



71-85 CONSTITUTION ROAD, WEST RYDE

Design Report for Scoping Submission



GroupGSA acknowledges First Nations peoples and their continuing connection to land, waters and culture, because we strongly believe in reconciliation and collaborative engagement for a better future. We pay our respects to Elders past and present, whose knowledge, traditions and stories guide custodianship on what will always be their ancestral lands.



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INTRODUCTION

This design report has been prepared on behalf of Aurora Property Partnership to support the redevelopment for the site at 71-85 Consitution Road, West Ryde.

The proposal seeks to provide 239 residential units with associated retail space that will address the rising demand for housing in Meadowbank Local Centre and wider Ryde LGA. It effects the vision in the West Ryde-Meadowbank Renewal Strategy to create quality homes for an inclusive community and a vibrant precinct that leverages Meadowbank as an advanced technology hub.

Document Purpose and Structure

This document is in support of a Scoping Report, requesting SEARs from DPHI to accompany a Development Application for the subject site. The report seeks to demonstrate how the proposed scheme is appropriate to deliver a market-leading residential development that contributes meaningfully to addressing Sydney’s housing crisis while maximising site value through strategic planning and sustainable design.

The report structure is intended to demonstrate understanding of the site, through both its physical and strategic context.

The report then steps through the site context approach, identifying and defining the importance of Street frontage ,activation and living spaces. Following this, a chapter has been dedicated to guide the reader through the design and architectural approach for the development.

Overview of the Proposed Development

The proposed development aims to deliver a residential flat building, comprising the following:

- **239** apartments including **12** units of affordable housing across two towers of **18** storeys and **10** storeys and **2** levels basement car park;
- Proposed Residential Gross Floor Area **20,803m²** at **FSR 3.60:1**;
- **1,040m²** (5%)Affordable Housing GFA
- Non-Residential Gross Floor Area of **150m²**, and;
- **1450m²** of communal open space.







1.0

ANALYSIS

1.1 THE SITE

The site is located approximately 100 metres from Meadowbank Station, offering excellent public transport accessibility and direct connections to the broader Sydney rail network.

The site comprises a single lot located at 71–85 Constitution Road, West Ryde, and is legally described as Lot 1 in Deposited Plan 549941.

Vehicular and pedestrian access is currently provided via Constitution Road along the southern boundary and Bank Street along the eastern boundary.

The site benefits from its proximity to Meadowbank Train Station, situated to the south-east, with an existing access point oriented in that direction. The existing built form on the site include a warehouse-style commercial building, surrounded by at-grade parking.

The Site:

