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- A** Letter from RailCorp consenting to the development intentions for the site plus other Owners’ consent letters.
- B** Submission lodged with the Minister at 8 June, 2005.

Introduction

This Preliminary Assessment Application Report, prepared by Sutherland Koshy Planning + Urban Design, on behalf of the Proponent, CRI West Ryde Pty Limited, is submitted to the Department of Planning (the Department) in support of a Major Project Application under Part 3A of the Environmental Planning & Assessment Act, 1979 (the Act).

On 8 June 2005, an application on behalf of the proponent was lodged seeking the Minister's consideration that the project be considered as a Major Project. On 13 December, 2005 the proponent received advice from the Department that the application will be dealt with as a Major Project under Part 3A of the Act, with the Minister as the consent authority.

This application is lodged in accordance with Section 75E of the Act that requires a Major Project application be lodged with the Director General.

Ownership

The majority of the subject site is owned by RailCorp. The RailCorp land comprises Lots 100, 101, 102 and 103 in DP 1067460. In addition, a site, known as Lots 1 and 2 and common property in SP7370, currently occupied by a two storey building containing a chemist shop and accountancy practice, is also part of the site. CRI have an option to purchase Lots 1, 2 and the common property (which includes owner's consent to lodge a development application), as part of the redevelopment of the whole West Ryde Station Interchange Precinct, bounded by Ryedale Road, Victoria Road and West Parade at West Ryde.

Project summary

This Major Project application proposes a mixed use development consisting of the following elements:

- residential
- retail
- child care
- commercial components
- commuter parking
- public plaza
- cycleway link
- improved accessibility to railway pedestrian bridge
- extensive landscaping
- minor public domain works
- strata/stratum subdivision

This project presents an opportunity to socially, environmentally and economically revitalize the town centre of West Ryde and provide significantly improved public domain areas. Of particular note is the new pedestrian link between the eastern and western sides of the centre created by proposed modifications to the newly constructed railway station overbridge.

Full architectural plans will be lodged in accordance with the requirements of the Director General's Environmental Assessment Requirements (DG EARs) to be issued by the Director General in response to this Preliminary Assessment.

Complies with relevant environmental planning instruments and policies

The proposal satisfies all objectives and prescribed development principles contained in all relevant state and local government controls and standards.

The prevailing West Ryde Urban Village DCP identifies the site, 'The Railway Interchange Precinct' as suitable for the "highest densities", befitting its "landmark location" in the West Ryde Centre.

Supports urban consolidation at railway stations

The proposed project will be an important new urban element in the Sydney Region, resulting in significant local and regional benefits. Positioned as part of the West Ryde Railway station precinct the proposed project **fully supports the state government's Metropolitan Growth Strategy for Sydney**. It will greatly assist in the much needed revitalization of the West Ryde centre and provide additional high quality commercial and housing stock in an established urban area at a transport node.

West Ryde's place in Sydney's centres hierarchy

West Ryde centre is considered to be 'a good candidate' for significant development in the northern region of the Sydney basin.

A review of all centres (north of Sydney Harbour and the Parramatta River, between Parramatta and the Pacific Ocean) revealed that only the following centres have both arterial road access and a rail station:

- North Sydney, St Leonards and Chatswood which are mostly built out;
- Epping which is fragmented into three local council areas;
- Hornsby which is distant;
- Parramatta which is Sydney's second CBD; and
- West Ryde which is a large area of commercially zoned land with little high density development.

Local public benefits of proposed development

The proposed project will result in significant local benefits including:

- **revitalisation of the retail and commercial elements of the West Ryde centre** by significant economic and social flow on effects. Commercial and retail activity in the local area will benefit from the development phase and the increase in residential activity in the surrounding areas. **Estimates of flow-on effects total \$27.2 million. The local area is expected to benefit from an additional 200 equivalent full time jobs.** It is expected that 40 per cent of the wage bill, or \$0.6 million, is likely to be spent locally. **This increase in local activity is likely to support existing and attract new commercial and retail employment opportunities in the local area.**
- **significantly improved facilities for commuter parking** with direct links to the existing pedestrian bridge and railway station;
- **Improved pedestrian links** between the east and western precincts of the West Ryde centre;
- **Enhancement of the streetscape** and the existing retail environment in Ryedale Road;

- Additional high quality residential and commercial development immediately adjacent to the newly reconstructed railway station and bus interchange, will support the government objective to **encourage greater use of public transport**;
- A new child care centre;
- A new extension to the Ryde Cycleway network;
- Enhancement of the heritage value of the Ryedale Road shopping street; and
- Improved amenity and safety of the adjacent railway underpass.

Structure of this report

The structure and content of this Preliminary Assessment is based on the preliminary guidelines provided by the Department of Planning entitled "*Steps in the Assessment and approval of Major Projects under Part 3A*", and includes details of the following:

- (a) Description of Project ;
- (b) Location Map and Description;
- (c) Capital Investment value relevant considerations for Major Project SEPPs;
- (d) Statutory Framework;
- (e) Views of other stakeholders;
- (f) A list of approvals required from other Authorities;
- (g) Justification for the Project being considered a major project;
- (h) Preliminary assessment of environmental issues;
- (i) Consistency with the Clause 6 submission to the Minister;
- (j) Description of approval sought (concept approval required or not);
- (k) Whether the approval applies to the whole or part of the project site;
- (l) Site context plan;
- (m) Identification of key issues;
- (n) Completed application form;
- (o) Prescribed application fee;
- (p) Number of copies of documents for the Department; and
- (q) Any other matters required by the Director-General following consultation with the Department.

a. Description of Project

Project summary:

This application seeks consent for the demolition of existing structures on the site, construction of a mixed use development consisting of residential, retail and commercial components, with commuter parking and ancillary public domain works recommended in the DCP, together with strata and stratum subdivision.

Design objectives:

The principal objectives of the design intent response to the West Ryde Station project are to:

- respond to the Ryde Council DCP objectives;
- overlay Rail Corp's requirement for the provision of a Public Square at the station entry and provision of 70 structured and 20 grade commuter parking spaces; and
- define a residential envelope.

