

Response to Submissions



Royal Rehabilitation Centre, Ryde

Frasers Putney

Submitted to NSW Department of Planning and Infrastructure

On Behalf of Frasers Putney Pty Ltd

December 2011 ■ 09634

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JBA Planning
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1.0 Introduction

An Environmental Assessment Report (EAR) for a Project Application for Stage 1, Phase 1 of the Residential Development of the former Royal Rehabilitation Centre, Ryde site was publicly exhibited for a period of six weeks between 29 June 2011 and 12 August 2011.

In total five Agency/Council submissions were received. This included submissions from:

- City of Ryde Council;
- Transport NSW;
- NSW Roads and Maritime Service (formerly RTA);
- Sydney Water; and
- NSW Office of Environment and Heritage.

Eleven submissions were received in response to the public exhibition of the Project Application. This report focuses on the key issues raised by the Department of Planning and Infrastructure (DPI) in their correspondence dated 22 September 2011, which include:

- Residential amenity;
- Vehicular access;
- Retention of palm trees; and
- Road and cyclist infrastructure.

The proponent, Frasers Putney Pty Ltd, and its specialist consultant team have reviewed and considered the Department's comments and the public submissions and, in accordance with clause 75H(6) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), has responded to the issues raised. This Preferred Project Report (PPR) sets out the proponent's response to the issues raised, details the final project including a number of minor revisions to the Project Application and a revised Statement of Commitments for which development approval is now sought.

This report should be read in conjunction with the Environmental Assessment Report (EAR) dated April 2011 and forms part of the Project Application.

2.0 Key issues and Proponents Response

The following section provides a detailed response to the key issues raised by the Department of Planning and Infrastructure following a review of the submissions, as detailed in correspondence dated 22 September 2011.

A full response to the issues raised in submissions received from the public and government agencies is provided at **Attachment A**.

2.1 Victoria Road Vehicular Access

Issue

“Concern is raised regarding the proposed vehicle access from Victoria Road. Additional information is requested regarding the status of potential traffic signals at the Victoria Road intersection. Details of any communications with the RTA, as referred to in the Transport Review (Colston Budd Hunt & Kafes Pty Ltd, March 2011) should be provided.”

Proponent’s Response

The Stage 1 Phase 1 Project Application lodged with the Department of Planning and Infrastructure seeks approval for a left-in left-out access point to Victoria Road, which is consistent with the approved Concept Plan. Frasers Putney has been engaged in ongoing discussions with the NSW Roads and Maritime Service (RMS, formerly RTA) to negotiate the provision of traffic signals to the site’s access to Victoria Road, and has sought approval for these signals through a separate proposal to the RMS dated 12 November 2010. In correspondence dated 9 May 2011, the RMS has indicated its preference for a left in/left out access with deceleration lane, and confirmed that it does not support the provision of traffic signals at this location at this time (refer **Attachment B**). This application follows a previous submission made by RRCS to the RTA in September 2007.

In response to this issue, Frasers proposes to amend the location site access to Victoria Road as detailed at **Section 4.2** of this report. The amended site access point has been designed as a left-in left-out intersection (which is consistent with the approved Concept Plan) with the design allowing for the retrofitting of traffic lights at this access point with minimal works should future circumstances allow. Frasers intends to continue to progress discussions regarding the provision of signals with the RTA, Ryde Council and local residents. However, the current proposed left in/left out arrangement suitably services the Stage 1 site.

2.2 Road Ownership and Dedication

Issue

The City of Ryde Council’s submission raised concern regarding the lack of continuous public roads across the former Ryde Rehabilitation Centre site. Clarification is sought regarding the vehicle access to the development and future residential development on the site from Charles Street, via private road ‘Road 1’. The Proponent is requested to provide information on how this relates to the Deed of Agreement with Council.

Proponent's Response

Under the Deed of Agreement signed between the City of Ryde Council, RRCS and Frasers, all roads are specified to be dedicated to Council and public access is to be provided on Road 1 between Charles Street and the parklands on Road 5. The extension to Road 5 runs through the Stage 1 Phase 1 area and hence access is provided for an envisaged in the Deed for this portion of the site. All access will be completed prior to the occupation of the residential dwellings. It is anticipated that occupation of the first residential dwellings (Stage 1 Phase 1) will occur in mid-2013. There is therefore sufficient time for the completion of the parklands and provisions of the Deed for roads to be enacted.

2.3 Apartment Building Layout

Issue

Concern is raised regarding the building setback of the southernmost residential flat building from internal 'Road 5'. Consideration should be given to ensuring that satisfactory residential amenity is achieved to the dwelling and private open space of units adjacent to 'Road 5'.