Site address 71-85 Constitution Road,
West Ryde NSW 2114

Lot/Section/DP 1/DP549941

Total area 5,805 m²

SP2

Infrastructure

Land Zoning

5,805

Approx. Square Metres

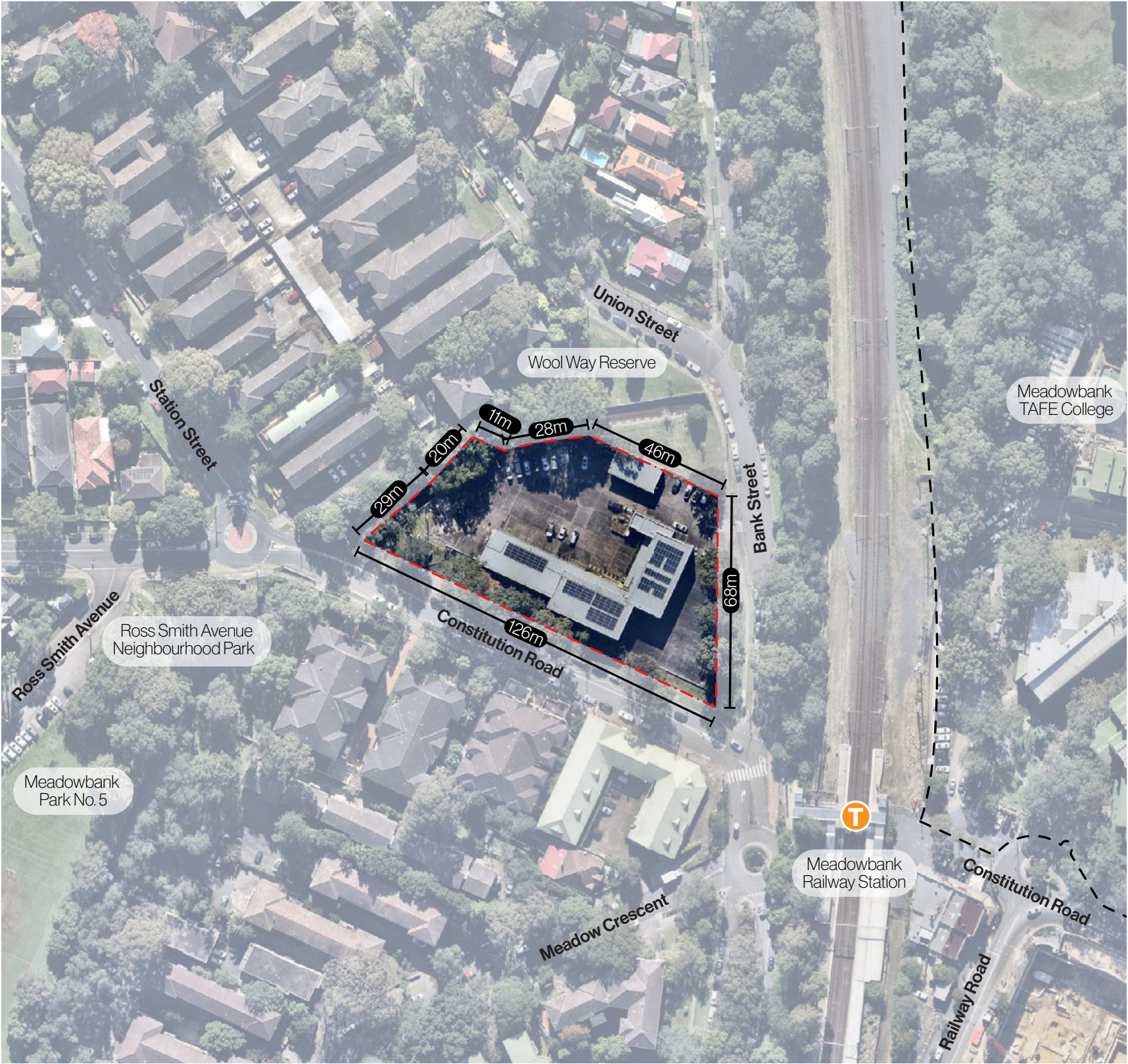
Site Area

N/A

Height of Building

N/A

FSR



1.2 SITE AND FUTURE CONTEXT

Meadowbank is identified as a local centre, benefiting from its proximity to educational and industrial areas, major roads, and key transport connections. These attributes support urban growth by facilitating housing supply around transport nodes, corridors, and centres.

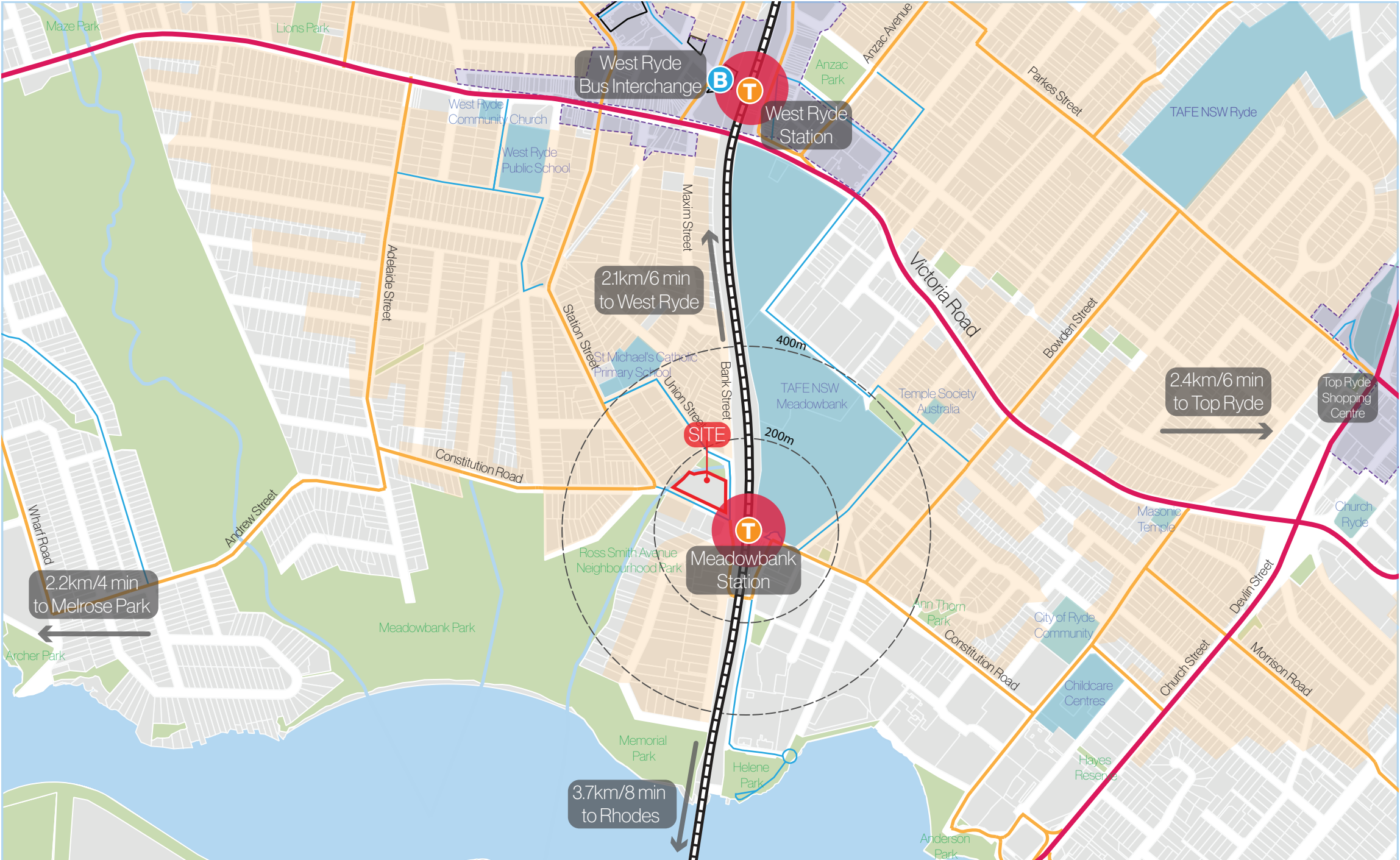
Situated within the City of Ryde Local Government Area (LGA), the subject site lies approximately 12 kilometres west of the Sydney CBD, within a well-connected urban corridor that includes a mix of educational and mixed-use developments. The site benefits from its proximity to significant surrounding centres such as Rhodes, West Ryde, Melrose Park, and Ryde Town Centre, all accessible within a 2–8 minute drive.

The City of Ryde is undergoing sustained and positive growth, underpinned by strategic redevelopment frameworks and key State Government planning initiatives. Addressing housing demand is a priority for the City of Ryde Council, with urban renewal and increased residential supply identified as critical objectives.

