



NSW GOVERNMENT  
**Department of Planning**

***MAJOR PROJECT ASSESSMENT  
MP 05\_0130  
Residential flat development at  
2, 2F, 1/2F and 2/2F RYEDALE ROAD, WEST RYDE  
Proposed by CRI West Ryde Pty Ltd***



Director-General's Environmental Assessment Report  
Section 75I of the Environmental Planning and Assessment  
Act 1979

December 2007

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# 1 EXECUTIVE SUMMARY

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This is a report on a project application to construct a mixed use development at 2, 2F, 1/2F and 2/2F Ryedale Road, West Ryde pursuant to Part 3A of the *Environmental Planning and Assessment Act, 1979* ("the Act"). The site is located in the local government area of the City of Ryde. The proponent is CRI West Ryde Pty Ltd (the Proponent).

The development is located on Railcorp land on the eastern side of the West Ryde Railway station and rail corridor.

The proposed development comprises:

- 195 residential dwellings contained within 4 buildings ranging in height from 7 to 12 storeys with a 2 storey podium along Ryedale Road;
- Basement car park over two levels containing 301 spaces for residents and occupants and users of the retail and commercial areas;
- Commuter car park over 2 levels with 90 spaces;
- Retail and commercial floor space;
- A childcare facility to accommodate approximately 50 children;
- Provision of two public squares including a soft landscaped area as part of the public open space at ground level;
- Shared facilities (gym & pool); and
- Consolidation of existing lots and Torrens title subdivision to create 5 new lots, some of which are partly limited in stratum.

The estimated project cost of the development is \$66 million. The proposal will create 1400 full time equivalent construction jobs and 200 full time equivalent operational jobs.

The proposal was exhibited for a 30 day period from 5 September to 5 October 2007. During the exhibition period, the Department received a total of 22 submissions comprising 4 submissions from government agencies (City of Ryde Council, Railcorp, NSW Heritage Council & RTA) and 18 from the public, including 10 form letters. Key issues varied including:

- Compliance with height and FSR controls
- Traffic
- Urban Design
- Acoustic Privacy
- Heritage issues relating to conservation area opposite

Key issues considered in the Department's assessment included:

- Compliance with FSR controls;
- Activation of the Ryedale Road frontage;
- Safety and security.

## Preferred Project Report (PPR)

On 30 November 2007, the applicant amended the application via the Preferred Project Report, with a revised Statement of Commitments submitted on 6 December 2007 to address issues raised by the Department and submissions. These include revised calculations of FSR based on the development site (i.e. excluding the rail corridor), removal of SOHO style units and provision of Draft Shopfront guidelines to improve activation of the Ryedale Road frontage, and additional details on landscape treatments and materials and finishes.

## Conclusion

The Department has assessed the merits of the project and is satisfied that the impacts of the proposed development have been addressed via the Preferred Project Report, Statement of Commitments and the Department's recommended conditions of consent, and can be suitably mitigated and/or managed to ensure a satisfactory level of environmental performance. On these grounds, the Department is satisfied that the site is suitable for the proposed development and that the project will provide environmental, social and economic benefits to the region.

The Department recommends that the project be approved, subject to conditions.

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## 2 BACKGROUND

### 2.1 THE SITE

#### 2.1.1 Site context and location

The site (except the strata titled 2 storey building on Lots 1 & 2) is currently owned by Railcorp (Lots 100, 101, 102 & 103 of DP 1067460).

Following subdivision to divest the rail corridor, railway entry plaza and the proposed commuter carpark from the remainder of Railcorp owned land, the development site will be transferred to CRI West Ryde Pty Ltd. CRI West Ryde has the option to purchase the remaining parcels of land that comprise the subject site. The owners' consent from both Railcorp and the Owner's Corporation of the Strata building, have been obtained to make this project application.

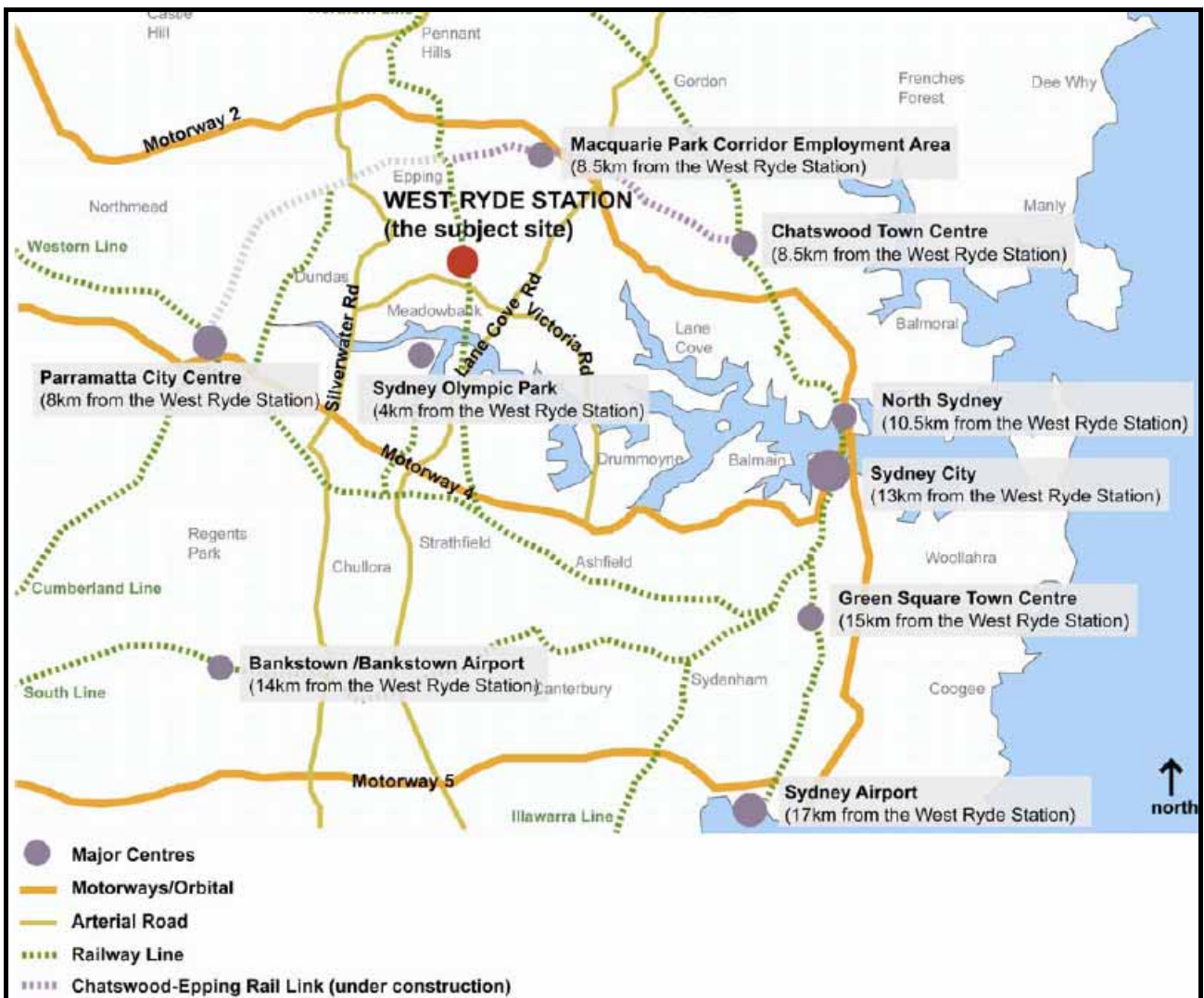
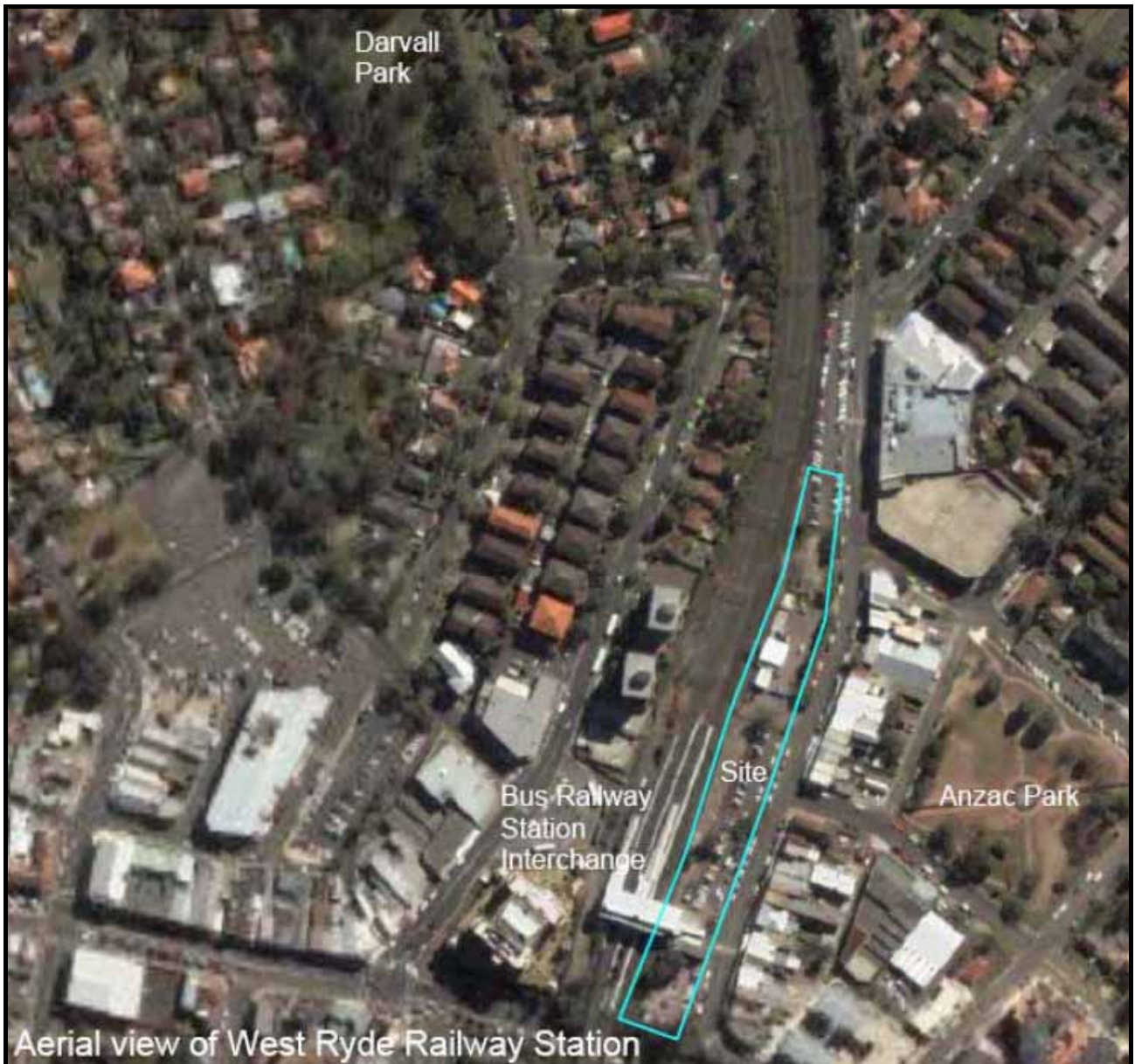