Proponent's Response

Through detailed design development Frasers has considered the layout of this building and has revised the layout, form and orientation of the proposed residential dwellings within this portion of the Stage 1 Phase 1 site to achieve a superior outcome in terms of residential amenity. The proposed revisions address the Department's concerns and are described in detail at **Section 4.2**.

The amended residential flat building achieves adequate separation distances from internal roads to provide a superior outcome in terms of residential amenity, and represents an improved response to the landform of the site.

2.4 Victoria Road Palm Trees and Road 5 Trees

Issue

Concern is raised in relation to impacts on existing trees along Victoria Road, specifically the existing palm trees adjacent to Victoria Road and along the existing vehicle entrance off Victoria Road. The Arborist's Report (by Urban Forestry Australia) shall be modified to include details of the impacts of the section of internal 'Road 5', that is located north-east of the proposed residential development.

Proponent's Response

The existing palm trees along the site's Victoria Road frontage will be transplanted to a temporary nursery located within the RRCS site. The transplanting of these trees is required to allow for construction works associated with the inclusion of the deceleration lane along Victoria Road, and to protect the health of the trees during the construction phase. The Environmental Partnership Landscape Report demonstrates the indicative location for fifteen (15) palms to be relocated back to the Victoria Road frontage of the site at the conclusion of construction activities plus a one Morton Bay Fig on the entry island (refer Landscape Master Plan Drawing DWG3025.LP00) (**Appendix G**).

The relocation of the trees to the temporary nursery will be carried out in such a manner as to ensure the survival of the relevant trees. The possibly nursery area is located in the north eastern part of the site in area designated for open space under the Concept Plan approval.

There are several key steps to ensure the safety and enhancement of the trees. These include; root pruning, leaf pruning and the preparation of the site where the trees will be transferred. Environmental Partnership has prepared a statement which details the transportation and temporary storage process (**Attachment C**). A new Statement of Commitment to this effect is included at **Section 5.0** of this report.

The Environmental Partnership Landscape Report (**Appendix H**) has been updated in lieu of the Arborist Report to include any details of trees affected by internal Road 5 where it crosses the north east of the overall RRCS site. Figure 4 within this report depicts trees to be retained/removed in the vicinity of Road 5. There is one tree outside the boundary of Stage 1 Phase 1 within the vicinity of Road 5 and this tree is marked for potential retention (retention to be subject to final levels/design at CC stage).

2.5 Cycle Path

Issue

Further justification is required in relation to the lack of a dedicated off-road bicycle path on the site. Consideration should be given to the provision of an off-road bicycle path linking with the approved cycle paths to internal 'Roads 1, 2, 3, 5 and 6', to provide a continuous cycle network between the approved health facility and residential development.

Proponent's Response

As described in detail at **Section 4.2**, a shared pedestrian/cycle path along Road 5 is now included within the revised Civil Drawings provided at **Attachment I**.

2.6 Other issues raised by the Department

2.6.1 Local Road Infrastructure

Issue

Additional information is requested in relation to the timing of the provision of road infrastructure and traffic calming measures to be provided as part of the Deed of Agreement with the City of Ryde Council, in relation to the proposed development.

Proponent's Response

The terms of approval for MP08_0054 for the new RRCS Health Facility, community facilities and open space works include in Schedule 3 a Statement of Commitment which requires that the following works be provided prior to the completion of the proposed health facility:

6.0 Traffic Calming Measures

Traffic calming works and roundabouts will be provided within Morrison Road, Charles Street and Princes Street as set out in the Section 984 Agreement comprising:

- a) *Roundabouts at the intersections of Morrison Road with Princes Street, Payten Street and Douglas Street (the last two intersections will also provide access to the subject site)*
- b) *Roundabout at the intersection of Charles Street and the site access*
- c) *Traffic calming devices on Morrison Road and Charles Street at the approaches to Putney Shopping Centre (a total of four devices). These devices would involve some road narrowing and contrasting pavement to create an entry statement and slow traffic*
- d) *Extension of line marking in Charles Street from Kenneth Street to Henry Street*
- e) *Construction of a traffic calming device in Charles Street between Henry Street and Kenneth Street*

These measures are drawn directly from the Deed of Agreement between RRCS, Frasers Putney and the City of Ryde Council. Under Annexure B of the Deed of Agreement, RRCS is responsible for delivering the roundabouts at the intersections of Morrison Road, Payten Street and Douglas Street, and the intersection of Charles Street and Road 1, whilst Frasers is responsible for the delivery of the remainder of the traffic calming measures described above, a number of which have already been completed in Charles Street. Under the Deed of Agreement, these measures are required to be in place “prior to occupation of any residential component of the project” (i.e. prior to the occupation of Stage 1 Phase 1 dwellings).