The proposed design concept seeks to concentrate the highest density above the most appropriate location being the rail station and to 'dissolve' the density along Ryedale Road.

It provides for an activated public square bounded by convenience retailing over two levels with covered access direct to a dedicated commuter car park.

Full design objectives will be submitted as part of the Environmental Assessment prepared in response to the Director General's Environmental Assessment Requirements (DG EARs). In summary:

The contextual analysis, proposal and development parameters such as height, building footprints and building separations are illustrated on the following development principles diagrams prepared by Peddle Thorpe and Walker.

Details

Specifically, the application proposes the following:

- **Demolition** of the existing sheds and other ancillary structures on the site;
- **Strata** and **Stratum** subdivision of the site;
- **Construction** of a mixed use development containing the following:

(Note: Full calculations of floor spaces per floor and a breakdown of the uses per floor will be submitted as part of the full Environmental Assessment Report lodged in response to the issue of the Director Generals Environmental Assessment Requirements)

Residential Component works

- multiple residential building elements of varying heights to a maximum of 12 storeys;
- Residential car parking within multiple basement levels;

Retail/Commercial Component works

- **Retail floorspace at Ground and Level 1 of the podium;**
- **Commercial floor space** on Level 1 of the podium;
- **Flexible ground floor suites** to accommodate retail and commercial uses fronting the public square and along the Ryedale Road frontage and of the development;

On Site Public Benefits works recommended in Section 3.3.3 of the DCP

- Approximately 70 undercover commuter car parking spaces;
- Retail space that is generally confined to the ground floor and to activate the new public plaza and through site link;
- Modifications to the existing railway station bridge to provide improved pedestrian access;
- A total of at least 1,000sqm of floor space made available for:
 - a **landscaped public square** with direct access to the railway bridge and station;
 - a **child care facility**; and

Other proposed on site public benefit

- Extension of the planned regional cycleway along the corridor of land on the site between the proposed development and the railway lines.

INSERT PTW DIAGRAMS

b. Location and description of Site

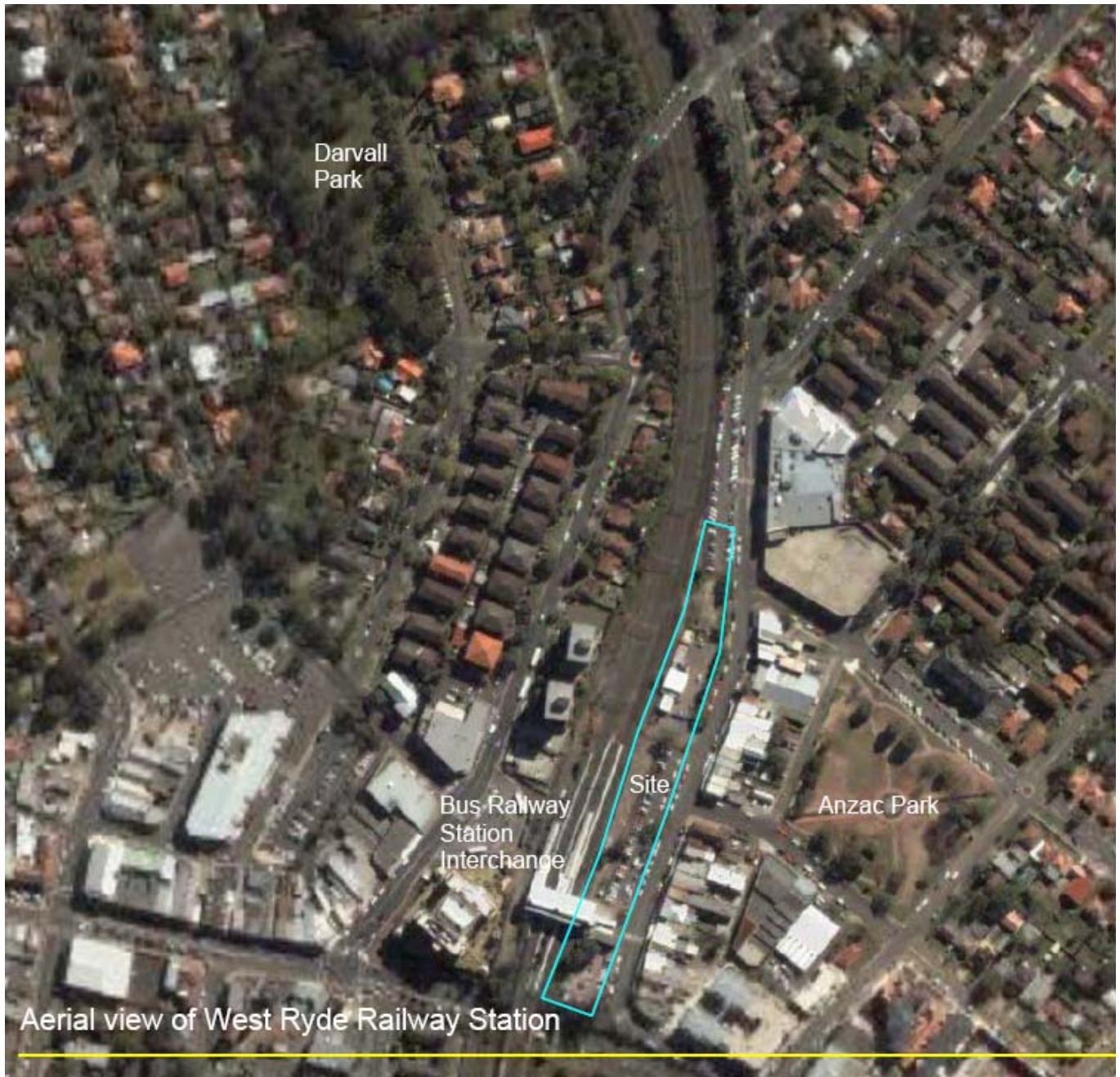


Figure 1: Site location

The subject site constitutes the majority of the West Ryde Railway Station Precinct which links the Retail areas and the Anzac Park Precincts of the West Ryde Urban Village.