Figure 1. Location of West Ryde

The site is located adjacent to the West Ryde railway station and associated rail corridor along its western boundary. It is bounded by Ryedale Road to the east, and Victoria Road to the south. The northern end of the site adjoins existing commuter parking (to be retained) that continues from the subject site. (Refer to **Figure 2**).



*Figure 2. Site location*

### 2.1.2 Existing site features

- *Site area:* 8,067 m<sup>2</sup>  
(Note this refers to the development site only and does not include the adjacent railway corridor and railway station)
- *Site shape:* The site is a narrow strip of land approximately 310 metres long, generally 22 metres wide, 27 metres at the widest and narrowing to 7 metres at the northern end of the site
- *Street frontages:* East – Ryedale Road and South – Victoria Road
- *Adjacent infrastructure:* West – West Ryde Railway station (southern end of site) and the rail corridor.
- *Adjacent buildings:* East side of Ryedale Road – 2 storey row of terrace style shops (part of a Conservation Area), with the 4 storey Leagues Club adjacent to the northern end of the site.  
West side of rail corridor – 10 storey Meriton Apartments (adjacent to southern end of the site), bus interchange, 2 x 8 storey apartment building, series of single storey residences and series of medium density flat buildings.
- *Natural features:* The site is generally flat. There are some existing trees along the Ryedale Road edge of the site.
- *Built features and existing land use:* The majority of the site is currently used as a hardstand commuter carpark. The remainder of the site is occupied by the railway service yards, an equipment hire depot and a 2 storey building occupied by a chemist and an accountancy practice

### 2.1.3 Surrounding development

The site is located on the eastern side of the Transport Interchange Precinct, occupied by the railway station, rail corridor and service yards and a bus interchange on the western side of the railway station. There is existing commercial and retail (primarily 2 storey) on either side of the precinct along the rail line and along Victoria road to the south. Otherwise the area is predominantly low density residential with some high to medium density residential buildings along the western side of the rail corridor. There is also a public park (Anzac Park) further east of the site and another public park (Darvall Park) further north-west of the site (refer to **Figure 3**)



Figure 3. Surrounding land uses

## 2.2 SITE CHRONOLOGY

- On 17 November 2005, the Minister formed the opinion that this proposal was a Major Project under Schedule 1 Clause 23(2) of the Major Projects SEPP.
- On 5 July 2006, DGRs were issued for development at the subject site
- In September 2006, the design competition for this site was held. The Cox Richardson Scheme was selected as the preferred scheme
- On 21 July 2007, an Environmental Assessment (EA) was lodged for the construction of 4 apartment buildings with 195 units, including 14 SOHO style units, and basement parking for 391 vehicles.
- The EA was deemed inadequate as the application failed to adequately address issues regarding statutory requirements, social, economic impacts, traffic impacts, impacts on the surrounding developments and deficiencies in the submitted plans. The exhibition of the EA was delayed pending completion of the EA.
- From 5 September to 5 October 2007, the EA was publicly exhibited. The Department received a total of 22 submissions comprising 4 submissions from government agencies and 18 from the public, including 10 form letters.
- On 29 October 2007, the Department provided to the Proponent copies of submissions made by public authorities in response to the EA and a summary of the issues raised by the public.
- On 8 November 2007, the Department provided an initial assessment of the EA and requested that the Proponent submit a Preferred Project Report (PPR) addressing issues raised by the EA.
- On 20 November 2007, the Department met with the Proponent to discuss the issues raised by the EA submission.
- On 30 November 2007, a PPR, including amended plans was lodged, with the major change incorporating conversion of SOHO units to separate units and retail/commercial tenancies and the provision of Shopfront Guidelines.
- On 6 December 2007, the revised Statement of Commitments was submitted.

## 3 PROPOSED DEVELOPMENT

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### 3.1 THE PROPOSED DEVELOPMENT

The proposed development is for the construction of a mixed use residential, commercial and retail development including commuter parking, upgraded station entry and a child care facility, comprising:

- 195 residential dwellings in 4 separate tower buildings (refer to **Figure 4**) ranging in height from 7 to 12 storeys, above a 2 storey podium at street level and 2 basement parking levels, with a GFA of 25,775m<sup>2</sup> and FSR of 3.28:1
  - **Block A:** This southern most building adjacent to Victoria Road (south) and the station entry (north) contains 54 units (including 4 units on the second level of the podium) in 12 storeys. The ground floor podium is occupied by individual commercial/retail tenancies along the street and larger retail floor space to the rear. On the first floor, apartments are placed along the street with commercial floor space to the rear adjacent to the rail corridor.
  - **Block B:** This building adjacent to the station entry (south) and the proposed village square (north) contains 50 units (including 5 units on the second level of the podium) in 10 storeys. The ground floor podium is occupied by individual commercial/retail tenancies along the street and larger retail floor space to the rear. On the first floor, apartments are placed along the street with commercial floor space to the rear adjacent to the rail corridor.
  - **Block C:** This building adjacent to the proposed village square (south) contains 50 units (including 5 units on the second level of the podium) in 10 storeys. The podium levels are occupied by commuter car parking on the ground and first floors, and a gym/pool complex for residents on the first floor.
  - **Block D:** This northernmost building located opposite the Leagues Club and adjacent to the ramp to the carpark ramp (north) contains 27 units in 7 storeys. The podium levels are occupied by commuter car parking on the ground and first floors, and a childcare facility with attached outdoor space on the first floor.
- 301 vehicle parking spaces in 2 levels of basement parking, accessed from Ryedale Road at the north and south ends of the site;
- 90 commuter car parking spaces in 2 levels of commuter parking on the ground and first floor podium, accessed via 2 entrances from Ryedale Road (opposite Wattle Street junction and to the north of the Herbert Street junction);
- 1,615m<sup>2</sup> commercial floor space, which includes a 390 m<sup>2</sup> childcare facility for 50 children;
- 2,200 m<sup>2</sup> of retail floor space;
- Shared facilities (i.e. pool and gym for residents)
- Two public squares including a soft landscaped area as part of the public open space at ground level totalling 960m<sup>2</sup>;
- Demolition of existing sheds and ancillary structures on the site; and
- Consolidation of existing lots and Torrens title subdivision to create 5 new lots, some of which are partly limited in stratum.

## Development Data

	Proposed	Controls	Compliance
		Ryde Planning Scheme Ordinance (RPSO) & West Ryde Urban Village DCP	
Lot size	8,067m <sup>2</sup>	n/a	n/a
Height (Storeys)	Block A: 12	10 + bonus*	No <sup>1</sup>
	Block B: 10		Yes
	Block C: 10		Yes
	Block D: 7		Yes
GFA	25,775m <sup>2</sup>	n/a	n/a
FSR	3.28:1	1.25:1 + bonus*	No <sup>1</sup>
<b>Setbacks</b>			
Ryedale Road	Podium: 0 m Tower A-C: 8 m generally Tower D: 0 - 8 m	n/a	n/a
Rail Corridor	3 m (generally)		
Landscaped areas	960 m <sup>2</sup>	n/a	n/a
Car parking	301 off-street spaces 90 commuter spaces	304 off-street spaces 70 commuter spaces (for bonus)	No <sup>2</sup> Yes

\* The Ryde Planning Scheme Ordinance and the West Ryde Urban Village DCP permit height and FSR bonuses subject to the provision of public benefits

1. The proposal utilises the provision for height and FSR bonuses by providing public benefits including a child-care facility, commuter parking and improved station entry.
2. The shortfall in parking is 3 spaces. Considering its proximity to public transport- both train and buses along Victoria Road, this is not significant.