2.6.2 Marketing Facilities

As noted by Council and the Department, Development Applications for sales and marketing facilities located within the former RRCS site (but outside of the Stage 1 Phase 1 area) with associated signage have now been approved separately by the City of Ryde Council, and hence approval for a sales and marketing facility within the Stage 1 Phase 1 site under Part 3A is no longer sought for the following elements:

- Sales and marketing facilities including a marketing suite, use of dwellings as exhibition homes and temporary signage.

2.6.3 Waste Storage

Waste storage areas for Dwelling Types 3A and 3B were not marked on the original submission. The Architectural Drawings provided at **Attachment E** have now been updated to show the location of the waste storage area. The waste storage areas will be screened from the street and will not present any adverse impacts onto surrounding or future residents.

2.6.4 BASIX Certificates

BASIX Certificates and stamped plans for all apartments and dwelling houses are provided at **Attachment K** to this report.

2.6.5 Demolition

Following discussions with the Department of Planning and Infrastructure, Frasers has amended the Stage 1 Phase 1 Project Application to seek approval for demolition of only those buildings which are required to be demolished to facilitate the Stage 1 Phase 1 works. These buildings are the Moorong Spinal Unit building and the ILC and remaining slab of the Linen Services buildings.

2.7 Other issues raised by the public

2.7.1 Scale of the development

Some submissions received from the public during the formal exhibition period raised concerns stating variously that the proposal is an overdevelopment of the site, is not part of a holistic development plan and that the height of the development should be limited to two storeys across the site.

The Stage 1 Phase 1 Residential Development is consistent with the approved Concept Plan (MP 05_0001) which provides holistic development principles and controls across the entire RRCS site, and complies with the relevant provisions of the *Ryde Local Environmental Plan 2010*, including maximum heights and FSR.

2.7.2 Traffic and Transport Impacts

Some submissions received from the public raised concerns regarding the adequacy of traffic studies, the availability of public transport, road safety and the availability of parking for surrounding dwellings.

The Concept Plan (MP 05_0001) contained a full assessment of local transport and traffic issues and approved the development subject to the implementation of a number of local traffic measures. The implementation of the relevant traffic measures is governed by the Deed of Agreement between RRCS, Frasers Putney and the City of Ryde Council and discussed previously in **Section 2.6.1** of this report.

The Stage 1 Phase 1 Project Application includes the construction of the Victoria Road site access. This access point will provide left-in, left-out access to the site from Victoria Road only, as detailed in the approved Concept Plan scheme. Frasers recognises that the local community is generally supportive of the provision of traffic signals at this site access, however, signals are not supported by the RTA (now RMS) at this time for reasons detailed in the correspondence at **Attachment B**, and are not required in order to achieve the traffic performance outcomes approved under the Concept Plan. Despite this, Frasers has designed this site access point in such a manner as to easily accommodate future retrofitting of traffic signals should this option be supported in the future.

3.0 Community Consultation

Frasers has engaged in extensive community consultation since becoming the contracted purchaser of the residential portion of the former RRCS site in order to work with the relevant stakeholders to achieve the best overall outcome for the future development of the site.

Key Consultation Activities

Frasers Putney has engaged Elton Consulting to independently undertake public consultation as detailed in the Environmental Assessment Report. In addition Frasers has worked closely with key stakeholders including local residents, the City of Ryde Council and the RTA to achieve the most appropriate development outcome for the Stage 1 Phase 1 site, and have informed the proposed development and the subsequent amendments described at **Section 4.0** of this report. A brief summary of the consultation activities conducted by Frasers over the past 17 months is provided below, with a detailed Consultation Outcomes Report prepared by Elton's Consulting provided at **Attachment D**.