The site is located to the west of Meadowbank Station and is encompassed by the indicative Low-Medium Rise (LMR) area, positioning it as a key location to contribute to broader urban renewal outcomes. Its immediate access to public transport reinforces its potential to support the development of well-connected, high-density, and accessible communities.

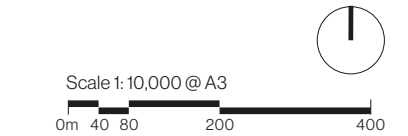
In response to existing demands and future needs, the City of Ryde LSPS outlines the vision and desired future character for key town centres, including Ryde, Eastwood, Gladesville, Shepherd's Bay, and West Ryde. The key town centres identified in the LSPS generally adopt a more balanced approach to development, with the train station serving as a central focal point.

While development in Meadowbank has largely concentrated on the eastern side around Shepherds Bay, the subject site presents a strategic opportunity to extend and balance urban development to the west of the station, contributing to a more cohesive and integrated urban form.



LEGEND

- Site Boundary
- Lots
- Public Open Space
- Water
- Indicative LMR Housing Area
- LMR Centre
- Education / School
- Community Centre
- Train Line
- Bus Route
- Arterial Road
- Distributor Road
- Local Centre
- Walking Radius
- Water Line / Creek



1.3 CONTEXTUAL HEIGHT ANALYSIS

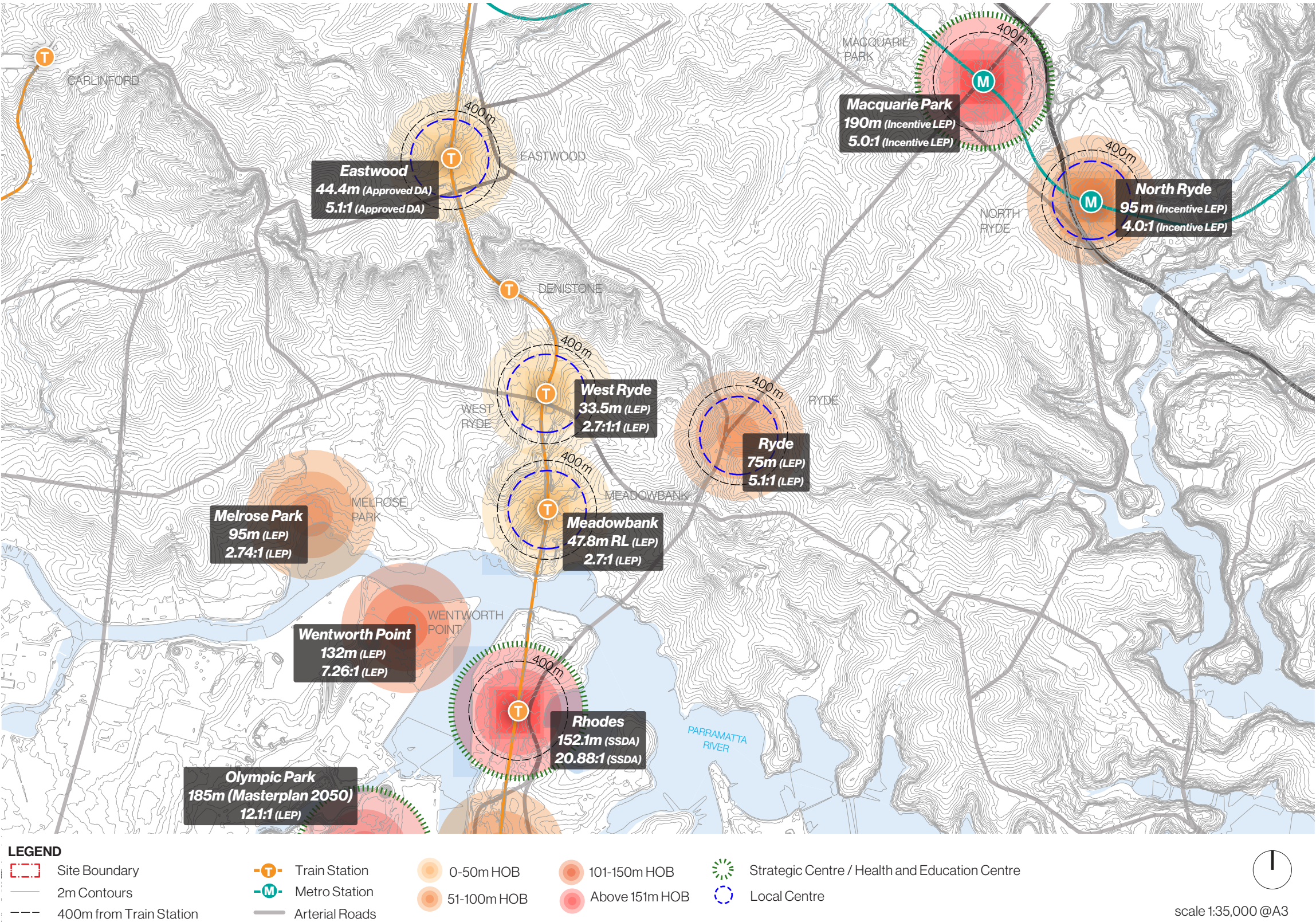
Meadowbank is situated within a context of growth, with many of the surrounding local and strategic centres subject to considerable uplift under the LMR Housing Policy and TOD Program.

Positioned within this dynamic planning environment, the site is well-placed to facilitate a transition in built form and positively contribute to the area’s emerging character and future urban identity.

A Metropolis of Three Cities identifies Olympic Park and Rhodes and Macquarie Park as strategic centres, afforded a height allowance of 149m, 151.5m and 190m respectively. These heights reflect their desired character as dense metropolitan areas which are regionally significant.

