is, significantly higher than the rest of the Ryde LGA (54.5%). Flats, units or apartments only make up 4.2% of the dwelling stock in North Ryde, compared to 30% across the LGA and 25.7% in the Sydney SD as illustrated in Figure 6).

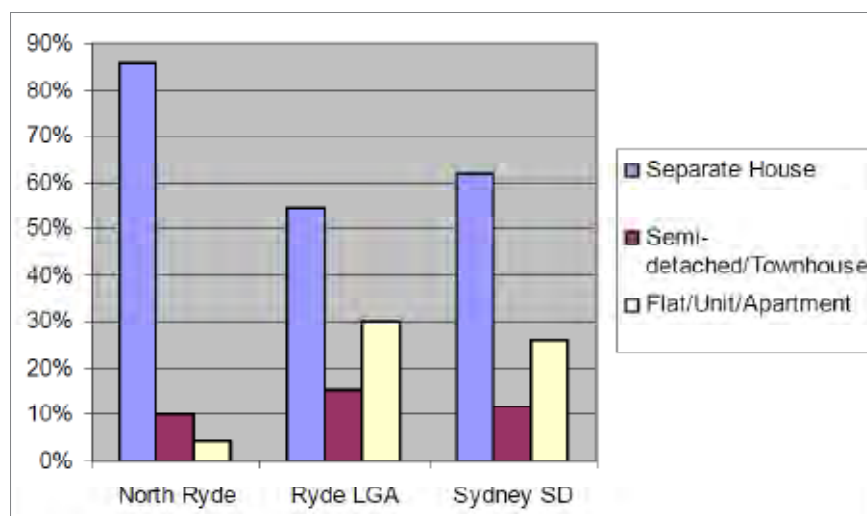
Rates of home ownership are high in North Ryde with 70.4% of residents either owning their homes or being in the process of purchasing their home compared to only 60.4% across the Ryde LGA and 61.2% in the Sydney SD.

Housing densities in North Ryde reflect the national average, with an average of 1.1 persons per bedroom, although the average household size is slightly greater at 2.8 persons per household compared to 2.6 persons nationwide.

The majority of families in North Ryde are couples with children (51.1%), slightly higher than Sydney at 49.3%, while 33% of families in both North Ryde and across Sydney are couple families without children.

## SITE AND SURROUNDING DEVELOPMENT

Figure 6 – Housing Stock in North Ryde



### 2.5.4 Employment

Unemployment in North Ryde is low at 3.5% compared to 5.3% in the Sydney SD. Employment profiles for the region reflects the prominence of Macquarie University, Ryde and Macquarie Hospitals, Macquarie Technology Centre and Riverside Corporate Park. 29.3% of Ryde LGA residents are employed as professionals, 17.7% as clerical and administrative workers and 13.7% as managers. The top three industries for these employment types are professional, scientific and technical services, education and training, and health care and social assistance. There is a lower than average number of persons employed in blue collar industries who reside in the LGA, possibly related to housing affordability in the area.

### 2.5.5 Implications

Given the low rate of multi-unit housing currently provided in North Ryde, combined with the increase in employment in Macquarie Park and the opening of the Epping-Chatswood rail link, demand exists for a greater range of housing options.

## 2.6 History of the Area

The area from Sydney Cove to Parramatta, on the northern side of the Parramatta River, was originally known as Wallumetta and belonged the aboriginal Wallumedde people.

White settlement first occurred in the area, then named 'Field of Mars,' around 1792 as a result of grants given to eight marines.

Throughout its history the area has had a rich association with the early cinema movement, a number of shipyards and significant orcharding and market gardening as illustrated in Figure 7.

Significant urbanisation of the area began in the late 1940s with the Ryde Housing Scheme. Throughout the 1950s the area continued to become more urbanised and the establishment of Macquarie University in the 1960s set the scene for the development of the Macquarie Park technology precinct.

Figure 7 – North Ryde 1943



### 2.7 Transport

The project will be well serviced by a range of transport options.

The site benefits from excellent access to public transport and is serviced by both rail and bus. As shown in Figures 8 and 9 the Macquarie train station is located within 400m of the site, as are a number of regional bus routes, which have stops adjacent to the site.