A detailed discussion of these issues is contained within **Section 5** of this report.

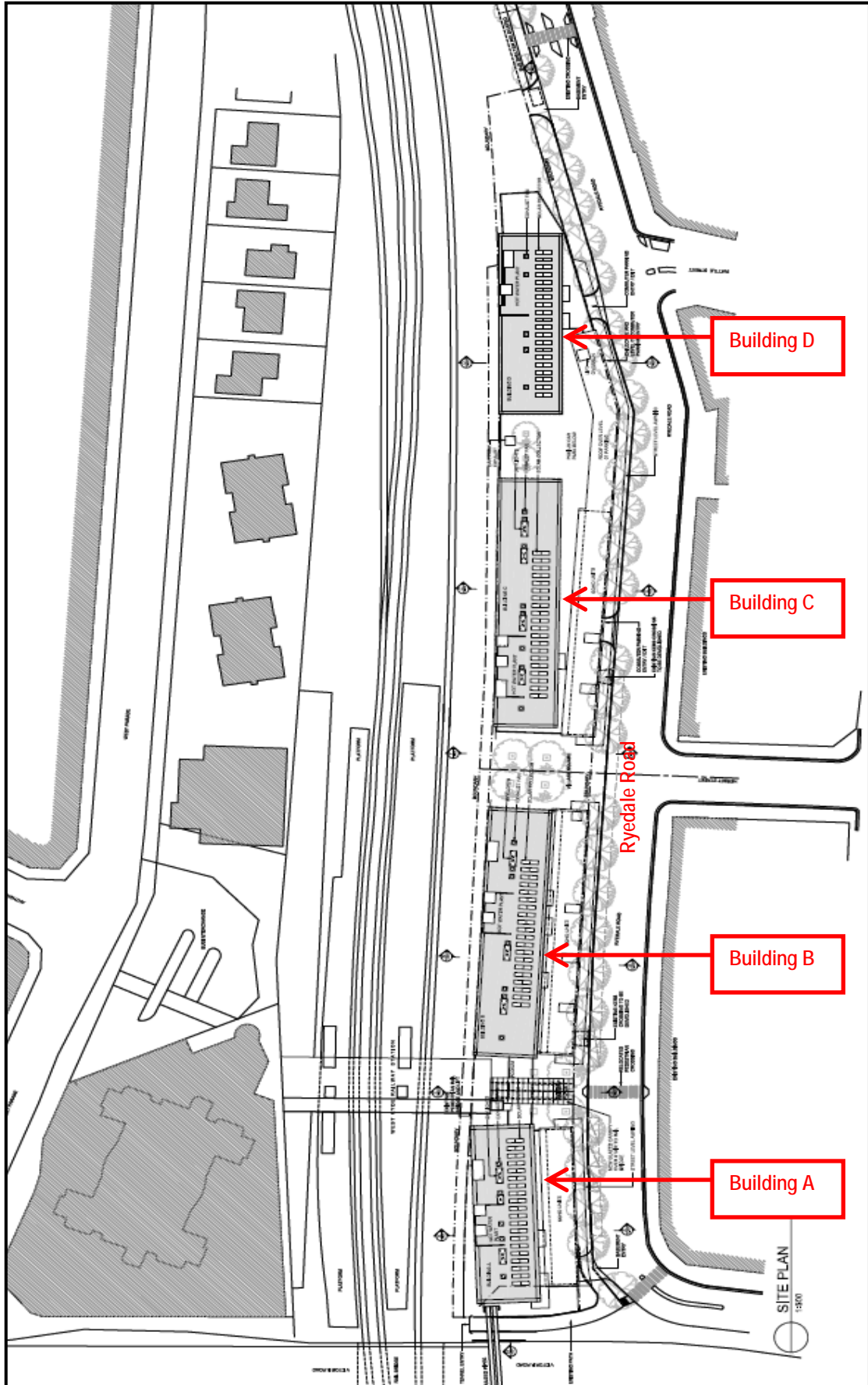


Figure 4. Site plan and building layout

### 3.2 PROJECT AMENDMENTS

Following exhibition and a subsequent meeting with the Department held on 20 November 2007, a Preferred Project Report was submitted on 30 November 2007 incorporating the following changes:

- The 14 SOHO units along Ryedale Road were changed to separate units and commercial/retail tenancies;
- Draft Shopfront Design Guidelines for treatment of facades along Ryedale Road to provide pedestrian oriented shopfront designs for increased activity;
- Additional landscape plan details, including design and security of proposed bike path area to rear of buildings;
- Additional materials and finishes details;
- Revised subdivision plans, including second stage subdivision of the commuter carpark and railway square (station entry plaza) lots;
- Revised FSR calculation, reflecting FSR based on the development site, not the Railcorp site (including rail corridor);
- Revised noise and vibration assessment to include noise generated from the Leagues Club;

On 6 December 2007, an addendum to the PPR incorporating a Revised Statement of Commitments was submitted.

### 3.3 ILLUSTRATIONS



*Figure 5: View from Victoria Road along the eastern facades of the development ( Building A in the foreground)*



*Figure 6: View from the north end of the site along Ryedale Road (Building D in the foreground)*



*Figure 7: View of the Station Entry Plaza on Ryedale Road, with Building A on the left and Building B on the right*



Figure 8: View of the eastern facades in the context of surrounding development (Building A on the left and Building D on the right)



Figure 9: Proposed street planting and landscaping

## 4 STATUTORY CONTEXT

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### 4.1 MAJOR PROJECT DECLARATION

The project is a Major Project under *State Environmental Planning Policy (Major Projects) 2005* as identified under Schedule 1 Clause 23(2) being development within a railway corridor with a Capital Investment Value more than \$30 million. On 13 December 2005, the project was declared a Major Project by the Minister.

### 4.2 PERMISSIBILITY

Under the Ryde Planning Scheme Ordinance (RPSO), the site is zoned Business (Urban Village) 3(uv), permitting residential commercial and retail uses on the site. The Proposal is consistent with the objectives of the Business (Urban Village) 3(uv) Zone in the RPSO and is permissible subject to the Minister's approval.

### 4.3 DIRECTOR GENERAL'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS (DGRS)

The DGRs issued on 5 July 2006 (refer to **Appendix A**) required the following issues to be addressed:

- Compliance with EPIs
- Built Form, Bulk & Urban Design including a requirement for a design competition
- Environmental & Residential Amenity
- Public Domain/Pedestrians
- Heritage
- Traffic impacts
- Rail Impacts
- Social & Economic Impacts
- Utilities & Waste Management
- Public service and infrastructure

The Department is satisfied that the DGRs have been adequately addressed by the Proponent's EA & PPR.

### 4.4 OBJECTS OF THE ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

The objects of any statute provide an overarching framework that informs the purpose and intent of the legislation and gives guidance to its operation. The Minister's consideration and determination of a project application under Part 3A must be informed by the relevant provisions of the Act, consistent with the backdrops of the objects of the Act.

The objects of the Act in section 5 are as follows:

(a) to encourage:

- (i) the proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment,
- (ii) the promotion and co-ordination of the orderly and economic use and development of land,
- (iii) the protection, provision and co-ordination of communication and utility services,
- (iv) the provision of land for public purposes,
- (v) the provision and co-ordination of community services and facilities, and
- (vi) the protection of the environment, including the protection and conservation of native animals and plants, including threatened species, populations and ecological communities, and their habitats, and
- (vii) ecologically sustainable development, and
- (viii) the provision and maintenance of affordable housing, and

(b) to promote the sharing of the responsibility for environmental planning between the different levels of government in the State, and

(c) to provide increased opportunity for public involvement and participation in environmental planning and assessment.

Of particular relevance to the assessment of the subject application is consideration of the Objects under section 5(a). Relevantly, the Objects stipulated under section 5(a) (i), (ii), (iv), (v) and (vii), are significant factors informing the determination of the application. The project does not raise significant issues with regards to (iii), (vi) and (viii).

With respect to ESD, the Act adopts the definition in the *Protection of the Environment Administration Act 1991* including the precautionary principle, the principle of inter-generational equity, the principle of conservation of biological diversity and ecological integrity, and the principle of improved valuation, pricing and incentive mechanisms.

The Department has considered the Objects of the Act, including the encouragement of ESD in the assessment of the project application.

#### 4.5 ECOLOGICALLY SUSTAINABLE DEVELOPMENT PRINCIPLES

There are five accepted ESD principles:

- (a) decision-making processes should effectively integrate both long-term and short-term economic, environmental, social and equitable considerations (the integration principle);
- (b) if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation (the precautionary principle);
- (c) the principle of inter-generational equity - that the present generation should ensure that the health, diversity and productivity of the environment is maintained or enhanced for the benefit of future generations (the inter-generational principle);
- (d) the conservation of biological diversity and ecological integrity should be a fundamental consideration in decision-making (the biodiversity principle); and
- (e) improved valuation, pricing and incentive mechanisms should be promoted (the valuation principle).