- On Saturday 31 July 2010, Frasers held a local area tour of the Putney area, followed by an on-site discussion at the Royal Rehabilitation Centre Sydney (RRCS) in Ryde.
- On Saturday August 6 2011 a Community Open Day was held on site attended by 98 local residents and stakeholders to provide an update on the status of the overall project, Stage 1 Phase 1 Project application and works for the Parklands. The Open Day included presentations by the project team, open forums for questions and guided site tours.
- On Wednesday 25 August 2010 a meeting was held with the NSW Roads and Traffic Authority and representatives from the Coalition Against Private Overdevelopment (CAPO) to discuss future placement of traffic lights on Victoria Road.
- On Wednesday 6 October 2010 a meeting was held with the residents and management of the Calvary Retirement Village to provide a project update and discuss matters of interest to this neighbour.
- On Tuesday 11 October 2011 representatives of Frasers Property Australia presented to a Ryde City Council Meeting to provide an update on the progress of the overall project, with a particular focus on the Stage 1 Phase 1 Project Application and the delivery and staging of road construction within the site.
- On Saturday 6 November 2010 a project update meeting was held on site and was attended by local organisations and stakeholder groups, two Councillors and the Mayor of the City of Ryde, and the Federal MP for Bennelong.
- On Monday 15 November 2010 a follow-up meeting was held with management representatives from the Calvary Retirement Village to discuss the interface with the new development.
- On Saturday 27 November 2010 a Community Open Day was held on site attended by 44 local residents to provide an update on the status of the overall Frasers Putney development, the Stage 1 Phase 1 PA, the Parklands delivery and to generally consult and receive feedback from local residents.

4.0 Final Project

In accordance with its commitment to address the concerns of the Department of Planning, the City of Ryde Council and the public, and to achieve the best design outcome for the residential development of the former RRCS site, Frasers Putney Pty Ltd has modified its proposal.

4.1 Description of Development Proposal

The project involves the Stage 1 Phase 1 Residential Development of the Royal Rehabilitation Centre, Sydney (see **Table 1**).

This Project Application seeks approval for:

- Demolition of the existing RRCS buildings required to be removed to facilitate Stage 1 Phase 1 works, including:
 - Moorong Spinal Unit building; and
 - ILC and remaining slab of Linen Services buildings.
- Subdivision.
- Construction of a residential development including 47 apartments and 69 dwellings (mix of semi-detached/terraced and detached dwellings)¹.
- Associated car parking to service the needs of the development.
- Provision of public open space, landscaping (including tree removal (204 trees) and relocation) and site works (including roads).
- Extension/augmentation of the physical infrastructure/utilities required.
- Vehicular access to the site from Charles Street and Victoria Road.

The residential Project Application relates to 35,767m² of land in the inner portion of the site with a link connecting to Victoria Road, however approval is also sought for the demolition of buildings only required to facilitate Stage 1 Phase 1 works.

The architectural drawings of the revised development proposal have been prepared by Cox Richardson Architects and are located at **Attachment E**. In addition, revised Landscape Plans and Landscape Statement prepared by Environmental Partnership (**Attachment G** and **Attachment H**) and Civil Drawings prepared by Meinhardt Infrastructure and Environmental (**Attachment I**) also accompany this report. Updated Subdivision Plans prepared by Tasy Moraitis are located at **Attachment J**. **Table 2** details the timing of the subdivision certificates.

Table 1 – Dwellings and Heights

Dwelling Type	No. of dwellings	Height
Apartments	47	5/6 storeys (up to 18.5 metres)
Landed Dwellings	69	2/3 storeys (between 9.5 metres and 11.5 metres)
Total	116	-

¹ Original submission proposed 60 apartments.

Table 2 – Timing of subdivision for Stage 1 Phase 1

Lot	Timing
Lots 1,2 & 3 in DP1129793	Once civil works and services are complete and associated compliance certificates are issued from Supply Authorities.
Proposed Lot 1	Once civil works & services are complete and associated compliance certificates are issued from Supply Authorities.
Proposed Lot 2-5	Once civil works and services are complete and associated compliance certificates are issued from Supply Authorities & dwellings have achieved party wall construction.
Proposed Lot 9	Once strata boundaries can be defined.

4.2 Staging of Construction Certificates

To facilitate the staging of the construction process, it is still proposed to stage the issuing of construction certificates for Stage 1 Phase 1. Separate construction certificates are proposed, as detailed below:

- Stage 1 demolition of existing structures within the overall RRCS site, including:
 - Moorong Spinal Unit building; and
 - ILC and remaining slab of Linen Services buildings.
- early works and infrastructure including roads;
- excavation and construction of basements to ground level;
- each apartment building; and
- each individual dwelling (not including apartments).

It is anticipated that the Department of Planning will structure the Terms of Approval to facilitate the progression of the proposal in accordance with the staged Construction Certificate methodology outlined above. It would be appreciated if there is any opportunity to review the draft Terms of Approval prior to determination to allow Frasers to ensure the conditions match the anticipated construction staging.