Neighbouring town centres of comparable scale, such as Melrose Park and Wentworth Point, are currently undergoing substantial transformation, supported by future Light Rail infrastructure. These precincts are experiencing significant increases in height — up to 95 metres and 132 metres respectively.

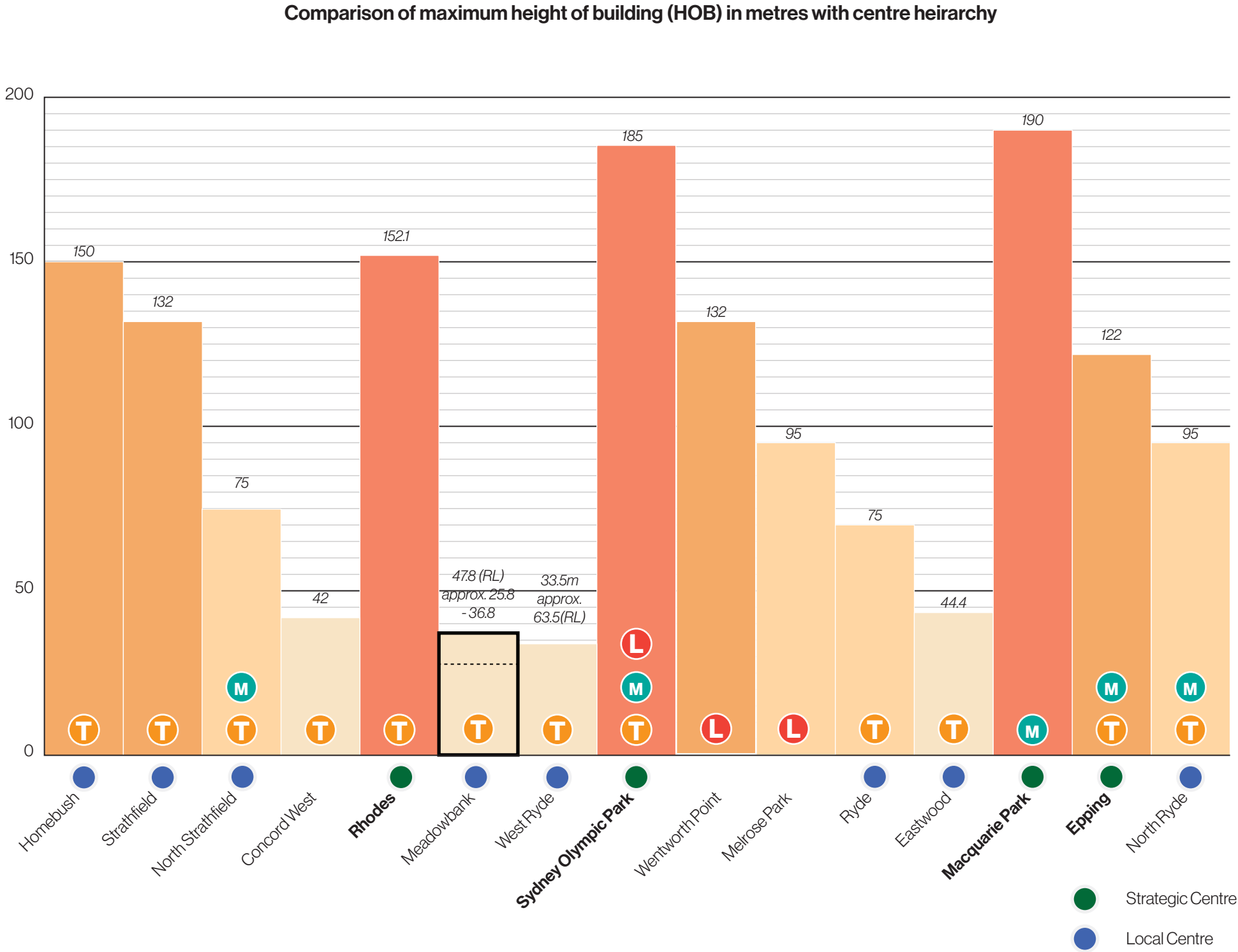
As a well-connected local centre with direct access to public transport, Meadowbank is well-suited to accommodate increased building heights and residential densities. Such changes would align with broader metropolitan objectives and enhance the precinct’s potential to support sustainable growth, economic vitality, and urban vibrancy over the long term.



In comparison to other neighbouring town centres of comparable scales, Meadowbank’s current planning controls reflect more limited development potential, highlighting a relative underutilisation of the precinct. Positioned within this dynamic planning environment, Meadowbank is well-suited to accommodate increased building heights and residential densities.

Maximum Heights Summary

Station Precincts	Max. height
– Rhodes (Approved SSDA):	152.1m
– Wentworth Point (LEP):	132m
– Olympic Park (Masterplan 2050):	185m
– Melrose Park (LEP):	95m
– Meadowbank (LEP):	47.8m RL
– West Ryde(Masterplan):	33.5m (approx.63.5m RL)
– Ryde (LEP):	75m (approx. 130m RL)
– North Ryde (Incentive LEP):	95m
– Eastwood (LEP/Approved DA):	33/ 44.1m
– Macquarie Park (Incentive LEP):	190m