The site is located within the City of Ryde Local Government Area, and has a frontage of approximately 330 metres to Ryedale Road and an area of 20, 991 sqm. The site is irregular in shape and has frontages to Ryedale Road and West Parade.

The site currently contains:

- The West Ryde Railway station;
- The tracks and infrastructure associated with the Main Northern Railway Line;
- The pedestrian overbridge connecting Ryedale Road to the transport interchange located in West Parade on the western side of the railway line;
- Three (3) at grade commuter car parking areas providing space for approximately seventy (76) cars;
- An equipment hire depot; and
- A two storey masonry retail/commercial building used as a chemist shop at ground floor and an accountancy practice at first floor.



Figure 2: Storage sheds on site from Ryedale Road



Figure 3: Pharmacy building and commuter car park on the southern side of the site



Figure 4: Ryedale Road frontage
View of retail/commercial building on the site with beyond Ryedale Road



Figure 5: The new West-Ryde Railway Station

The part of the site proposed for buildings (**development area**) is east of the rail line, fronting Ryedale Road and comprises an elongated parcel of land parallel to the railway line adjacent to the railway station. The site stretches from Victoria Road in the south to beyond the intersection with Wattle Street in the north.

Featureless except for a couple of trees, the flat 25m wide site offers little in urban street edge definition or clear linkages between the transport hub, the Ryde – Eastwood Leagues Club to the North and Anzac Park further east, down either Herbert Street or Wattle Street.

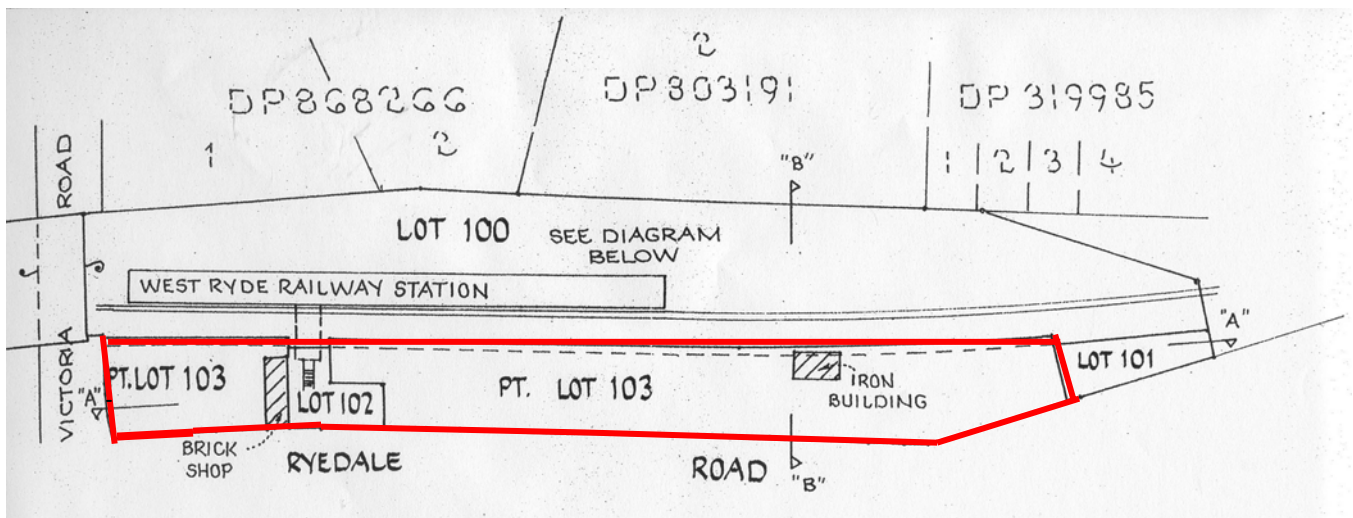


Figure 6: Site of proposed project

Regional Context

As illustrated on the map at Figure 7, the site is ideally located for new commercial and residential development, within an existing urban centre, midway between Sydney's CBD and Parramatta City Centre. It enjoys excellent access to a range of community services, facilities and public transport being located at the West Ryde Station and adjacent to a bus interchange, with easy access to numerous regional roads.

Comment

Several of the north shore centres are built out (North Sydney, St Leonards, Chatswood).

Other centres need to be considered.