4.3 Key Changes

In brief, the key amendments to the proposed scheme are as follows:

- Delete proposed Apartment Block 1 and reconfigure and reorient Apartment Block 2, resulting in a net reduction of 13 apartment dwellings;
- Provide a new internal road (Road 16) connecting to Road 5 to the south of the reconfigured apartment building;
- Provision of a driveway access near the north western boundary of the site for access to the apartment block;
- Provide 11 new dwelling houses to the south of the new road adjoining the rear of existing dwellings to the north of Road 8, resulting in a net increase of 11 dwelling houses;
- Shift the proposed intersection of Victoria Road and internal Road 5 to the north west to achieve a regular alignment with Irvine Crescent;
- Realign Road 5 to Irvine Crescent and provide left-in left-out intersection to Victoria Road which is capable of being retrofitted with traffic signals;
- Shift the position of the freestanding Dwelling Type 2;
- Enclose the proposed car ports to Dwelling Type 2 to provide a garage; and
- Introduce four to five street elevation design options for Dwelling Types 1, 2, 3 and 4.

4.3.1 Reconfigured Apartment Buildings

In response to the issues raised by the Department, it is proposed to amend the layout and configuration of apartment dwellings within the northern portion of the Stage 1 Phase 1 site. These amendments involve the reconfiguration of exhibited Apartment Block 1 and Apartment Block 2 (refer **Figure 1**) into a single building to achieve a built form which sits more comfortably within the site's topography, whilst providing suitable separation distances to internal roads and site boundaries. The revised layout is shown at **Figure 2** and shown in detail in the revised Architectural Drawings provided at **Attachment E**.

Dwelling Mix

The revised configuration of the residential flat building has necessitated amendments to the types of apartment product and dwelling mix which is to be provided, as summarised in **Table 3** below.

Table 3 – Numeric Overview of Apartment Changes

Building	No. of Dwellings		GFA (m ²)		Private Open Space (m ²)		Garaged parking spaces per dwelling	
	Exhibited Project	Preferred Project	Exhibited Project	Preferred Project	Exhibited Project	Preferred Project	Exhibited Project	Preferred Project
Apartment (3 bed)	12	5	106.5	111 – 119	23.5	40 – 50	1.6	1.6
Apartment (2 bed)	48	32	75 – 97	78.5 – 102	11 – 32	9 – 60	1.2	1.2
Apartment (1 bed)	0	10	N/A	56 – 80.5	N/A	9 – 25	N/A	1.0

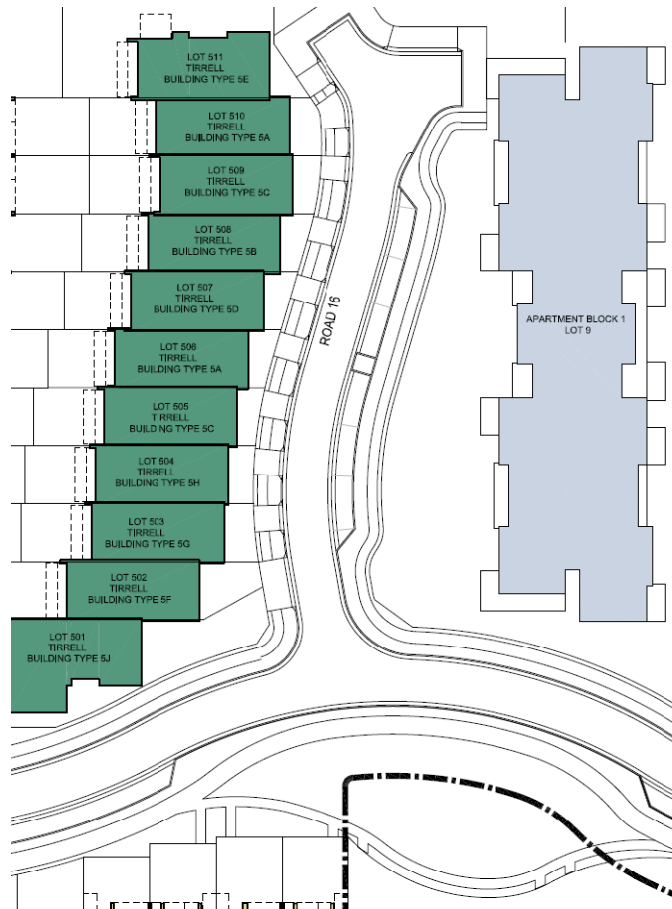


Figure 2 – Revised (final project) residential flat building configuration

4.3.2 Road 16

A new internal road (Road 16) is proposed to the south of the amended apartment building in order to provide access and a street address to this building. Road 16 will be classified as a ‘collector road’ with and pedestrian footpaths on both sides. The road follows the natural contour of the site providing a gentle gradient and requiring minimal cutting and filling.