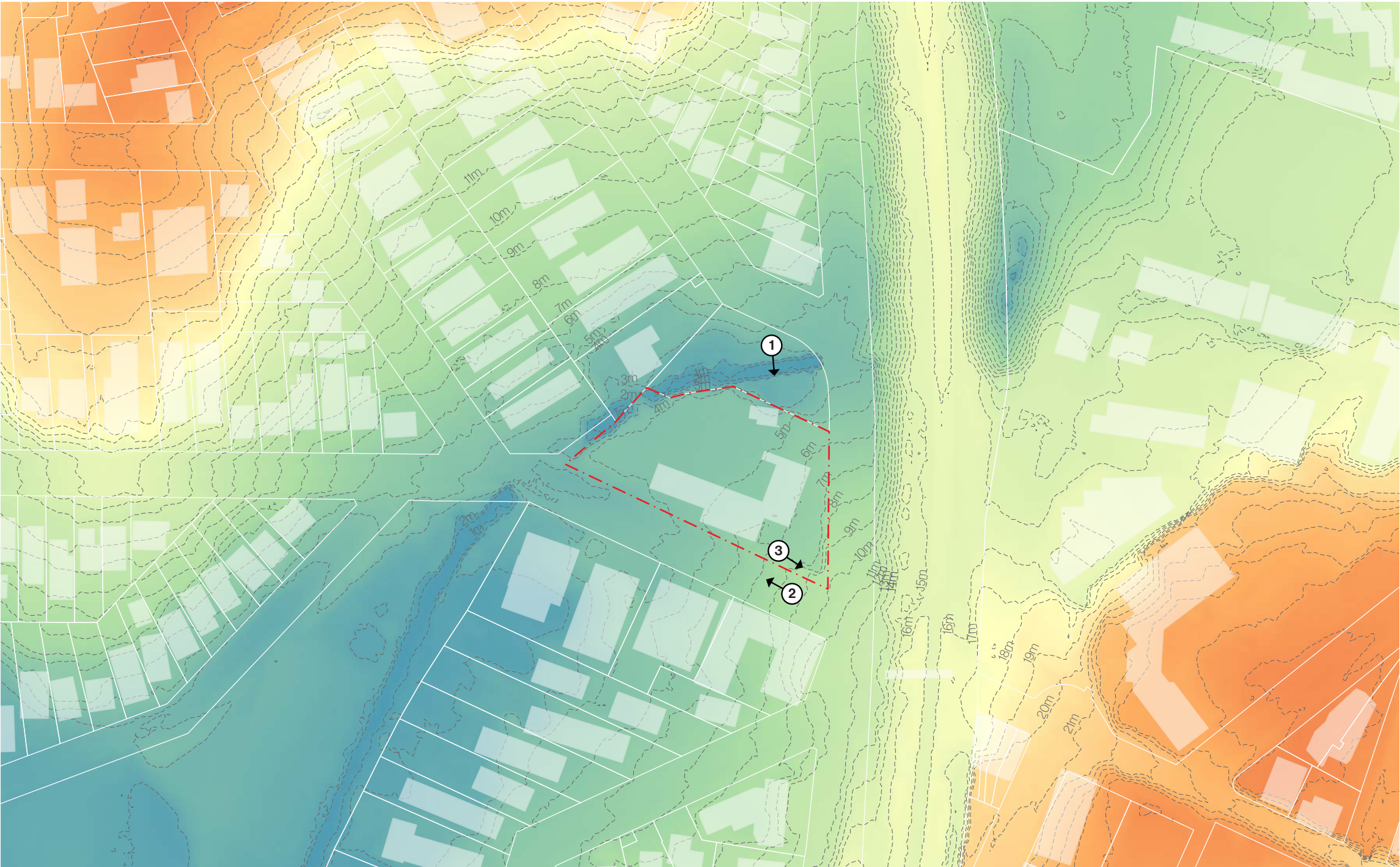


1.4 TOPOGRAPHY

Meadowbank is characterised by an undulating landform, with a prominent ridgeline at the station's location serving as a defining topographical feature.

The terrain slopes downward from the station area toward the Parramatta River and Charity Creek. Positioned to the west of the station, the subject site sits at a significantly lower elevation compared to the primarily elevated development focus on the eastern side. This topography presents an opportunity for the integration of a taller built form, contributing to a more consistent and cohesive skyline.

The site features a notable east–west fall of approximately 8 metres, and includes substantial level changes defined by landscaped embankments and mature tree rows along the adjacent rail corridor. However, the steep terrain poses challenges in terms of site connectivity and accessibility.

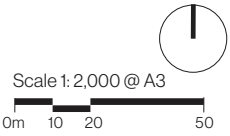


LEGEND

- Site Boundary
- Lots
- Buildings
- Train

Topography

- Contours (1m)
- High
- Low



1.5 OPEN SPACE AND LANDSCAPE

The site is well-integrated within an established network of open spaces and a mature tree canopy.

Constitution Avenue and Bank Street are defined by a generous urban canopy comprising both native and exotic species. Mature trees line the site boundaries, reinforcing the established character of the surrounding streetscape.

Two public open spaces are located within 200 metres of the site. To the north, Wool Way Reserve remains underutilised, featuring steep topography and mature trees along its perimeter. To the southwest, Meadowbank Park serves as one of the City of Ryde's major sporting and recreational precincts. It offers over ten playing fields for soccer and cricket, a regional playground, a skate park, and a variety of recreational open spaces, all within a short walking distance of the site.

Given its proximity to major open spaces and its location within a well-developed tree canopy, the site presents a strategic opportunity to enhance local biodiversity. This can be achieved through the integration of on-site habitat and the strengthening of connections to the broader green infrastructure network.