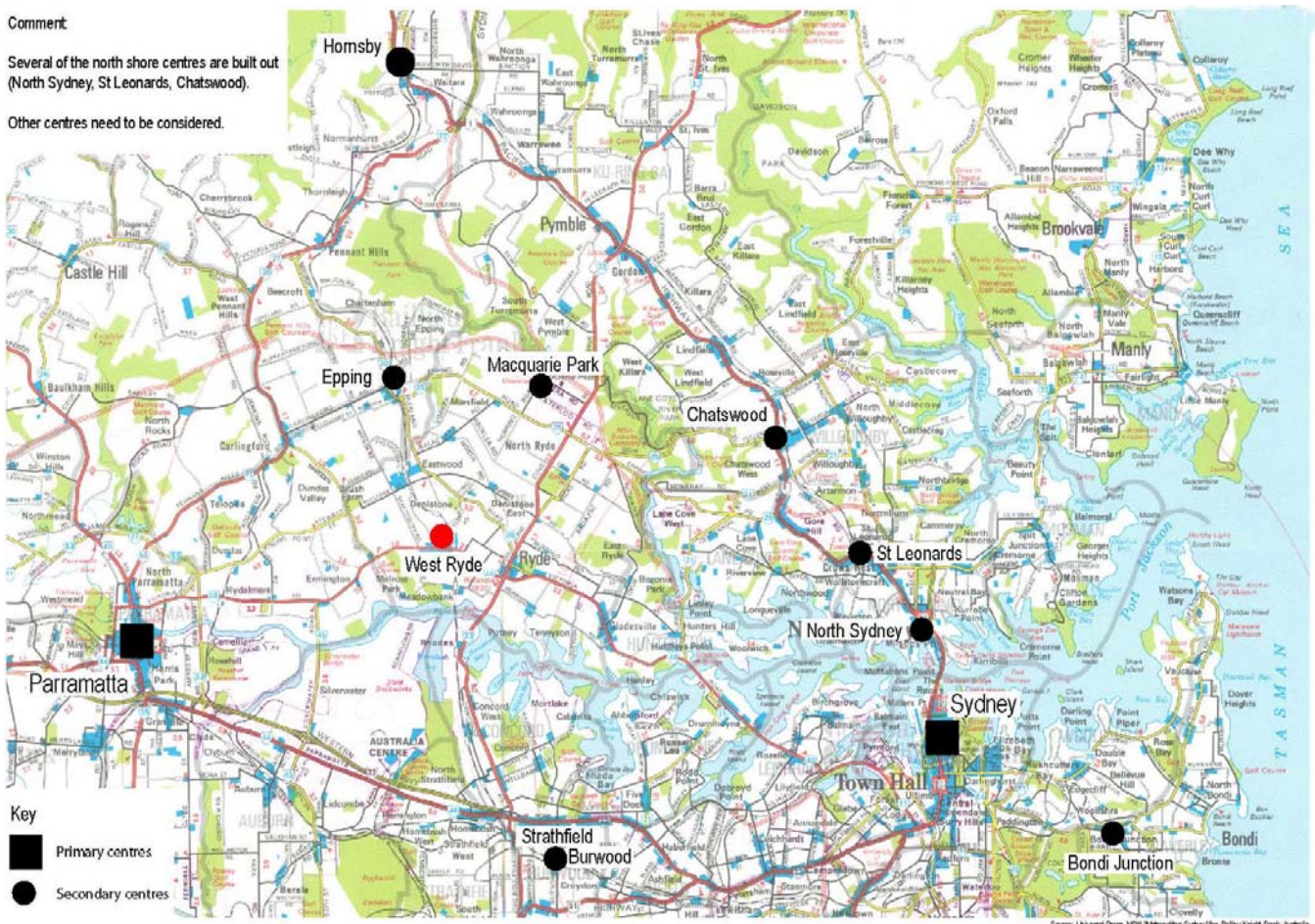


Figure 7: Regional context
(Source: Architectus)

Excellent transport accessibility

Rail

- The public transport network for West Ryde includes the Main Northern Train line and a bus interchange. The Main Northern Line connects directly to Central Station to the south and also connects north to Epping Railway Station. Trains from this line will have direct access to Chatswood via the Epping to Chatswood Rail Line, which is due for completion in mid 2008.

Road

- The site immediately adjoins Victoria Road, a regional arterial road. Travelling south, access is provided to Rhodes and Homebush Bay with efficient access to Parramatta via the M4 Motorway.
- Road infrastructure connecting to the West Ryde centre is expected to be further improved with the completion of the Lane Cove tunnel in 2007.

These significant State Government initiatives to improve both the rail and road infrastructure in this sector of Sydney are designed to support the Government's integrated transport and urban consolidation strategies, enabling additional residential and commercial development densities at transport nodes.