The Department has considered the proposed development in relation to the ESD principles and has made the following conclusions:

- **Integration Principle** - the social and economic benefits of the proposal are well documented. The environmental impacts of the development are appropriately mitigated as discussed in this report. The Department's assessment has duly considered all issues raised by the community and public authorities. The proposal as recommended for approval will not compromise benefits or opportunities to others.
- **Precautionary Principle** - the EA is supported by technical and environmental reports which conclude that the proposal's impacts can be successfully mitigated. No irreversible or serious environmental impacts have been identified. The recommended conditions require additional information to ensure the proposal's extent and nature is fully documented and opportunities are provided for proposed mitigation and management measures to incorporate best practices.
  - **Climate Change**  
The proposed development is not likely to be impacted by potential rises in river or sea levels as the ground level of the site is at approximately 27.1AHD. The site is not subject to flooding.
- **Inter-Generational Principle** - the site's redevelopment for mixed residential, commercial and retail use, along with the provision of public open space and child care facilities is considered to meet this principle.
- **Biodiversity Principle** - There have been no threatened or vulnerable species, populations, communities or significant habitats identified on the site. Existing vegetation to be removed along the Ryedale Road boundary, will be replaced by street planting and landscaped areas.
- **Valuation Principle** - the proposal seeks to promote new residential, commercial and retail development in existing urban areas by maximising reliance on existing infrastructure, and enabling residents to live near work, leisure and other opportunities. This means that the proposal will provide relatively affordable residential properties in an existing urban area.

The proponent is committed to ESD principles and has reinforced this through the Environmental Assessment which explores key ESD opportunities, including mechanical, electrical and hydraulic systems as well as architectural designs to ensure high environmental performance is delivered.

#### 4.6 SECTION 75I(2) OF THE ACT & CLAUSE 8B OF THE ENVIRONMENTAL PLANNING AND ASSESSMENT REGULATION 2000

The DG's report to the Minister for the proposed project satisfied the relevant criteria under Section 75I of the Act as follows:

<i>Section 75I(2) criteria</i>	<i>Response</i>
Copy of the proponent's environmental assessment and any preferred project report;	The Proponent's EA and Preferred Project Report is located on the assessment file.
Any advice provided by public authorities on the project;	A summary of the advice provided by public authorities on the project for the Minister's consideration is set out in Section 6 of this report.
Copy of any report of a panel constituted under Section 75G in respect of the project;	No statutory independent hearing and assessment panel was undertaken in respect of this project.
Copy of or reference to the provisions of any State Environmental Planning Policy that substantially govern the carrying out of the project;	Each relevant SEPP that substantially governs the carrying out of the project is identified in Section 4.7, including an assessment of the impact of the SEPP on the development proposal in Sections 4 and 5 of this report
Except in the case of a critical infrastructure project – a copy of or reference to the provisions of any environmental planning instrument that would (but for this Part) substantially govern the carrying out of the project and that have been taken into consideration in the environmental assessment of the project under this Division,	An assessment of the development relative to the prevailing environmental planning instrument is provided in Sections 4 and 5 of this report
Any environmental assessment undertaken by the Director General or other matter the Director General considers appropriate;	The environmental assessment of the project application is this report in its entirety.
A statement relating to compliance with the environmental assessment requirements under this Division with respect to the project.	The environmental assessment of the project application is this report in its entirety.

The DG's report to the Minister for the proposed project satisfied the relevant criteria under Clause 8B of the EP&A Regulation as follows:

<i>Clause 8B criteria</i>	<i>Response</i>
An assessment of the environmental impact of the project	An assessment of the environmental impact of the proposal is discussed in sections 4 and 5 of this report.
Any aspect of the public interest that the Director-General considers relevant to the project	The public interest is discussed in section 5.6 of this report.
The suitability of the site for the project	The site is identified in the Ryde Planning Scheme Ordinance to permit development of the type proposed.
Copies of submissions received by the Director-General in connection with public consultation under section 75H or a summary of the issues raised in those submissions.	A summary of the issues raised in the submissions is provided in section 6 of this report.

## 4.7 ENVIRONMENTAL PLANNING INSTRUMENTS (EPIS)

### 4.7.1 Application of EPIS to Part 3A projects

To satisfy the requirements of section 75(2)(d) and (e) of the Act, this report includes references to the provisions of the environmental planning instruments that govern the carrying out of the project and have been taken into consideration in the environmental assessment of the project.

The primary controls guiding the assessment of the proposal are:

- Ryde Planning Scheme Ordinance 1979;
- City of Ryde DCP 2006 including the West Ryde Urban Village DCP;
- State Environmental Planning Policy No. 65 – Design Quality of Residential Flat Development; and
- State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004.

Other controls to be considered in the assessment of the proposal are:

- State Environmental Planning Policy No. 11 – Traffic Generating Development;
- State Environmental Planning Policy No. 32 – Redevelopment of Urban Land; and
- State Environmental Planning Policy No. 55 – Remediation of Land;

The provisions of development standards of local environmental plans are not required to be strictly applied in the assessment and determination of major projects under Section 75R Part 3A of the Act. Notwithstanding, the objectives of the above a EPIS and the development standards therein and other plans and policies that govern the carrying out of the project are appropriate for consideration in this assessment in accordance with the DGRs.

## 4.8 COMPLIANCE WITH PRIMARY CONTROLS

### 4.8.1 Ryde Planning Scheme Ordinance 1979 (RPSO)

The RPSO is the governing statutory planning instrument for development on the site. It contains the aims, objectives land use zonings and development standards for the area controlled by the City of Ryde Council.

The proposal generally complies with the aims and objectives of the RPSO. The key issue for this proposal is the compliance with FSR controls, and the provision in the RPSO (and the West Ryde Urban Village DCP) for obtaining bonus floor space by providing public benefits. This is satisfactorily addressed in the proposal and is discussed in detail in **Section 5** of this report.

### 4.8.2 City of Ryde DCP 2006 including the West Ryde Urban Village DCP (WRUV DCP)

The WRUV DCP sets out the vision for the future development of West Ryde, and has more detailed provisions, including regarding height, character of development and development incentives, for the various precincts within West Ryde. This site falls within the Transport Interchange Precinct of the West Ryde Urban Village.

The proposal generally complies with the DCP controls. The key issue regarding DCP controls is regarding compliance with the permitted height and the provision of public benefits to exceed height controls (together with exceeding FSR). This issue has been satisfactorily addressed in the proposal and is discussed in detail in **Section 5** of this report.

### 4.8.3 State Environmental Planning Policy No. 65 (SEPP 65) – Design Quality of Residential Flat Buildings

SEPP 65 aims to improve the design quality of residential flat development in NSW as it is of significance to providing economic, social, cultural and environmental factors benefits.

SEPP 65 contains 10 design quality principles which guide the consideration of a proposed residential flat building to ensure that it achieves an appropriate level of design quality. A Design Verification Statement has been provided by Cox Richardson (Registered Architects) stating that the subject development has been designed having respect to the design quality principles.

The proposal was generally designed in accordance with the SEPP 65 guideline: Residential Flat Design Code (RFDC). The variations are minor numerical non-compliances that are not considered to result in significant impacts to the appearance of bulk and scale or the amenity of residents, or have been resolved by recommended conditions of consent.

### Unit Mix

The unit mix of this proposal is as follows:

- 1Bed: 72 (37%)
- 2 Bed: 109 (56%)
- 3 Bed: 14 (7%)

In the original proposal, 14 units SOHO units i.e. retail/commercial tenancies with possible residences attached were proposed. This was amended to separate 1 bedroom residences and retail/commercial tenancies in the PPR due to potential lack of viability for these type of units and due to potential lack of activation along the Ryedale Road frontage.

### Solar Access

The layout of apartments has been well considered such that there are no single orientation south facing apartments in this proposal. Most units have an easterly orientation and will receive sufficient direct sunlight.

### Cross Ventilation

Due to the constraints of the site, most units are single orientation units (apart from the north and south end units of each tower), oriented to the quieter east side of the site, away from rail and traffic noise. The residential towers are also only 14 metres in depth, with units generally being 12 metres deep. This in addition to large expanse of operable glazing on the external facades of the units allows for good air exchange within units.

It should also be noted that the units will require to be mechanically ventilated to maintain acoustic privacy in close proximity to the rail corridor and busy Victoria Road. This will aid in maintaining thermal comfort and good air exchange.

### Residential amenity

The layout of the residential towers responds to site constraints of high rail and traffic noise and the narrowness of the site, to produce well-designed apartments with good amenity for residents in terms of visual and acoustic privacy, access to views, solar access, ventilation and access to private open space i.e. balconies or wintergarden-type spaces.

#### **4.8.4 State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004**

SEPP - BASIX aims to establish a scheme to encourage sustainable residential development across New South Wales. The current targets of BASIX for Residential Flat Buildings commenced on 1 July 2006.

A BASIX certificate (Nos: 149935M) was submitted for the proposal demonstrating that each building meets the targets for water, energy and thermal comfort as follows

- a water rating of 50 where 40 is required;
- a pass for thermal comfort; and
- an energy rating of 24 where 20 is required.

provided amendments and treatments proposed in the BASIX certificate are adopted.

Accordingly, a condition of approval is recommended which requires demonstration that these measures have been incorporated into the building works prior to issue of a Construction Certificate for the above ground works.

## **4.9 COMPLIANCE WITH OTHER CONTROLS**

### **4.9.1 State Environmental Planning Policy No. 11 (SEPP 11) – Traffic Generating Development**

SEPP 11 applies to the proposal as it is a residential flat building comprising 75 or more dwellings, pursuant to Schedule 2(a) of the SEPP. The application was thus referred to RTA for consideration. The concerns and recommendations made by RTA have been addressed via the PPR and relevant conditions of consent. These are discussed in **Section 6** of this report.

### **4.9.2 State Environmental Planning Policy No. 32 (SEPP 32) – Urban Consolidation (Redevelopment of Urban Land**

SEPP 32 applies to this site as it falls under the classification of 'urban land' as defined in the SEPP. The SEPP aims to implement a policy of urban consolidation by enabling housing in areas where there is existing infrastructure and facilities and increasing opportunities for people to live in close proximity to employment and leisure opportunities.