LEGEND

- Site Boundary
- Lots
- Train Line

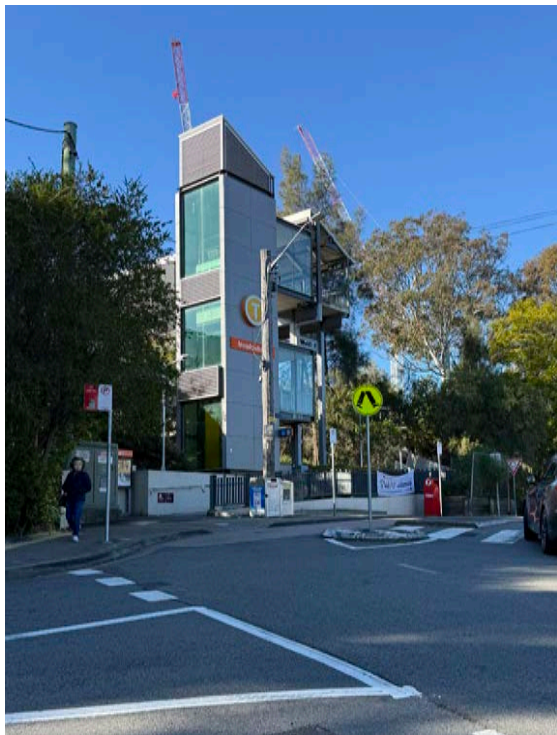
- Tree Canopy
- High Value Tree
- Tree to be removed

Green Link route

Scale 1:2,000 @ A3
0m 8 16 40 80

1.6 SITE INTERFACES

The surrounding context comprises low- to medium-density residential developments, retail uses, the Meadowbank train station, and adjoining open spaces characterised by mature vegetation and established trees.



1. Meadowbank Train station



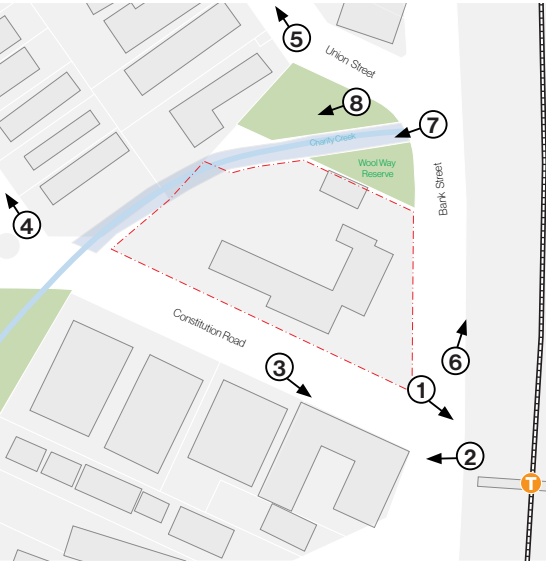
2. View of retail uses on Bank Street



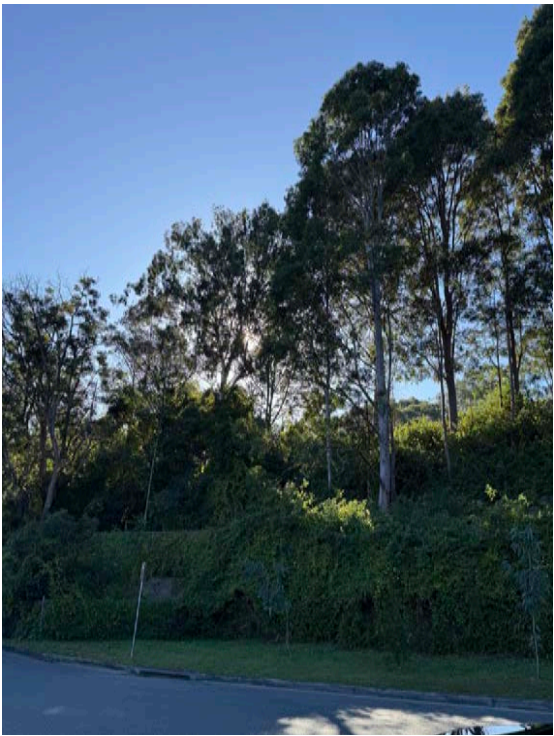
3. Retail frontage on Constitution Road



4. Residential buildings on Station street



5. Residential typologies on Union Street



6. Vegetation on Bank Street



7. View of Charity Creek



8. Wool way Reserve on Union Street

1.7 OPPORTUNITIES

Based on the site analysis and understanding of the local context, the site presents a number of opportunities which will inform the design response.