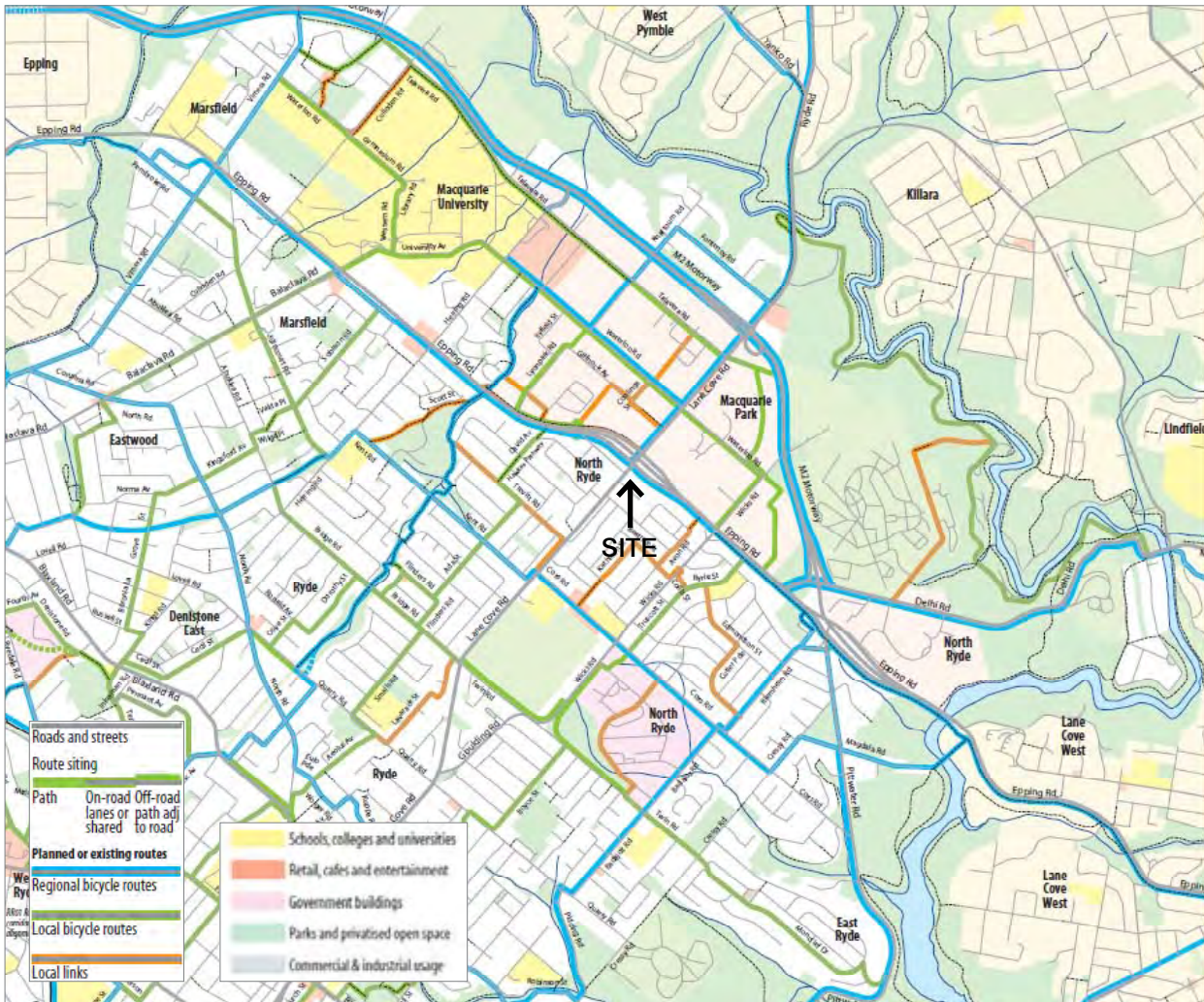


SOURCE: STA BUS NETWORK MAP, WESTERN REGION GUIDE

## SITE AND SURROUNDING DEVELOPMENT

The project is also well located to benefit from active transport opportunities with a network of bike paths passing the site on Epping Road which provides access to a number of locations across the wider Sydney region (refer to Figure 10).

Figure 10 – Bike Path Network



SOURCE: RYDE BICYCLE STRATEGY AND MASTERPLAN 2007 (MAP 2, PAGE 14)

As previously discussed in Section 2.4 and illustrated in Figure 4, a range of facilities are located within walking distance of the site including park and recreation opportunities, schools and local shopping.

An existing established road network also services the site including direct access to arterial roads (Lane Cove Road and Epping Road).

### 3 Strategic Context

#### 3.1 Metropolitan Strategy

The Sydney Metropolitan Strategy (the Metro Strategy) was released in 2005 and is the State Government's policy for the future of the Sydney region. A number of specific policies contained in the Metro Strategy are particularly relevant to the project.

##### 3.1.1 Global Economic Corridor

The site is located across Epping Road from the Macquarie Park industrial / technology park. This area is recognised at all levels of government as a critical component of the Global Economic Corridor, which extends from Epping through the Sydney CBD, to the airport and Port Botany (refer to Figure 11). The strategic economic importance of Macquarie Park has recently been reinforced by the completion of the Epping to Chatswood rail link, including three new railway stations in the Macquarie Park locality. The Metro Strategy describes the Global Economic Corridor as:

*"The corridor of concentrated jobs and activity in centres, from North Sydney to Macquarie Park and the City to Sydney Airport and Port Botany has been the powerhouse of the Sydney and Australian Economy"*

Figure 11 – Global Economic Corridor



SOURCE: SYDNEY METROPOLITAN STRATEGY 2005 (FIGURE B9, PAGE 108)