The application is considered to comply with aims and objectives of the SEPP by providing an additional 195 diverse dwellings in an existing urban area adjacent to transport and other facilities.

#### **4.9.3 State Environmental Planning Policy No. 55 – Remediation of Land**

SEPP 55 requires a consent authority to consider whether the land is contaminated, and if so, whether the land will be remediated before the land is used for the intended purpose.

The Stage 2 Environmental Site Assessment report (Appendix M of the EA) determines that the site is suitable for its intended purpose, and makes recommendations for treatment of fill material to remove potential phytotoxic material in future unpaved areas. This has been included as a condition of consent.

## 5 ASSESSMENT OF ENVIRONMENTAL IMPACTS

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In addition to the EPIs and planning policies addressed above, the key issues considered in the Department's assessment (as indicated in the DGRs) of the EA and PPR includes the following:

- Built Form, Bulk & Urban Design including a requirement for a design competition
- Amenity
- Public Domain/Pedestrians
- Heritage
- Rail Impacts
- Public service and infrastructure

### 5.1 BUILT FORM, BULK AND URBAN DESIGN

Key considerations for this proposal relate to the architectural merit of the development within the existing and likely future character of the locality with specific consideration for

- Design Competition
- Height;
- Density;
- Massing;
- Activation of Ryedale Road frontages

#### 5.1.1 Design Competition

The DGRs required that a design competition be held to ensure that the architectural quality of the buildings would be appropriate to its context.

The design competition for this site was held in September 2006, with 3 design firms selected to provide schemes i.e. Turner & Associates, PTW & the Cox Richardson group. The selection panel included an independent member (Phillip Thalys) nominated by the Department of Planning. There were three other panel members, one selected by the developer CRI Australia Pty Ltd (Jenny Watt), one selected by the land owner Railcorp (Ivan Glavinic) and an independent (John Graham, a licensed builder) agreed by both of these parties. In addition, the Senior Planner for the project from the Department observed the section process.

The Cox Richardson scheme was chosen based on its well considered response to the site constraints and the merit of the architectural and urban design, particularly in the following areas:

- The application of noise barrier planning principles in addressing the considerable impact of rail and traffic noise on this site by locating service and wet areas adjacent to the rail corridor;
- The Ryedale Road frontage provided a well considered response to urban scale, continuity, shelter and activation. The design of the podium and the setback of the residential towers were considered to respond well to the scale of existing shop buildings opposite and provide balance to bulk and scale along the street;
- Provision of usable public open spaces and communal spaces in a typically urban area; and
- Planning of the residential apartments to provide good solar access, outlook and natural ventilation despite constraints of a narrow site and noise issues.

#### 5.1.2 Height & FSR

The proposal does not comply with the height and density provisions of the Ryde Planning Scheme Ordinance (RPSO) and the West Ryde Urban Village DCP (WRUV DCP). Building A (the southernmost tower) is 12 storeys where maximum 10 storeys is permitted. FSR excluding the adjacent rail corridor is 3.28:1 where an FSR of 1.25:1 is permitted.

However under the RPSO & the WRUV DCP, the height and FSR controls may be varied "where significant public benefits may accrue as a result of development".

The proposal includes various public benefits, as defined under Development Incentives for the Transport Interchange Precinct in the WRUV DCP, comprising:

- 90 long term car parking spaces for public use (a minimum of 70 is required)
  - 720 m<sup>2</sup> child care facility (including 330m<sup>2</sup> external area)
  - Open space i.e. 2 public squares and 1 landscaped area
  - retail activities along street frontages and pedestrian links between buildings
- } satisfying the provision of at least 1,000m<sup>2</sup> of floor space for these purposes

In addition, the proposal also provides the following:

- A cycle way constructed adjacent to the rail corridor for the length of the site, which forms part of a planned regional bicycle route identified in the RTA's *Regional Bike Plan* & the City of Ryde's *Bicycle Strategy & Masterplan 2007*;
- Undergrounding of powerlines and utilities, within the site and along the western side of Ryedale Road adjacent to the site; and
- Upgrading of the railway station entry from Ryedale Road.

Additionally, the stepping down in height of the buildings from Victoria Road to the north end of the site is a justified expression of stepping down the intensity and scale of the development away from Victoria Road. The additional floor space, represented in additional dwellings, retail and commercial space is well positioned at the village centre close to transport links and within an identified zone of more intense development.

Further, the FSR of 1.25:1 is considered low for the subject site given that the site is near existing public transport. Also taller buildings with higher GFA to provide an iconic landmark and focal point for the railway station and blocking rail noise to wider area are considered appropriate.

In consideration of the above, and that this proposal represents the iconic development desired for this site in the WRUV DCP, the Department is satisfied that additional height and FSR contribute to the desired future character of the area, and that sufficient public benefit results from the development of this site. Relevant conditions of consent are recommended to ensure compliance with the above commitments.

### 5.1.3 Massing

The proposal takes the form of a 2 storey podium along Ryedale Road with 4 towers in a 'slab' configuration set back against the rail corridor. This configuration responds well to the constraints of the narrow site and to the existing built form on the eastern side of Ryedale Road.

The 2 storey podium corresponds to building heights on the opposite side of the road, with the set back towers allowing the existing 2 storey character of Ryedale Road to be maintained at street level. The slab configuration of the buildings allows for maximising site usage while creating public spaces between buildings, and minimising lobby entrances from the street.

The combined basement parking underneath the towers allows the number of carpark entries to be minimised. The location of entrances at the ends of the site reduces crossing traffic in the public area of the basement carpark.

The configuration of the proposal is a suitable response to the constraints of the site.

### 5.1.4 Activation of Ryedale Road frontage

The original proposal located SOHO style units, comprising retail/commercial suites on the ground floor with adjoining residences on the first floor. The Department raised concerns that this arrangement could discourage retail activation at street level, promoting more home office or even residential uses of the ground floor spaces.

#### Preferred Project Report

The SOHO units have been amended to be retail/commercial premises only at street level. The apartments above will be separated from these premises and accessible separately from private street entrances. In addition, draft Shopfront Design Guidelines for treatment of facades along Ryedale Road have been provided to ensure that activation of these frontages is not compromised by the final use of these street level spaces.

A condition of consent is recommended to ensure that the Shopfront Design Guidelines are adopted into the Management Plan for the development.

### 5.1.5 Materials and Finishes

A neutral colour scheme has been selected ranging from off-white to dark greys on rendered areas of the façade with accents of colour from the sandstone coloured and ceramic tiled masonry at the base, timber and aluminium louvres, and tinted glass acoustic baffles on the western façade.

The materials and finishes complement the contemporary design of the development. The finishes are also sympathetic to the heritage buildings in the conservation area on the opposite side of the road. The displays in the glazed street level retail and commercial tenancies will be echo the treatment of heritage shopfronts and Shopfront Design guidelines are recommended to be included in tenancy agreements to ensure the appropriate treatment of the shopfronts.

In conjunction with the contemporary design, the proposal serves to realise the intent to develop this site to provide a landmark development at the village hub.

## 5.2 AMENITY

### 5.2.1 Rail & Noise Impacts

The layout of both the apartment floors and the mixed use levels in the podium address the potential for noise from the rail corridor, and traffic noise from adjacent Victoria Road. Openings, living areas and bedrooms are located towards the quietest eastern side of the buildings. Service areas, allowing for solid facades and baffles, are located adjacent to the rail corridor, the noisiest side of the site.

The design of the north, west and south facades respond to the higher levels of noise against these facades by locating more solid walls and baffles and fewer openings here. The eastern façade has larger areas of glazing and balconies for apartments located here to maximise solar access and natural ventilation while minimising the impacts of noise.

The Department considers the proposal's layout and elevations respond well to the constraints of the site and maximise the amenity for residents and tenants of the retail and commercial tenancies.

The impact of noise from the railway corridor, adjacent traffic and the Leagues Club, require that windows are closed at certain times to allow the required level of acoustic amenity in the apartments. It is recommended that the recommendations of the Noise & Vibration Assessment (Heggies November 2007) including treatment of facades, as well as the subsequent need for mechanical ventilation be included as conditions of consent.

The Noise & Vibration Assessment indicates that no vibration isolation of the development is required at present.

### 5.2.2 Overshadowing of adjoining properties

Due to the isolated location of the subject site (separated from adjoining properties either by Victoria Road, the rail corridor or retail properties along Ryedale Road), there are no significant overshadowing impacts on adjoining residential properties.

The main overshadowing impact of this proposal is on the buildings along the eastern side of Ryedale Road occupied by commercial and retail tenancies. These buildings currently receive direct sunlight in the afternoons and evenings. The height of the proposal, consistent with planning controls for the site, results in buildings on the opposite side of the road between Herbert Street and Victoria Road losing the majority of direct sunlight.

This is not considered significant due to the retail/commercial use of these buildings. It should also be noted that this circumstance would always arise from development to the maximum height permitted on the subject site.

### 5.2.3 Impact on Views

There is some long range district view loss for residents of a 10 storey development on the western side of the railway station. The subject site (in the same development precinct as the development on the western side of the rail corridor) has been identified for the height and scale of development proposed. Shared restriction of broader views is to be

expected on both sites and is the result of increasing the intensity of development. The buildings will be approximately 60 metres apart and existing residents will maintain views between and over the proposed buildings.