Open Space and Ecology

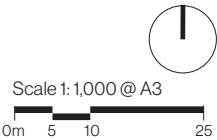
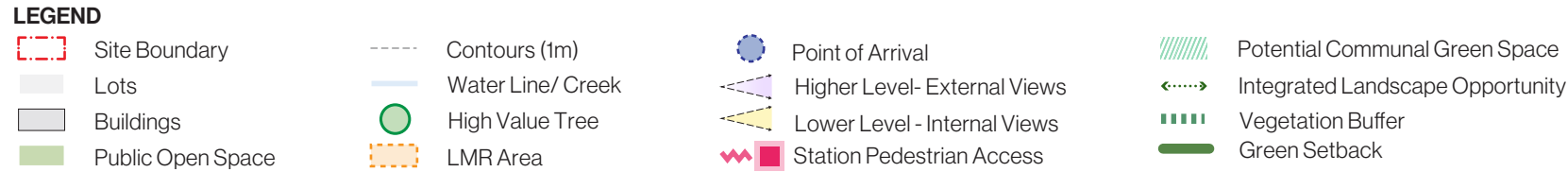
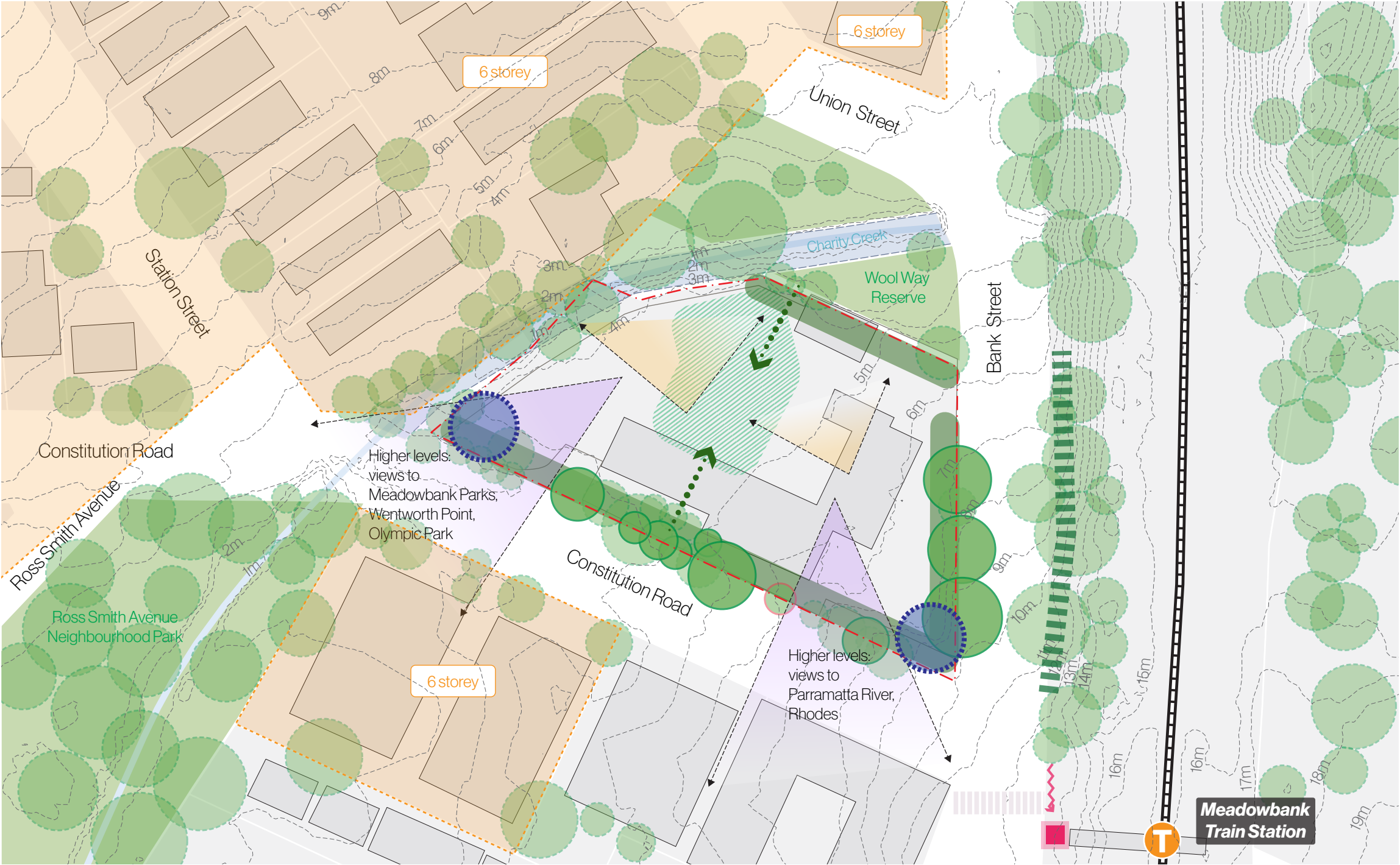
- Leverage the site's existing mature trees to establish high-amenity green spaces that encourage social engagement and improve visual outlooks for residents.
- Increase building setbacks on all sides to accommodate a continuous vegetated buffer, enhancing amenity, privacy, and respect the surrounding context.

Connectivity and Activation

- Establish clear and legible pedestrian entry point /point of arrival and incorporate an accessible pedestrian entrance to improve functionality and wayfinding.
- Introduce a separate access point for vehicular entry to the car park to improve circulation and minimise conflicts with pedestrian movement.
- Re-instate the topography and levels of the site with the street to enhance connectivity with the streets and train station, and provide residents with enhanced access.

Built Form Response

- Utilise the site's natural topography to introduce varied building heights that create a dynamic, architecturally engaging built form, maximise view corridors, and provide opportunities for open spaces.
- Orient development to maximise engagement with key view corridors, including viewstoewards Parramatta river, Meadowbank Parks, and surrounding developments such as Rhodes, Wentworth Point, and Olympic park.
- Carefully sculpt building massing to respect nearby items and preserve solar access.
- Articulate and break down the building mass to reduce bulk and enhance internal views towards landscaped open spaces, improving privacy and amenity for residents.



1.8 CONSTRAINTS

The site represents a number of challenges, that will inform how height, density, and transition of scale is approached on the site.

Topography

- The site features a significant slope, with a level difference of approximately 8 metres.
- The substantial retaining walls that impact its connectivity to the surrounding streets and open spaces

Open Space and Ecology

- Mature existing trees at the edges of the site must be retained as identified, with adequate deep soil zones and setbacks to support their protection.
- Minimum 4-6 metre building setback will need to be provided with deep soil planting for the establishment of trees.

Pedestrian and Vehicular Access

- Pedestrian access is concealed from the street level, with high fences and retaining walls creating additional barriers to legibility and accessibility.
- Vehicular access points are located on both sides of the site but are separated from and poorly integrated with the pedestrian entry.
- Pedestrian access to the train station is elevated and provided via a tower, with a height difference of approximately three storey.

Street Frontage

- The frontages along Constitution and Bank Streets are inactive and lack integration with the public realm, marked by a rigid separation between public and private spaces. The exposed parking further detracts from the visual quality and street engagement.
- The site has minimal meaningful connection to the adjacent creek and reserve.