4.3.3 New Dwellings along Road 16

The amendments to the apartment building (resulting in the loss of 13 dwellings) and the inclusion of a new collector road to the south of this building allows the inclusion of an additional row of 11 new attached dwellings addressing Road 16.

4.3.4 Victoria Road Site Access

The location of the proposed left-in left-out intersection of Road 5 to Victoria Road is amended so as to achieve a regular alignment to Irvine Crescent on the opposite side of Victoria Road, and is shown at **Figure 3** and in further detail in the amended Civil Drawings provided at **Attachment I**. As noted in the Environmental Assessment Report (JBA, 15 April 2011), this access point shall be used primarily for construction traffic for Stage 1 works (Phases 1 and 2) and the residential traffic generated by Phase 1 is capable of being fully accommodated via the Charles Street/Road 1 access point.

Whilst correspondence received from the RTA (**Attachment B**) notes that traffic signals are not supported for this intersection at this time, the amended alignment and design of the Road 5 access point will allow for traffic signals to

be retrofitted to this intersection with minimal works or disruption should this option be supported in the future.

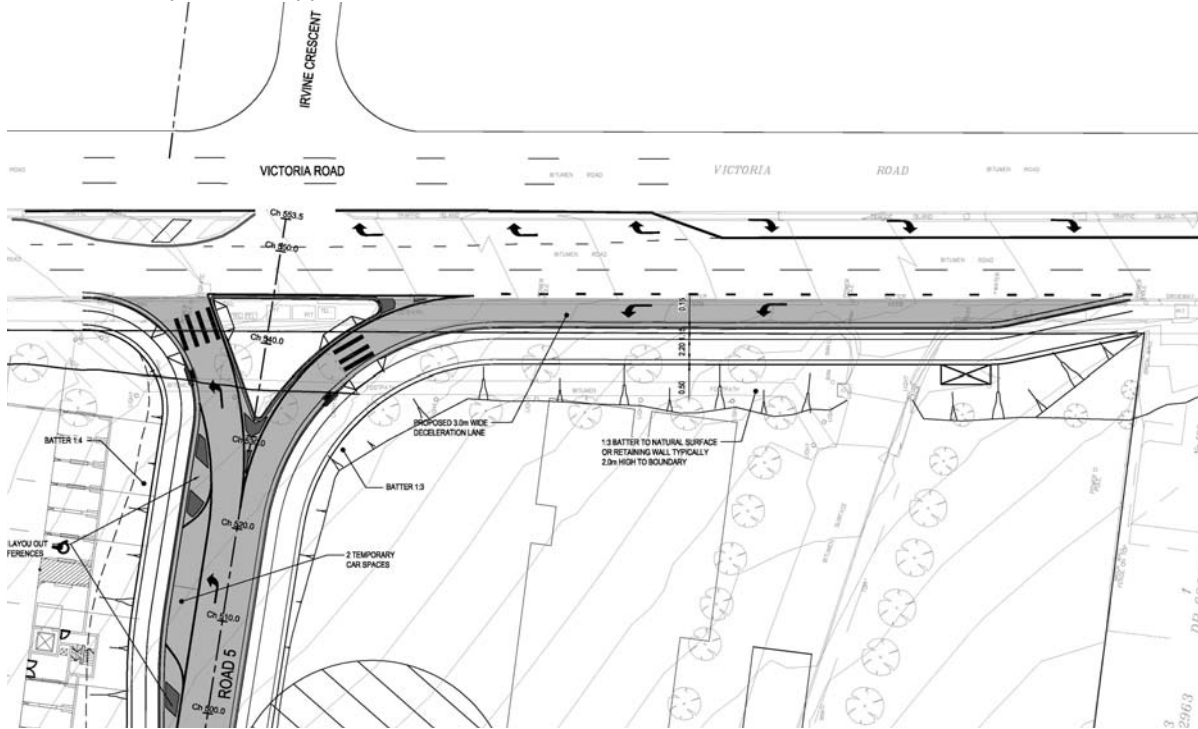


Figure 3 – Amended Victoria Road intersection

4.3.5 North western driveway ramp to the apartment building

The amended plans include a driveway access near the north western boundary of the site for access to the apartment block. The access has been proposed in this configuration to improve amenity so that dwellings on road 16 are not located directly opposite an apartment building driveway entry. The proximity of the entry ramp from the boundary is similar to the distance of road 8 from the boundary. The landscape plans demonstrate that sufficient planting is able to be provided on this boundary, while more than adequate separation between the apartment building entry and the adjoining retirement village is also available by virtue of the distance between the retirement village buildings and the main building line of the apartment building.