The proposal will also be visible from the broader district due to the topography of the area, which places this development at a high point in the area. The contemporary design of the proposal and its landmark quality, in accordance with the desired character for development on this site in local planning strategies, will not detract from the quality of district views available.

### 5.3 HERITAGE

The development is located opposite a group of 2 storey terrace style shops that form part of the Ryedale Road West Ryde Conservation Area. Any new development should be designed to be sympathetic with regards to massing, height, configuration and colours and finishes.

The innovative design of the development introduces a podium element along the street frontage which relates well to the scale and rhythm of terrace shops on the opposite side of the street. Due to the towers being set back away from the street frontage, at street level the podium element provides a uniform pattern of 2 storey development along Ryedale Road. The two storey height, the break-up of the façade which includes an awning over the footpath, and the solid masonry shell of the podium interpret the style of the heritage shops in a modern architectural context.

The colours and finishes proposed both on the podium and on the eastern tower façade are neutral and will not detract from the heritage facades. At street level, interest will be provided by the displays and treatments in the retail facades, similar to what occurs on the opposite side of the street.

Considering the above, the Department is satisfied that the proposal relates well to the existing heritage precinct.

### 5.4 PUBLIC SERVICES AND INFRASTRUCTURE

#### 5.4.1 S94 contributions

The proponent is required to make relevant S94 contributions. It is recommended that the required cash contribution be payable to the City of Ryde Council in accordance with the Council's S94 Contribution Plan.

#### 5.4.2 Public Benefits and Dedications of Open Space

The provision of public benefits has been discussed in **Section 5.1.2** above. A number of conditions have been included to ensure compliance with the provision of public benefits.

Additionally, it is recommended that open space, other than the station entry plaza to be given to Railcorp, be dedicated to Council or a S88B instrument requiring registration of an easement on title for 24 hour public access regarding these places. This includes the Village Square between Buildings B and C, and Wattle Reserve i.e. a landscaped area to the north of Building D. The dedication will occur only with Council's acceptance of the dedication of open space and with an agreement in place between the proponent, and any future Owner's Corporation, and the Council regarding the use, maintenance, extent in stratum and responsibility for damages related to this open space.

The Department is also recommending that a third of places in the childcare facility be made available for high needs children/parents as identified by the Department of Community Services after it made enquiries with the Department of Community Services. This is to provide some community benefit in the child care facility which is to be run as a commercial operation. Conditions are recommended to ensure compliance with this provision of community benefit. Also a condition is recommended requiring a third of places in the childcare facility be allocated to 0-2 age group given the need to provide places for this age group is in high demand in the area.

### 5.5 SUBDIVISION

A two staged subdivision forms part of this proposal involving the following:

- **Stage 1:** Land subdivision involving consolidation of existing multiple lots owned by Railcorp forming the development site and re-subdividing to create 1 lot at the station entry and 1 lot encompassing the remainder of the

development site. This stage also includes adjusting the boundaries of the railway corridor (Lot 100) to reflect the extent of the rail corridor.

- **Stage 2:** Stratum subdivision to allow the station entry plaza and the commuter carpark to be handed to Railcorp.

A general condition has been included for both stages of the subdivision to ensure the correct registering of easements covenants and restrictions.

Regarding Stage 2 Subdivision, conditions have been included requiring the following:

- 24 hour access to the station entry plaza and the commuter car park; and
- A covenant to provide 90 long term parking spaces for public free of charge.

The proposal does not include strata subdivision. This will be subject to future applications to Council.

## 5.6 THE PUBLIC INTEREST

The proponent provides that the proposal is in the public interest for the following reasons:

- The proposal is consistent with the current statutory planning controls relating to the site;
- The development will make a notable contribution to the West Ryde Urban Village assisting in the revitalizing this area; and
- The proposed development establishes a higher density living within close proximity to commercial, recreation and public transport facilities.

## 6 CONSULTATION AND ISSUES RAISED

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### 6.1 PUBLIC EXHIBITION DETAILS

The environmental assessment (EA) was exhibited for a 30 day period from 5 September 2007 until 5 Oct 2007 and was published in the Sydney Morning Herald and the Northern District Times. The EA was made available to the public via the Department's website and in the Department's Information Centre, City of Ryde Council and the Nature Conservation Council offices.

### 6.2 SUBMISSIONS RECEIVED ON THE ENVIRONMENTAL ASSESSMENT

The Department received a total of 22 submissions comprising 4 submissions from government agencies and 18 from the public (including 10 form letters). The submissions raise various issues as discussed in detail below.

### 6.3 SUBMISSIONS FROM PUBLIC AUTHORITIES

The following submissions were received from public authorities.

#### 6.3.1 NSW Heritage Council

- Relationship between the development and the conservation area opposite
- Lack of consideration for archaeological potential on the site.

These issues were satisfactorily addressed in the PPR by the provision of additional heritage impact assessment (specifically regarding archaeological potential) and provision of materials and finishes that demonstrated sympathetic material and colour use adjacent to the conservation area. Further as discussed in **Section 5** of this report, the design of the buildings responds to the heritage conservation area by incorporating a podium element to the street boundary that will correspond in terms of height, scale, rhythm and pattern of use to the heritage shops on the opposite side of the street.

#### 6.3.2 Sydney Regional Development Advisory Committee (RTA)

- Traffic impacts at nearby Victoria Road/Hermitage Road intersection
- Capacity of the loading areas
- On-street parking associated with child care facility
- Southern parking entrance/exit
- Recommendation for Council to approve relocation of bus zones and signposting
- Recommendation for parking and access to be designed to Australian Standards
- Recommendations for internal noise criteria

RTA's recommendations have been incorporated as conditions of consent. Additional documentation from the traffic consultant provided in the PPR satisfactorily address the remaining issues as follows:

- *Victoria Road/Hermitage Road intersection*: This junction is sufficiently distant from the development such that there will be minimal disruption to traffic flows
- *Capacity of the loading areas*: Loading areas have been designed to Council guidelines and will adequately accommodate most large furniture removal trucks
- *On-street parking associated with child care facility*: 5 off-street parking spaces are provided within the development. The additional off-street parking for use as a drop-off facility by the childcare centre is a recommendation from the Proponent and will be subject to future application to Council for this purpose.
- *Southern parking entrance/exit*: Predicted and observed traffic speeds in conjunction with the sight distances indicate that current provision for unrestricted direction of entry and exits at this location is suitable for the conditions. No restriction on movement of traffic needs to be applied.

### 6.3.3 Railcorp

Railcorp requested a number of conditions be applied to any approval of this proposal in regards to the following:

- Property & Title Searches & Survey
- Service Searches
- Dilapidation Surveys
- Noise & Vibration
- Stray Currents and Electrolysis from Rail Operation
- Geotechnical and Structural Stability and Integrity
- Derailment protection of structures
- Track Possessions and Power Outages
- Use of lights and reflective materials
- Demolition, Excavation and Construction Impacts
- Crane and other aerial operations
- Environmental conditions
- Drainage
- Physical Access to Railcorp's facilities
- Graffiti
- Fencing
- Maintenance of development
- Carparking and Access
- Safety, Security and Building Design

As the development will involve construction of buildings within 20 metres of the rail corridor, these recommendations for conditions have been incorporated into the instrument of approval where relevant.

### 6.3.4 City of Ryde Council

Council does not object to the proposal, but raised concerns regarding the following:

- Compliance with planning controls specifically height, FSR and public benefits to be provided to apply bonuses.
- Heritage
- Urban Design
- Engineering
- Section 94 contributions

The issues of height, FSR and public benefits are discussed in detail in **Section 5** of this report. The Department recommends a condition of consent be inserted requiring the Proponent to dedicate 1 public square and a landscaped area to Council subject to Council's agreement or a S88B instrument requiring registration of an easement on title for 24 hour public access regarding these places. Council's request to handover the childcare facility and construct additional cycle way sections outside the site is considered too onerous.

The remaining urban design issues including recommendations for designing in sympathy with the adjacent conservation area, are considered to be satisfactorily addressed in the original proposal or in the EA. The engineering issues will be addressed in detail at Construction Certificate Stage. A recommendation is included for the payment of the required S94 contributions to Council in accordance with the *City of Ryde Section 94 Contribution Plan*.

#### 6.4 PUBLIC SUBMISSIONS

A total of 18 submissions (including 10 form letters) were received from public. Issues raised include:

- Amenity impacts to adjacent developments and areas
- Height
- Heritage Impacts
- Urban design
- Traffic & Transport Impacts
- Public Parking
- Future transport initiatives
- Social & Economic Impacts

Issues raised in the 10 form letters are as follows:

- Loss of views
- Overdevelopment for the area

The proposal presents development of the type approved for the site, providing for more intense development adjacent to existing infrastructure. It is considered to be generally consistent with the planning objectives / controls for the area and also consistent with regional and state objectives for urban consolidation and provision of housing within existing urban areas. The proposal has been examined against the issues raised and is considered to satisfactorily address these issues and not unduly penalise adjacent landowners. It will be an iconic development in the West Ryde Urban Village and will revitalize the area.