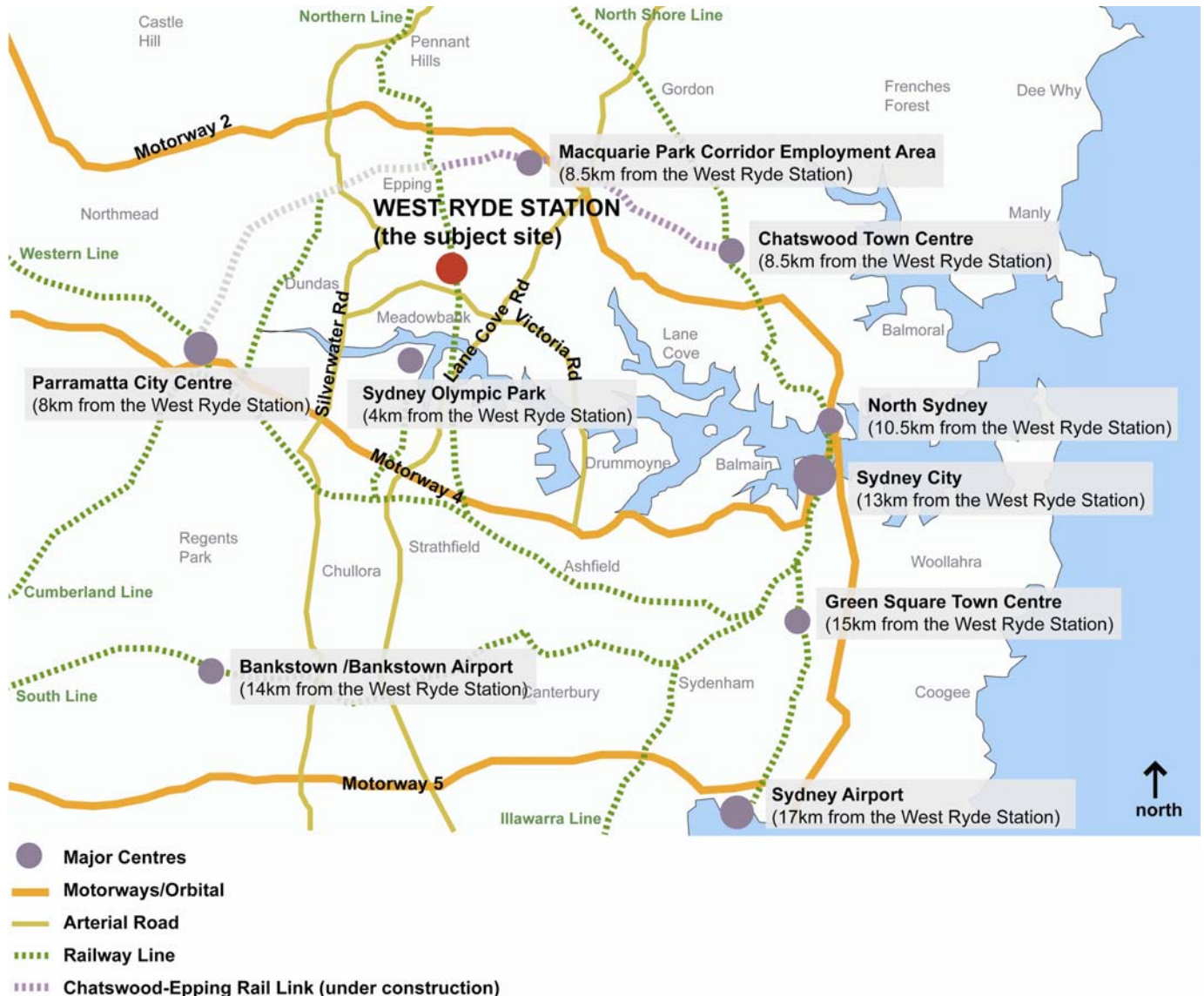


Figure 8: Regional Transport context

Source: sutherlandkoshy

Access to employment centres

The subject site is located in close proximity and accessible to:

- the North Ryde and Macquarie Park commercial precincts. That area is the fourth largest commercial precinct in New South Wales;
- the 'Think Link', or 'Global Arc', the emerging band of regional research and high technology employment areas stretching from Sydney Airport in the south to Macquarie University in the North, linked by the rail lines;
- the major employment and recreation area of Sydney Olympic Park; and
- the Parramatta CBD.

Access to Tertiary Educational Facilities

The site is in close proximity to:

- UTS Kuringai Campus;
- Macquarie University;
- The University of Western Sydney Rydalmere campus; and
- The Blaxland Road and Epping campuses of Ryde TAFE.

Opening of the Epping – Chatswood rail link will further enhance this connectivity with direct rail access to Macquarie University.

Access to recreational facilities

The site is well positioned in terms of access to both active and passive recreational facilities. It is located amongst some of Sydney's major recreational facilities, including:

- Sydney Olympic Park and Bicentennial Parklands;
- Melrose Park at Meadowbank ;
- Lane Cove National Park ; and
- A number of local parks in the Dundas Valley.

Access to health facilities

The site is accessible to a range of public and private medical services, including some of the pre-eminent hospitals in Sydney. These include:

- Concord Repatriation and General Hospital at Concord;
- North Shore Hospital at St Leonards; and
- Westmead Children's Hospital.

Local Context

The subject site is serviced by a wide range of retail and commercial activities within the West Ryde commercial centre and located close to a good quality residential area. It is in close proximity to recreation and leisure facilities, including Anzac, Darval and Lyons Parks, and is strategically located, forming part of the West Ryde Transport Interchange Precinct, with easy access to the major regional arterial road network. The West Ryde area accommodates various high schools, both primary and secondary, two (2) TAFE Institutes and associated recreational facilities.

In 2003, major upgrade works were carried out by Rail Corp on the West Ryde Railway Station, with the construction of a completely new station and pedestrian overbridge at a cost of \$8.5 million. Approximately 4,860 commuters use the West Ryde Railway Station daily. Of these, 2,430 commuters catch trains during the morning peak period and 2,310 in the afternoon peak.

Figure 9: The site and surrounding precincts
(Source: West Ryde Village DCP)



Adjoining development



Figure 10: Surrounding uses
(source: Architectus)



Figure 12: Row of shops in Conservation Area
opposite the site on Ryedale Road

Heritage context

The following Heritage and Conservation issues are relevant to the proposal:

- The proposed project is located opposite the West Ryde Heritage Conservation Area No. 3 – Ryedale Road, as identified in Schedule 16 of Ryde PSO, 1979; and
- The Conservation Area contains the Ryedale Road shops, Nos. 9-99 Ryedale Road. This consists of a row of buildings representative of commercial strip development in its overall form and pattern, rather than it's detailing with some strictly local historical associations.

c. Capital value of project and application of Part 3A

The estimated capital value of the proposed project is in the order of \$130 million.

d. Statutory Framework

Planning Provisions Applying to the Site

The following regulatory instruments apply to the site:

Environmental Planning and Assessment Act 1979

This Act provides the framework for all development within the State.

State Government Policy Documents

- Shaping Our Cities;
- Better Urban Living Guidelines;

State Environmental Planning Instruments

- State Environmental Planning Policy (Major Projects) 2005;
- State Environmental Planning Policy No. 32 – Urban Consolidation (Redevelopment of Urban Land);
- State Environmental Planning Policy No. 65 – Design Quality of Residential Flat Buildings;
- Draft State Environmental Planning Policy No. 66 – Integrated Land Use and Transport;

Ryde City Council Environmental Planning Instruments and Policies (LEP)

- Ryde Planning Scheme Ordinance, 1979;
- Ryde Local Environment Plan No. 79;
- Ryde Local Environment Plan No. 110;
- City of Ryde s.94 Contribution Plan No. 1 – 3 September 2003;

Ryde Development Control Plans (DCPs)

- Ryde Development Control Plan No. 18 – West Ryde Urban Village;
- Ryde Development Control Plan for Residential Development in Business Zones (DCP);
- Ryde Development Control Plan No. 29A – Car Parking;
- Ryde Development Control Plan No. 27 – Waste Minimisation;
- Ryde Development Control Plan No. 37 – Access;
- Ryde Development Control Plan No. 41 – Stormwater Management; and
- Ryde Development Control Plan No. 45 – Energy and Water.

The proposal complies with all the relevant state and local government controls and standards.

State Environmental Planning Policy (Major Projects) 2005 (Amendment No 1)

Pursuant to Clause 6 *Identification of State Significant Development* of the recently gazetted SEPP, a request was submitted to the Minister requesting he declare the proposed project by CRI on State Rail Authority land at West Ryde Station as a major project.