4.3.6 Dwelling Type 2

In order to reduce visual clutter along Road 12 and improve the marketability of Dwelling Types 2A and 2B, the revised plans propose to enclose the area previously covered by the rear carport awning to create a garage. There will be no resulting change to the setback to the site boundary as a result of this enclosure.

The location of the freestanding Dwelling Type 2 house has been amended to achieve an improved street address and streetscape form. As a result this dwelling is shifted from the corner of Road 5 and Road 13 to opposite the intersection of Road 5 and Road 4.

4.3.7 Dwelling Types 1, 2, 3 and 4

The revised Architectural Drawings (**Attachment E**) include four alternative facade design options for Dwelling Types 1, 2, 3 and 4 to increase the diversity of streetscapes within the Stage 1 Phase 1 site. The distribution of the facade design options has been determined by Frasers (independently of

prospective dwelling purchasers) in order to ensure that a cohesive and orderly design response is achieved along the length of the streetscape. The arrangement of the dwelling types is shown on **Drawing A-PA-FP-00** at **Attachment E**.

4.4 Merits of Key Changes

4.4.1 Built Form

Apartments

The revised apartment building is within the maximum development parameters of the Concept Plan and Ryde LEP 2010 (previously within Schedule 3 of the Major Developments SEPP) and is consistent with the urban design principles set out in SEPP 65.

The residential flat building is arranged to respond to the natural topography of the site and follow the natural site contours and address the new internal street. The orientation of the building to the streetscape and surrounding properties ensures a high level of amenity for residents of the proposed development

Streetscape

New apartment and single dwellings will address the new internal road (Road 16), ensuring good casual surveillance to this space.

The enclosure of garages along private Road 12 will reduce visual clutter along this rear lane access road and provide for increased security, whilst continuing to provide good levels of visual surveillance to the lane through rear windows and living spaces.

Setbacks

The apartment building line, as amended, continues to comply with the minimum setback distances for the site's property boundaries approved under the Concept Plan (MP 05_0001). The car park entry ramp is located further towards the north western boundary, however, is generally consistent with the Road 8 setback and will be suitable landscaped (refer **Section 4.2.5** to the rationale for the location of this entry).

Overshadowing

Revised shadow diagrams have been prepared for the amended development by Cox Richardson Architects (**Attachment E**) which illustrate the overshadowing generated between 9am and 3pm for the winter and summer solstices and the equinox.

The proposed amendments to dwellings along the Charles Street boundary will not result in any additional overshadowing of adjoining properties. The reorientation of the residential flat building will result in the long facade of this building addressing Road 16 rather than Road 5, and as a result shifting the bulk of the overshadowing generated by this building from the vicinity of Road 5 during the afternoon to the vicinity of Road 16 during the morning period.

4.4.2 Accessibility

A new Statement of Commitment is included at **Section 5.0** in order to reflect the commitment by Frasers Putney to achieve a development which achieves a high level of accessibility and adaptability, including compliance with the relevant Australian Standards and requirements of the Building Code of

Australia Part D3, Disability Discrimination Act 1992 and the DDA Premises Standard 2010.

4.4.3 Transport and Access

Victoria Road Access

Whilst traffic signals are not proposed at the Road 5 access point to Victoria Road, Frasers recognises that the provision of signals to this intersection is a matter of importance to the local community and other stakeholders including the City of Ryde Council and RRCS. As the RTA does not support the provision of signals to this intersection at present, Frasers have ensured that the design of the proposed left-in left-out access point and the revised alignment to Irvine Crescent is such that it allow for traffic signals to be retrofitted to this intersection with minimal works or disruption should this option be supported in the future.

Despite the above, the traffic reports prepared as part of the approved Concept Plan and Stage 1 Phase 1 Project Application demonstrate that the left-in left-out site access to Victoria Road adequately services the residential development of the former RRCS site and is consistent with the Concept Plan approval (MP 05_0001).

Cycle Path

The re-introduction of the low-volume, local shared pedestrian and cycle path along Road 5 provides improved site connectivity to the proposed dwellings and open space from destinations including Ryde Town Centre and the Parramatta River foreshore via local cycle paths on Charles Street and Morrison Road.

5.0 Final Statement of Commitments

In accordance with Part 3A of the *Environmental Planning and Assessment Act 1979* (transitional arrangements), the following are the commitments made by Frasers Putney Pty Ltd to manage and minimise potential impacts arising from the proposal. These commitments replace the draft commitments included with the EAR.