The proposal, via the EA and PPR, satisfactorily address the issues raised as follows:

- *Amenity impacts:* The proposal does not compromise the amenity of residents in surrounding properties. The proposal has been specifically assessed against impacts on solar access, traffic, acoustic and visual privacy of adjoining landowners.
- *Height:* The proposed heights are consistent with planning controls for this precinct in the West Ryde Urban Village and are considered to be appropriate to the future desired character of the area in accordance with local and regional strategies.
- *Heritage Impacts:* These are discussed in detail in Section 5 and are satisfactorily addressed through the design of the podium and the materials and finishes proposed
- *Urban design:* The proposal is consistent with planning controls for the site and has been developed via a competitive design process as discussed in detail in Section 5 of this report
- *Traffic & Transport Impacts:* Traffic generation and impacts on traffic flow have been satisfactorily addressed and mitigated through the EA and PPR. The impacts of traffic will be reduced by restricting the amount of parking provided to encourage the use of existing transport facilities available in the area.
- *Public Parking:* The proposal provides an additional 20 long term parking spaces than is currently available in an an largely undercover parking facility.
- *Future transport initiatives:* The proposal does not compromise future transport initiatives as there is an existing bus interchange on the other side of the rail corridor.
- *Social & economic impacts:* The proposal represents initiatives to revitalize the area and boost local economy. It also provides additional housing and job opportunities adjacent to existing infrastructure in accordance with local and regional strategies.
- *Loss of views:* There is some long range district view loss for residents of a corresponding 10 storey development on the western side of the railway station. This site, similar to the corresponding development on the western side of the rail corridor, has been identified for the height and scale of development proposed, and as such restriction of broader views is to be expected on both sites. The buildings will be approximately 60 metres apart and existing residents will maintain views between and over the proposed buildings.
- *Overdevelopment for the area:* As discussed previously, the proposal is consistent with planning controls for the site and is in accordance with local and regional strategies.

## 7 CONCLUSION

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The Department has assessed the EA and considered the submissions in response to the proposal. The key issues raised in submissions related to impacts of the development, amenity of residents, and compliance with planning controls. The Department has considered these issues and conditions are recommended to ensure the satisfactory addressing of these issues and minimal impacts as a result of the proposal.

The proposed development will allow the construction of a mixed use development with 195 dwellings, commercial, retail and child care facilities in 4 buildings, 301 basement parking spaces, 90 commuter parking spaces, and associated landscaping on the site known as 2, 2F, 1/2F and 2/2F Ryedale Road, West Ryde. Furthermore, the project application has complied with the environmental assessment requirements, and generally complied with the existing environmental planning instruments / objectives if not numerical provisions.

On these grounds, the Department considers the site suitable for the proposed development and that the project is in the public interest. Consequently, the Department recommends that the project be approved, subject to the conditions of approval.

## 8 RECOMMENDATION

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For project application:

It is recommended that the Minister:

- (A) consider the findings and recommendations of this Report; and
- (B) approve the carrying out of the project, under Section 75J *Environmental Planning and Assessment Act, 1979*, subject to modifications of the project and conditions and sign the Determination of the Major Project (tag A).

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## APPENDIX A. DIRECTOR GENERAL'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS

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## Director-General's Requirements

### Section 75F of the *Environmental Planning and Assessment Act 1979*

Application number	05_0130
Project	Demolition of existing structures and construction of a mixed use development consisting of residential, retail and commercial components, with commuter parking, significant public domain works, and strata and stratum subdivision
Location	Lots 100, 101, 102, 103 in DP 1067460 & Lots 1 & 2 and common property in SP 7370, Nos 2, 2F, 1/2F & 2/2F Ryedale Road, West Ryde which is known as the West Ryde Station Interchange Precinct.
Proponent	CRI Australia Pty Ltd
Date issued	
Expiry date	2 years from date of issue
General requirements	<p>The Environmental Assessment (EA) must include:</p> <ul style="list-style-type: none"> <li>• an executive summary;</li> <li>• a detailed description of the project including the site area, land uses, building and floor layouts, details of the expected employment generated by the project, size and scale of the main components of the development, FSR, heights of each building and staging of the proposal.</li> <li>• consideration of any relevant statutory provisions;</li> <li>• overview of other environmental issues and any relevant provisions arising from environmental planning instruments;</li> <li>• an environmental risk analysis of the project which takes into consideration the issues raised during consultation;</li> <li>• a detailed assessment of the key issues specified below, which includes: <ul style="list-style-type: none"> <li>- description of the existing environment;</li> <li>- an assessment of the potential impacts of the project;</li> <li>- a description of the measures that would be implemented to avoid, minimise, mitigate, offset, manage, and/or monitor the impacts of the project;</li> </ul> </li> <li>• a draft Statement of Commitments, outlining environmental management, mitigation and monitoring measures</li> <li>• a conclusion justifying the project, need for the project and alternatives considered taking into consideration the environmental impacts of the proposal, the suitability of the site, and whether or not the project is in the public interest;</li> <li>• a signed statement from the author of the Environmental Assessment certifying that the information contained in the report is neither false nor misleading.</li> </ul>
Key issues	<p>The Environmental Assessment must address the following key issues:</p> <p><b>Statutory and Other Requirements</b></p> <p>All relevant legislation and planning provisions applying to the site, including permissibility and the provisions of all plans and policies including but not limited to State Environmental Planning Policy No.65 – Design Quality of Residential Flat Development, State Environmental Planning Policy 55 – Remediation of Land, State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004, Ryde Planning Scheme Ordinance, the West Ryde Urban Village Development Control Plan No.18 and the West Ryde Urban Village Master Plan. Where a variation is proposed, the Environmental Assessment must include a detailed analysis of the non-compliance and demonstrate that the proposal achieves the best or a better urban design outcome for the site over that provided by relevant planning provisions.</p> <p>The Environmental assessment is to also consider in detail the proposal's consistency with the Metropolitan Strategy –'City of Cities' and particularly the appropriateness of the scale and density of the proposal in light of West Ryde's position in the hierarchy of centres and the development priorities and direction given in the Metropolitan Strategy.</p>

### **Design, Visual Impacts and Design Quality Principles**

A design competition is to be held to ensure the architectural quality of the buildings is appropriate to its context. The design competition process is to be consistent with the process used by the City of Sydney Council which is detailed in Central Sydney DCP 1996.

The environmental assessment is to demonstrate that the design and visual impact of the development is consistent with the desired future character of the West Ryde centre as described in the planning instruments and plans which apply to the West Ryde Urban Village and the proposed development. The discussion of the design and visual impact should address but not be limited to the consideration of density; street frontage; bulk and scale; massing; built form including roof form; aesthetics; visibility from public areas, energy and water efficiency; safety; pedestrian footpath; pedestrian connectivity through to and bicycle movement to, within and through the development and provision of public precinct space.

### **Environmental and Residential Amenity**

The project must achieve a high level of environmental amenity within the site and for the surrounding sites and residents in terms of:

- *Solar access:* Overshadowing is to be minimised. Shadow diagrams demonstrating impacts of the proposal are to be submitted.
- *Wind impacts:* The massing and design of buildings must minimise wind impacts on pedestrian amenity. Wind modelling is to be undertaken to determine the existing and future wind conditions on site. A wind report is to be submitted.
- *Reflectivity:* Selection of materials is to minimise glare reflectivity impacts on users of the public domain; occupants of adjacent buildings and motorist visibility. Details of proposed materials are to be provided.
- *Noise:* An acoustic assessment, including mitigation measures, is required. The acoustic assessment should demonstrate that the proposal will be designed, constructed, operated and maintained so that there is no unacceptable level of noise impacts on the amenity of the locality. The mitigation measures that will be employed to minimise the acoustic impact of the railway on the residents of the development are to be detailed.

### **Public Domain/pedestrians**

The environmental assessment is to demonstrate how the proposed building envelope, building design and treatment of the public domain and open spaces will:

- Be consistent with 'Safer by Design' principles.
- Maximise safety and security within the public domain, particularly for pedestrians travelling to the commuter car park and across the site from the railway station.
- Maximise surveillance and activity within the public domain.
- Ensure access for people with disabilities.
- Minimise potential for vehicle and pedestrian conflicts.

### **Traffic Impacts (Construction and Operational)**

A traffic and transport impact study shall be submitted with the environmental assessment which assesses the traffic and transport impacts of the project. The study shall:

- Address impacts and measures to mitigate impacts on local and arterial roads and adjacent road intersections; identify any required upgrading of roads and improvement works and the need for associated funding for upgrading or road improvement works, detail access points to development; existing traffic volumes with and without the development; AM and PM peak volumes; pedestrian traffic; parking requirements; provision and treatment of car parking; potential parking overflow; 10 year projected volumes with and without the development; cumulative impacts of adjoining and adjacent developments; where appropriate.
- Detail strategies for encouraging public transport patronage for employees and visitors, in particular the railway station given its proximity to the site.
- Provide details of service and delivery vehicles movements.
- Provide details of bicycle facilities to be incorporated into the development.
- Detail adequate emergency vehicle access.

### **Social and Economic Impacts**

The environmental assessment is to address the social and economic context of the development in terms of infrastructure requirements, access, community services and facilities; and staging and monitoring of infrastructure works.