This request was made on the basis that the subject project is development "of a kind" that is described in Schedule 1 of the SEPP to be a major project. Specifically as the **capital investment value of the proposed development is in the order of \$130 million** it falls within the Schedule 1 definition quoted below:

"Group 5 Construction projects

13 Construction projects

(1) Development for the purpose of residential, commercial, retail or other construction projects with a capital investment value of more than \$50 million that the Minister determines are important in achieving State or regional planning objectives."

On 13 December 2005, the Department advised the proponent that the proposal would be considered as a major project.

Subsequently this preliminary assessment report forms part of the major project application lodged for the site.

Ryde Planning Scheme Ordinance 1979 – Urban Land

The Ryde Planning Scheme Ordinance 1979 (RPSO) is the governing statutory planning instrument for development on the site. It contains Ryde Council's aims, objectives, land use zonings and development standards. The RPSO has been amended a number of times by Local Environmental Plans (LEPs).

Zoning

Clause 22 of the Ryde PSO contains permissible uses within the various zones.

The site has multiple zonings as follows:

- The majority of the site was rezoned Business (Urban Village) 3(u) under amending Ryde LEP 79 in October 1998; and
- Part Special Uses 'B' – Railways.

The proposed uses are permissible within the zoning on the relevant sections of the site.

Height

West Ryde Development Control Plan No. 18

Specifically, the DCP identifies this site, The Railway Interchange Precinct as suitable for the "highest densities", befitting its "land mark location" in the West Ryde Centre.

The proposed height is permissible under the DCP which establishes a base height of 10 storeys across the whole Interchange Precinct and also permits variation to that height "**where significant public benefits may accrue as a result of development**".

The proposal seeks consent for a variety of heights of buildings across the site, **all of which are permissible with consent under the DCP**. A taller building of 12 storeys is proposed at the southern end of the site. The form and placement of the buildings and the spaces will be designed to minimise any potential detrimental environmental impacts on the surrounding natural and built environments and public domain areas, together with the future residents, workers and other users of the proposed development.

General public benefits proposed and resulting directly from the proposed project are described in **Section (a)** above.

FSR

The proposal will seek to utilise the allowable FSR for the site. When calculating the allowable FSR for the site, the proponent has used the definition of floorspace contained in the Ryde Planning Scheme Ordinance (PSO) which results in an allowable FSR of 1.2:1. This FSR would translate to 0.9:1 using the floorspace definition in the EPA Act Model Provisions. The FSR calculation for this proposal has been determined taking into account the application of the bonus floor space awarded for the provision of public benefits permissible under the (PSO) and DCP.

This proposal calculates the FSR available from the entire site (which is comprised of Part Lot 100, Lots 101, 102 and 103 and Lots 1 and 2 and common property in SP7370) as indicated above and seeks to distribute this FSR on the site as outlined within this proposal, whilst ensuring that no further development will occur on the remainder of the site (this is supported by an agreement with RailCorp, the existing owners of the site).

In this regard, the application is supported by a letter, attached as **Appendix A** from the owners of the site RailCorp, agreeing to the proposed development.

On site public benefits provided in accordance with Section 3.3.3 of the DCP include:

- **Approximately 70 undercover commuter car parking spaces;**
- **Retail space that is generally confined to the ground floor** and to activate the new public plaza and through site link;
- **Modifications to the existing railway station** over bridge to provide improved pedestrian access between the two sides of the centre;
- A total of **at least 1,000sqm of floor space** made available for:
 - a **landscaped public square** with direct access to the railway bridge and station;
 - a child care facility; and
- a new **extension to the Ryde cycleway** network.

As Clause 3.3.3 does not include any method of calculating the 'bonus floorspace' it is considered appropriate to look at other similar controls in other Council areas where more specific ratios are identified. The most relevant situation occurs in the Chatswood City Centre Regional Environmental Plan where bonus floor space for public benefit elements such as arcades and community facilities is awarded on a 2 for 1 basis, ie for every 1sqm of for example public arcade, an additional 2sqm of floorspace may be awarded.

Our submission is somewhat more conservative as we have adopted a 1.25:1 ratio for the public benefit elements provided. In our view, this level is both fair and equitable. Accordingly, the approximate proposed floorspace calculations are included in the floorspace tables, prepared by PTW, summarised in the table below:

Site Area	20,991m ²
Gross Floor Area (based on award of floorspace for public benefits provided at a rate of 1.25:1)	Approx 25,620m ²
Floor Space Ratio (using Ryde Planning Scheme Ordinance definition)	1.2:1
Floor Space Ratio (using EPA Act Model Provisions definition)	0.9:1

- The proposed floor space is contained within a building envelope comprising multiple residential buildings of varying height up to a maximum of 12 storeys on a common podium. The benefits of this approach to design and urban planning are as follows:
 - The proposal would serve as a landmark announcing the recently constructed West Ryde Railway Station;
 - The proposal seeks to provide a number of relatively small building footprints across the site, separated by open areas that provide for the new public plaza and pleasant view lines from the nearby shopping streets and Anzac Park; and
 - The massing and lower podium will reduce the visual impact along Ryedale Road and relate to the scale of the shopping strip opposite on Ryedale Road.

e. Views & Outcomes of Stake Holders

Ryde City Council

The proponent has been discussing the redevelopment of this site with the City of Ryde Council and the West Ryde Community since 2001. Numerous meetings were held with Council prior to July 2004, when a formal DA was lodged with Council. That DA consisted of four (4), ten (10) storey residential buildings along the Ryedale road frontage of the site.

However on 25 May 2005 State Environmental Planning Policy (Major Projects) 2005 (the SEPP) was gazetted.

As discussed above, under the SEPP the proposed project falls within the definition of a construction project (over \$50 million) and the Minister for Planning may declare himself to be the consent authority. Pursuant to this provision, in June 2005 the proponents lodged a request to this effect with DIPNR.