Subject	Commitment	Approved by Who	Timing
Approved Project	The development of the Stage 1 Phase 1 residential development will be carried out generally in accordance with the architectural drawings prepared by Cox Richardson Architects dated 12 December 2011, landscape architect drawings prepared by Environmental Partnership dated December 2011, and with the JBA Planning Preferred Project Report by JBA Planning dated December 2011.	Department of Planning	No timing. General Statement of Commitment.
Infrastructure and Services	Future development on the site will include upgrades to energy, water, sewer and telecommunications infrastructure in accordance with service provider requirements.	Relevant service provider	No timing. General Statement of Commitment.
Tree Replacement	The proponent commits to the replanting of vegetation as described in the Landscape Report prepared by Environmental Partnership.	-	No timing. General Statement of Commitment.
Victoria Road Palm Trees	The proponent commits to the relocation of existing Palm Trees within the site's Victoria Road frontage as detailed in the statement by Environmental Partnerships dated 19 December 2011.	-	No timing. General Statement of Commitment.
Environmental and Construction Management	The development of the Stage 1 Phase 1 residential development will be carried out in compliance with the Construction Management Plan (CMP). The CMP will specifically include components addressing: <ul style="list-style-type: none"> ▪ Construction Waste Management; ▪ Noise and Vibration Management; ▪ Air Quality Management; ▪ Construction Traffic Management; and ▪ Dust, Erosion and Sedimentation Control. 	Private Certifying Authority (PCA)	Prior to issue of CC

Subject	Commitment	Approved by Who	Timing
Waste Management	Waste management procedures will be carried out generally in compliance with the Waste Management Plan prepared by Meinhardt dated 6 April 2011, with a detailed Waste Management Plan to be submitted once a builder is appointed.	Private Certifying Authority (PCA)	Ongoing
Bulk Earthworks	A bulk earthworks plan will be provided with the Construction Certificate documentation, indicating final cut and fill volumes and final design levels for the Stage 1 Phase 1 residential component.	PCA	Prior to issue of CC
Communication and Consultation Plan for Construction	A site notice board must be erected at the main entrances to the site which includes a 24-hour contact phone number for the site. This number will also be provided to residents of adjoining properties.	PCA	Prior to issue of CC
Accessibility	The recommendations of the Access Review prepared by Morris Goding Accessibility Consulting dated 17 March 2011 will be incorporated in the Construction Certificate documentation.	PCA	Prior to issue of CC
Traffic	A detailed Construction Traffic Management Plan will be incorporated in the Construction Certificate documentation.	PCA	Prior to issue of CC
Aboriginal Archaeology	If any Aboriginal objects are located during construction, work will stop immediately and the Department of Environment, Climate Change and Water (DECCW), an archaeologist, and the Metropolitan Local Aboriginal Land Council will be contacted.	OEH	Ongoing

6.0 Conclusion

This Project Application will commence the first stage of the residential development of the RRCS Concept Plan approved in March 2006.

The proposed development contributes to the supply of housing stock in Sydney as part of a major residential redevelopment of the Royal Rehabilitation Centre, Ryde site that has been envisaged since the Concept Plan was approved in early-2006. Since the time of the Concept Plan approval the demand to provide additional housing within the metropolitan region has become more critical in the context of revised population forecasts and rising housing prices. In light of this, it is essential that new residential development which has been planned for be progressed to market as rapidly as possible.

The Project Application seeks approval for 116 dwellings within the central portion of the site, associated landscaping and road works as well as demolition. This environmental assessment report provides detailed assessment and justification for the development, generally consistent with the Concept Plan.

A number of minor amendments have been detailed as part of this Preferred Project Report in response to detailed design refinement and feedback received from the Department of Planning and Infrastructure, the City of Ryde Council, public agencies and the local community.

As demonstrated in this report and the previously submitted EAR, the proposal as amended continues to be consistent with the zoning and development controls contained for the site under Ryde LEP 2010 (as translated from Schedule 3 of the Major Projects SEPP), the Concept Plan approval and Director General's Requirements, and will have no significant adverse environmental impacts. Furthermore the development continues to be of a high architectural standard and will provide a range of housing types, including the new introduction of one bedroom apartments in this report.

The Final Statement of Commitments have been prepared to inform the detailed design of the development and manage construction and on-going environmental impacts. The overall Statement of Commitments approved under the Concept Plan will continue to guide the future stages of the overall residential development of the site. In light of the merits of the project, and in the absence of any environmental impacts which cannot be adequately managed through the Statement of Commitments, we have no hesitation in recommending this Project Application be approved.