	<p>An economic impact study is to be submitted with the environmental assessment which details the capacity of the local housing market to absorb the density proposed in addition to the density increases which are already provided for by the planning controls and strategies governing land in the locality. The economic impact study is to also address the impact of the proposed commercial and retail component on the existing West Ryde centre.</p> <p><b>Provision of Public Services and Infrastructure</b> Address provision of public services and infrastructure having regard to the Council's Section 94 Contribution Plan.</p> <p><b>Rail Impacts</b> Stray currents as a result of rail operations may impact on the structure of the development. An Electrolysis report prepared by a suitably qualified Electrolysis expert is to be submitted with the environmental assessment. The report is to detail the Electrolysis Risk to the development from stray currents, and the measures that will be taken to control the risk.</p> <p>Address noise and vibration impacts from adjacent rail activities, including mitigation and monitoring measures where appropriate, consistent with guidance published by Rail Corp including <i>Interim Guidelines for Applicants – Consideration of Rail Noise and Vibration in the Planning Process</i> and <i>Interim Guidelines for Councils – Consideration of Rail Noise and Vibration in the Planning Process</i>.</p> <p><b>Heritage</b> A Heritage Impact Statement is to be submitted that addresses the potential heritage impacts of the proposal on the adjacent heritage conservation area, having regard to the Heritage Office guideline <i>Assessing Heritage Significance</i>.</p> <p><b>Utilities</b> In consultation with relevant agencies, address the existing capacity and requirements of the development for water, electricity, waste disposal, telecommunications and gas. Identify staging, if any, of infrastructure works.</p> <p>Sydney Water have also advised that a 750mm main runs through the southern end of the proposed development site. The environmental assessment is to demonstrate that the trunk water supply main is not adversely affected by the development.</p> <p><b>Waste Management</b> Address demolition and construction wastes that may be generated - likely quantities, proposed disposal destinations and best practices for safe handling and disposal in accordance with WorkCover's Occupational Health and Safety requirements.</p> <p><b>General Environmental Risk Analysis</b> Undertake environmental risk analysis to identify environmental impacts associated with construction and operation of the project; recommend mitigation measures and potential significant residual environmental impacts after application of the mitigation measures.</p>
<p><b>Consultation</b></p>	<p>You should undertake an appropriate and justified level of consultation with relevant following parties during the preparation of the environmental assessment:</p> <ul style="list-style-type: none"> <li>• Ryde Council,</li> <li>• RailCorp,</li> <li>• Public: Document all community consultation undertaken to date or discuss the proposed strategy for undertaking community consultation. This should include any contingencies for addressing any issues arising from the community consultation and an effective communications strategy.</li> </ul> <p>The consultation process and the issues raised are to be described in the Environmental Assessment.</p>
<p><b>Deemed refusal period</b></p>	<p>Under clause 8E(2) of the <i>Environmental Planning and Assessment Regulation 2000</i>, the applicable deemed refusal period is 60 days from the end of the proponent's Environment Assessment period for the project.</p>

Plans and Documents to accompany the Application

<p><b>Plans and Documents of the development</b></p>	<p>The following plans, architectural drawings and diagrams of your proposal as well as the relevant documents will be required to be submitted for your application:</p> <ol style="list-style-type: none"> <li>1. The <b>existing site survey plan</b> is to be drawn to 1:500 scale (or other appropriate scale) and show: <ul style="list-style-type: none"> <li>• the location of the land, the measurements of the boundaries of the land, the size of the land and north point;</li> <li>• the existing levels of the land in relation to buildings and roads;</li> <li>• location and height of existing structures on the site; and</li> <li>• location and height of adjacent buildings and private open space.</li> </ul> </li> <li>2. A <b>Site Analysis Plan</b> must be provided which identifies existing natural elements of the site (including all hazards and constraints), existing vegetation, property dimensions, footpath crossing levels and alignments, existing pedestrian and vehicular access points and other facilities, slope and topography, natural features such as watercourses, rock outcrops, utility services, boundaries, orientation, view corridors and all structures on neighbouring properties where relevant to the application (including windows, driveways etc.</li> <li>3. A <b>locality/context plan</b> drawn to 1:500 scale (or other appropriate scale) should be submitted indicating: <ul style="list-style-type: none"> <li>• significant local features such as parks, community facilities and open space, water courses and heritage items;</li> <li>• the location and uses of existing buildings, shopping and employment areas;</li> <li>• traffic and road patterns, pedestrian routes and public transport nodes</li> <li>• The existing site plan and locality plan should be supported by a written explanation of the local and site constraints and opportunities revealed through the above documentation.</li> </ul> </li> <li>4. The <b>Environmental Assessment</b> in accordance with the Director-General's Environmental Assessment Requirements as outlined in Attachment 1.</li> <li>5. The <b>Architectural drawings</b> (where relevant) are to be drawn to scale and illustrate the following: <ul style="list-style-type: none"> <li>• the location of any existing building envelopes or structures on the land in relation to the boundaries of the land and any development on adjoining land;</li> <li>• the floor plans of the proposed buildings indicating apartment location, layout, size and orientation;</li> <li>• the location and size of vertical and horizontal circulation of lifts, stairs and corridors;</li> <li>• section plans illustrating detailed sections of the proposed facades;</li> <li>• fenestrations, balconies and other features;</li> <li>• communal facilities and servicing points;</li> <li>• the height of the proposed development in relation to the land;</li> <li>• any changes that will be made to the level of the land by excavation, filling or otherwise;</li> <li>• the level of the lowest floor, the level of any yard or unbuilt area and the level of the ground;</li> <li>• parking arrangements, where vehicles will enter and leave the site, and how vehicles will move about the site;</li> <li>• pedestrian access to, through and within the site.</li> </ul> </li> <li>6. The <b>shadow diagrams</b> for developments comprising two or more storeys are to show solar access to the site and adjacent properties at summer solstice (Dec 21), winter solstice (June 21) and the equinox (March 21 and September 21) at 9.00 am, 12.00 midday and 3.00 pm.</li> <li>7. The <b>Other plans</b> including (where relevant): <ul style="list-style-type: none"> <li>• <b>Stormwater Concept Plan</b> - illustrating the concept for stormwater management from the site to the Council drainage system and include a detailed site survey. Where an on-site detention system is required, the type and location must be shown and must be integrated with the proposed landscape design. Site discharge calculations should be provided and the must include details of all major overland flow paths;</li> <li>• <b>Erosion and Sediment Control Plan</b> – plan or drawing that shows the nature and</li> </ul> </li> </ol>
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	<p>location of all erosion and sedimentation control measures to be utilised on the site;</p> <ul style="list-style-type: none"> <li>• <b>View analysis</b> - artists impression, photomontages, etc of the proposed development in the context of the surrounding development;</li> <li>• <b>Coloured elevations</b> - of the proposed buildings drawn to the same scale as the architectural drawings. The elevations are to indicate height and key datum lines, building length and articulation, the composition of the façade and roof design, existing buildings on the site, building entries (pedestrian, vehicular and service), and profile of buildings on adjacent properties;</li> <li>• <b>BASIX</b> - compliance details and relevant certificates; and</li> <li>• <b>Landscape Concept Plan</b> – plan or drawing that shows the basic detail of planting design and plant species to be used, listing botanical and common names, mature height and spread, number of plants to be utilised and surface treatments (i.e. pavers, lawn etc);</li> <li>• <b>Demolition &amp; Waste Management Plan</b> – where demolition is proposed, a plan which addresses demolition and construction wastes that may be generated including likely quantities, proposed disposal destinations and best practices for safe handling and disposal in accordance with WorkCover's Occupational Health and Safety requirements must be provided;</li> <li>• <b>Construction Management Plan</b> – a plan which outlines traffic and pedestrian management during construction</li> </ul>
<p><u>Specialist advice</u></p>	<p>Specialist advice, where required to support your Environmental Assessment, must be prepared by suitably qualified and practising consultants in relation to issues including, but not limited to, the following:</p> <ul style="list-style-type: none"> <li>• Traffic;</li> <li>• Landscaping;</li> <li>• Geotechnical and/or hydro geological (groundwater);</li> <li>• Stormwater/drainage;</li> <li>• Urban Design/Architectural;</li> <li>• Contamination in accordance with the requirements of SEPP 55;</li> <li>• Acid Sulphate Soil Management Plan;</li> <li>• On-site effluent disposal;</li> <li>• BCA compliance.</li> </ul>
<p><u>Documents to be submitted</u></p>	<ul style="list-style-type: none"> <li>• 10 hard copies of the Environmental Assessment;</li> <li>• 10 sets of architectural and landscape plans to scale, including one (1) set at A3 size (to scale); and</li> <li>• 1 copy of the Environmental Assessment and plans on CD-ROM (PDF format), not exceeding 5Mb in size (see below).</li> <li>• If the Environmental Assessment is bulky and lengthy in volume, you will be required to package up each Environmental Assessment ready for distribution by the Department to key agencies.</li> </ul>
<p><b>Electronic Documents</b></p>	<p>Electronic documents presented to the NSW Department of Planning for publication via the Internet must satisfy the following criteria:-</p> <ul style="list-style-type: none"> <li>• Adobe Acrobat PDF files and Microsoft Word documents must be no bigger than 1.5 Mb. Large files of more than 1.5 Mb will need to be broken down and supplied as different files.</li> <li>• File names will need to be logical so that the Department can publish them in the correct order. Avoid sending documents that are broken down in more than 10 files.</li> <li>• Image files should not be bigger than 2Mb. The file names will need to be clear and logical so the Department can publish them in the correct order.</li> <li>• Graphic images will need to be provided as [.gif] files.</li> <li>• Photographic images should be provided as [.jpg] files.</li> <li>• Large maps will need to be presented as individual files and will need to be calibrated to be no more than 2Mb each.</li> <li>• Images inserted into the document will need to be calibrated to produce files smaller than 1.5Mb. Large images will need to be presented as individual files and will need to be calibrated to be no more than 2Mb each. The file names will need to be clear and logical so the Department can publish them in the correct order.</li> </ul> <p>Alternatively, these electronic documents may be placed on your own web site with a link to the Department of Planning's website.</p>

## APPENDIX B. ARCHITECTURAL PLANS

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