Since receiving advice that the Minister would accept the proposal as a construction project under the (now re-named) Major Projects SEPP, the proponent had 2 pre-submission meetings with DIPNR to review the proposed scheme. A meeting was also held with the Mayor and Planning Executive of Ryde City Council.

Further to our original submission to the Minister, further meetings have been held with both the Department and Council.

The views of the Community, the Roads & Traffic Authority (RTA) and State Transit Authority (STA) of this scheme are not yet formally known although discussions are planned.

f. Other Approvals Sought with the Application

No other approvals are sought under the Protection of the Environment Operations Act or other Acts.

g. Justification for consideration of the scheme as a Major Project

Arguments outlining the reasons the proposed project should be declared a major project and be assessed under Part 3A of the Act were provided in a submission already lodged with the Minister at 8 June, 2005, a copy of which is attached as **Appendix B**.

On 13 December 2005, the Department advised the proponent that the proposed project would be considered a major project.

It should be noted that the current design parameters have been further amended from that original submission to provide a greater variety of building forms on the site.

h. Preliminary Assessment of Environmental Issues

A full assessment of the issues raised in this part (and any additional relevant issues) will be lodged with the full Environmental Assessment (EA). This will be inclusive of design drawings, calculations and all required reports. The EA is required to be lodged to address issues raised in the Director General Environmental Assessment Requirements. The EA may also require that a Statement of Commitments be prepared.

A summary of the issues is below:

Streetscape

The design and quality of the proposed buildings, its finishes and materials, will be designed to respect and contribute positively to the quality of the urban fabric of the local area and to the streetscapes of Ryedale Road and West Parade. It is intended to provide a new high quality element within the town centre and act as a catalyst for the further revitalisation of West Ryde.

It is also proposed that streetscape improvements be made as part of the development to Ryedale Road to further enhance the surrounding public domain areas.

Built form and height

This application proposes a variety of building heights to a maximum of twelve (12) storeys. Details of the design analysis and massing are contained in the diagrams prepared by PTW in Section (a).

Building character

This project will commit to a design that will integrate with the existing streetscape. The height of the podium will be designed to match the height of buildings opposite. Consideration has been given to respect, but not mimic the 'heritage and conservation' buildings across Ryedale Road.

The project will provide a high quality, sustainable precedent for other similar residential developments in proximity to the West Ryde transport interchange.

Views

The proposed project will ensure that significant views currently enjoyed by other properties will not be adversely affected. District views will be afforded to the upper levels of the proposed buildings.

Landscaped area

The proposed project will incorporate significant areas of high quality, extensively landscaped public spaces to provide pleasant, safer spaces for the enjoyment of the residents, commuters and workers.

Of particular note is the proposed new public plaza which will directly link Ryedale Road to the railway station overbridge.

Plant species selection will reflect the need to conserve water and provide lively useable public areas.

Deep soil planting will be provided along the Ryedale Road frontage to ensure the establishment and long term health of substantial street trees proposed. A large portion of the remainder of the site adjacent will remain undeveloped with viable deep soil areas.

Private open space in the form of spacious balconies/courtyards will be provided for the residents.

Detailed design drawings and calculations will be submitted in response to the requirements of the Director Generals Environmental Assessment Requirements (DGEARs).

Solar access

The design concept for the proposed project is derived from the configuration and aspect of the site and its relationship to Ryedale Road, West Parade, and Anzac Park.

Buildings on the site will be sited to minimise any impacts on adjacent public domain areas, especially the public domain in Ryedale Road and Anzac Park.

Shadow diagrams will accompany the detailed design drawings to be submitted in response to the requirements of the Director Generals Environmental Assessment Requirements (DGEARs).

Traffic and car parking

The proposed project design will minimise impacts on the surrounding road network. The proposal complies with Ryde City Council on-site car parking requirements (and relevant Australian Standards) for the residential and child care components of the proposal.

The provision of car parking for the retail and commercial uses will be limited having regard to the location of the proposed project immediately adjacent to a railway station.

Stormwater and drainage

Any work on the site will be designed and carried out in a planned process to prevent pollution to water and avoid erosion, contamination and sedimentation. The quality of surface water leaving the construction site will be controlled to minimise any impacts on waterways.

The proposed project will incorporate best practice water conservation elements, including, recycling of grey water and stormwater.

BCA compliance

It is intended that the proposed detailed design will comply with the provisions of the BCA.

Energy

It is intended that the proposed project will meet all the required standards of BASIX. This will be achieved through various design measures, including sun shading, internal space zoning, natural ventilation, appropriate use of materials and colours, and specification of energy efficient appliances.

Noise and Vibration

Vibration impacts from the railway line have been considered and assessed in relation to:

- Road traffic noise;
- Rail traffic noise;
- Rail vibration;
- Noise emissions from the development; and
- Internal noise isolation.

Assessment concluded that the proposed project could readily comply with the requirements of all relevant acoustic standards.

Further details will be provided in the full Environmental Assessment Report.

Social impact

The proposed project would provide additional housing choice in a highly accessible area of Sydney. This supports the objectives of the Metropolitan and Integrated Transport Strategies of the State Government and the objectives of the West Ryde DCP and the Ryde Planning Scheme Ordinance zonings.

The proposed project will help to consolidate and revitalise the area as a lively, high quality and sustainable, community, town centre. It will provide additional accommodation with public facilities, retail and commercial uses in an area which is well served by rail, road, and bus infrastructure and urban amenities, within walking distance of many parts of West Ryde.

Demographic information suggests that residential development of the nature proposed in this location will be consistent with growth trends for this region. In addition the project seeks to include public domain improvements and facilities such as a child care centre, improvements to the adjacent public street, a bicycle track and public square for the local community.

Economic impact

As detailed in the Introduction to this application, the proposed project will provide a much needed boost to the local economy by providing employment and economic flow-ons to the local area both during and after construction.

The levels of retail and commercial uses proposed on the site have been governed by the capacity of the West Ryde Town Centre to absorb such further uses. The proposed project would provide a much needed catalyst for the economic revitalization of the West Ryde Town Centre.

Crime prevention

Surveillance: The proposed project would increase the resident and worker population and opportunities for effective active and passive surveillance by providing development that overlooks the two streets (Ryedale Road and West Parade). This would result in streets that are safer at all times of the day.

Access control: The proposed project will provide clear spatial delineation of public and private open spaces. All building entries have been clearly marked. Secure residential lift lobbies have been provided for the safe use of residents and workers. Access to basement car parking will allow retail, residential, and commuter spaces to be accessible but clearly separated. All external and internal circulation will be clear and simple.

Territorial reinforcement: The proposed project promotes territorial reinforcement by:

- Providing individual buildings separated by well landscaped and lit public and communal spaces;
- limiting the total number of apartments per floor;
- allowing for increased neighbour-interaction; and
- recognition of faces and promoting a heightened sense of ownership of the development.

Space management: Space management strategies will be managed by the building's management, who will ensure timely building management services to the residents and tenants, and conduct regular general building and site maintenance services.

i. Consistency with Clause 6 submission to the Minister

A submission pursuant to Clause 6 of State Environmental Planning Policy (Major Projects) 2005 (the SEPP) has previously been made.

As detailed in Section (d), the scheme proposed in this application refines the original design and remains consistent with the definition of Major Project under Clause 6 of the SEPP.

j. If a concept approval is required or authorised

A Concept Approval is not sought for this scheme. The proponent will submit full architectural plans as part of the full Environmental Assessment.

k. Whether approval applies to a part of the project/site & what part

The approval sought applies to the entire project site. The part of the site proposed to contain the proposed development (the 'development site') is nominated on the site plan provided at Section (b) of this Major Project Application.

I. Site Context Plan

As described in Section (b), the site is ideally located for new commercial and residential development within an existing urban centre, midway between Sydney's CBD and Parramatta City Centre. It enjoys excellent access to public transport being located at the West Ryde Station and adjacent to a bus interchange, with easy access to numerous regional roads.

m. Key Issues Arising from the Project

The key issues arising out of the scheme can be considered under State, Regional, and Local Issues. These issues may be ranked under these headings as follows:

State Issues

The proposed project:

- fully supports the objectives of the Metropolitan and Integrated Transport Strategies;
- **is consistent with the objectives of the Environmental Planning and Assessment Act 1979** of encouraging the orderly and economic development of land by making productive use of appropriately zoned, serviced and accessible land in an existing urban area;
- **enables the better utilisation of existing transport infrastructure** providing a **larger resident and worker population** in close proximity to the West Ryde Railway Station and Bus Interchange, and well served by major regional roads;
- will result in greatly improved transport and general accessibility, **encouraging a modal shift to public transport** in West Ryde by appropriate reuse of surplus railway land; and
- **will incorporate sustainable development practices** with all residential components required to adhere to BASIX multi-unit standards for reducing greenhouse gases, decreasing water, and energy consumption.

Regional Issues

The proposed project:

- **represents an appropriate use of accessible 'middle ring' land** for residential and commercial use which supports the objective for the economically sustainable growth of the Sydney Region. The subject site provides the opportunity for additional housing in an existing urban area while building on established communities and transport links;
- **will provide greater housing choice in a highly accessible area of Sydney Region**, supporting the State government's Integrated Transport Strategies. This in turn will make a positive contribution to the social cohesion of the area;
- **is based on sound urban design principles**, in terms of its siting, local and regional context, proximity to public transport infrastructure, response to heritage, built form, scale, recognition of views and outlook, treatment and composition of facades, as well as visual and acoustic amenity;
- **is environmentally sensitive**, being designed to minimise any environmental impacts on adjoining properties, public domain areas and the locality generally, and to promote maximum daylight access and natural ventilation to adjoining property, thereby minimising energy use; and

- **is appropriately located**, in an area with a network of urban infrastructure services including public transport, utilities, recreation and community services. Some of these services are presently being upgraded at significant expense to State government. The scheme fits within the context of fully and efficiently utilising these infrastructure upgrades. It is also located in close proximity to a vast range of employment opportunities and is easily accessible to many other areas of the Sydney Region.

Local Issues

The proposed project:

- **incorporates significant local community benefits** in the form of public facilities, public open spaces and better links with the railway station and surrounding village centre;
- provides **significantly improved pedestrian amenity and safety** in the area, together with additional facilities for cyclists;
- **will be a dynamic new urban form element** in the West Ryde Urban Village, providing new high quality public facilities and built form elements in this prime location;
- **is a high quality development, providing an excellent precedent** and catalyst for future projects in West Ryde which will contribute to increased community vitality and economic prosperity;
- **is appropriately located**, recognised by the land use provisions within the Ryde Planning Scheme Ordinance (as amended by LEP 79) and the adopted DCP as being a desirable site for such development;
- **will complement the existing and planned future urban form** of the West Ryde Urban Village of which it forms part;
- represents an opportunity to **better utilize the new railway station facility**;
- enables improved east west pedestrian links with associated improved links between the Railway Station and Bus Interchange;
- **will result in significantly improved safety and security in the Railway Precinct area** and incorporates best practice design measures for active and passive surveillance throughout the site;
- **provides high amenity**, in terms of the siting of the proposed buildings, high quality of building design and choice of materials, and the provision of pleasant views from the upper levels to parks and to the wider Ryde district; and
- **will result in significant economic benefits to the currently depressed and declining local economy of West Ryde centre**, by providing employment opportunities both during construction and subsequent occupation of the proposed development, to the local community.

n. Completed application form

A completed form accompanies this application.

o. Prescribed application fee

The prescribed fee has been submitted with this application.

p. Number of copies of documents for the Department

Four copies, together with two digital copies of all documents have been submitted to the Department as requested.

q. Other matters required by the Director-General, following
consultation with the Department

No additional issues have been required by the Director-General at the time of
submission of this application.

Appendix A

**Letter from RailCorp consenting to the
development intentions for the site plus other
Owners' consent letters**

Appendix B

Submission lodged with the Minister at 8 June,
2005.