Built Form and Building Height

- Built forms must carefully manage overshadowing impacts on adjacent properties and preserve key connections to the Creek.



LEGEND

- Site Boundary
- Lots
- Buildings
- Public Open Space

Topography

- Contours (1m)
- Topographic Slope
- Topographic High Point
- Topographic Low Point

Connectivity

- Distributor Road
- Local Road
- Train Station & Line
- Vehicular Entry / Exit

Surrounding Building Heights

- One Storey
- Two Storey
- Three Storey
- >Four Storey

- Water Line/ Creek
- High Value Tree
- Substation
- Noise Impact

- Inactive Frontage
- Station Pedestrian Access
- Inactive Retail Frontage
- Vegetation Barrier

- Existing Retaining Wall

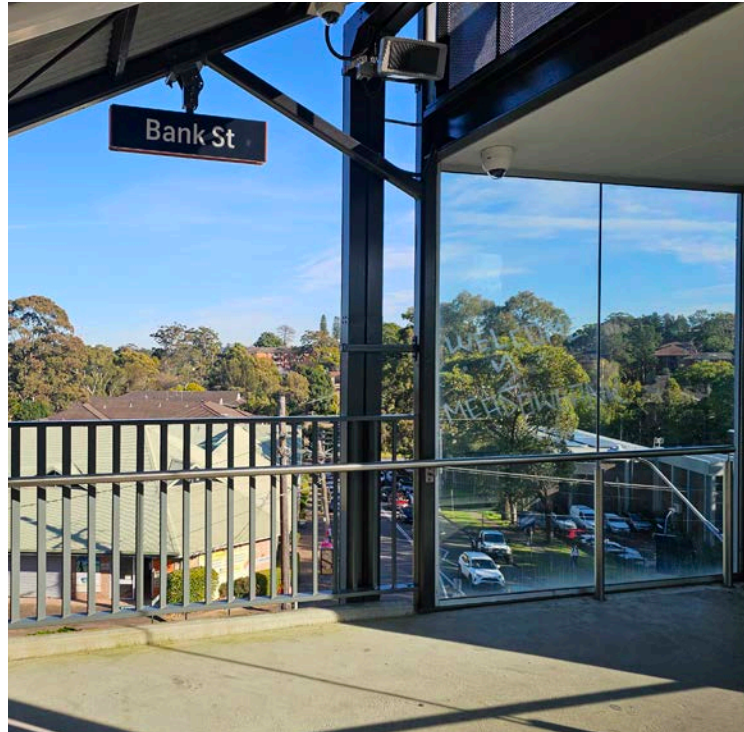
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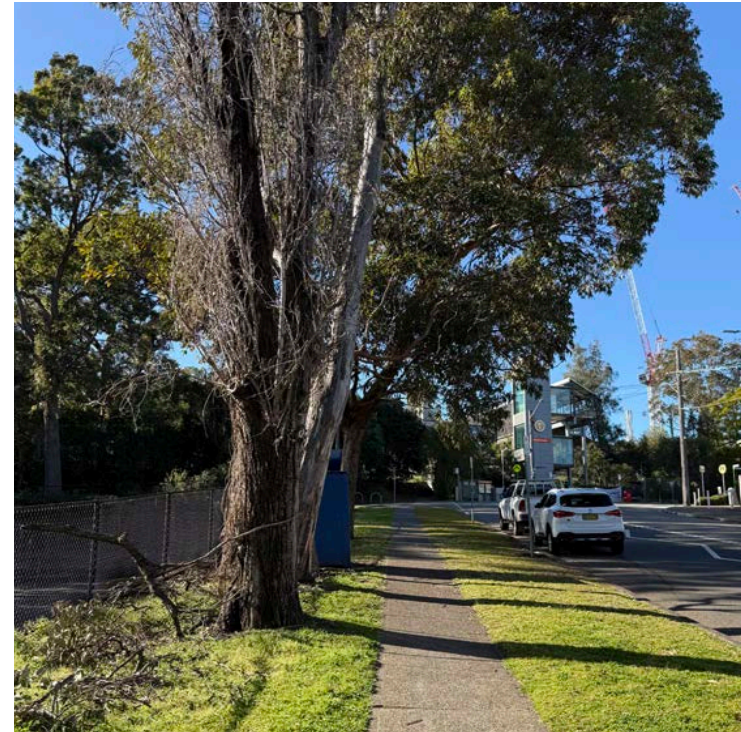
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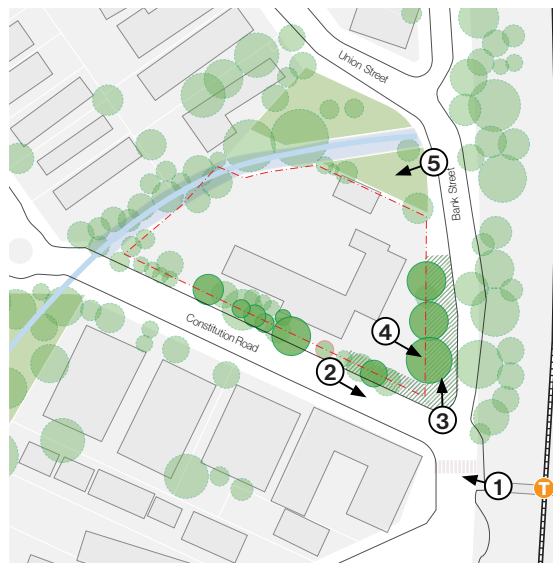
1. Meadowbank Train station, view from the platform level



2. View of the slope, existing trees, and footpath on Constitution Street



3. Wide footpath at the intersection of Constitution with Bank Street



4. Internal view and relation to street level



5. Topography and relation to Charity Creek



5. Topography and relation to Charity Creek

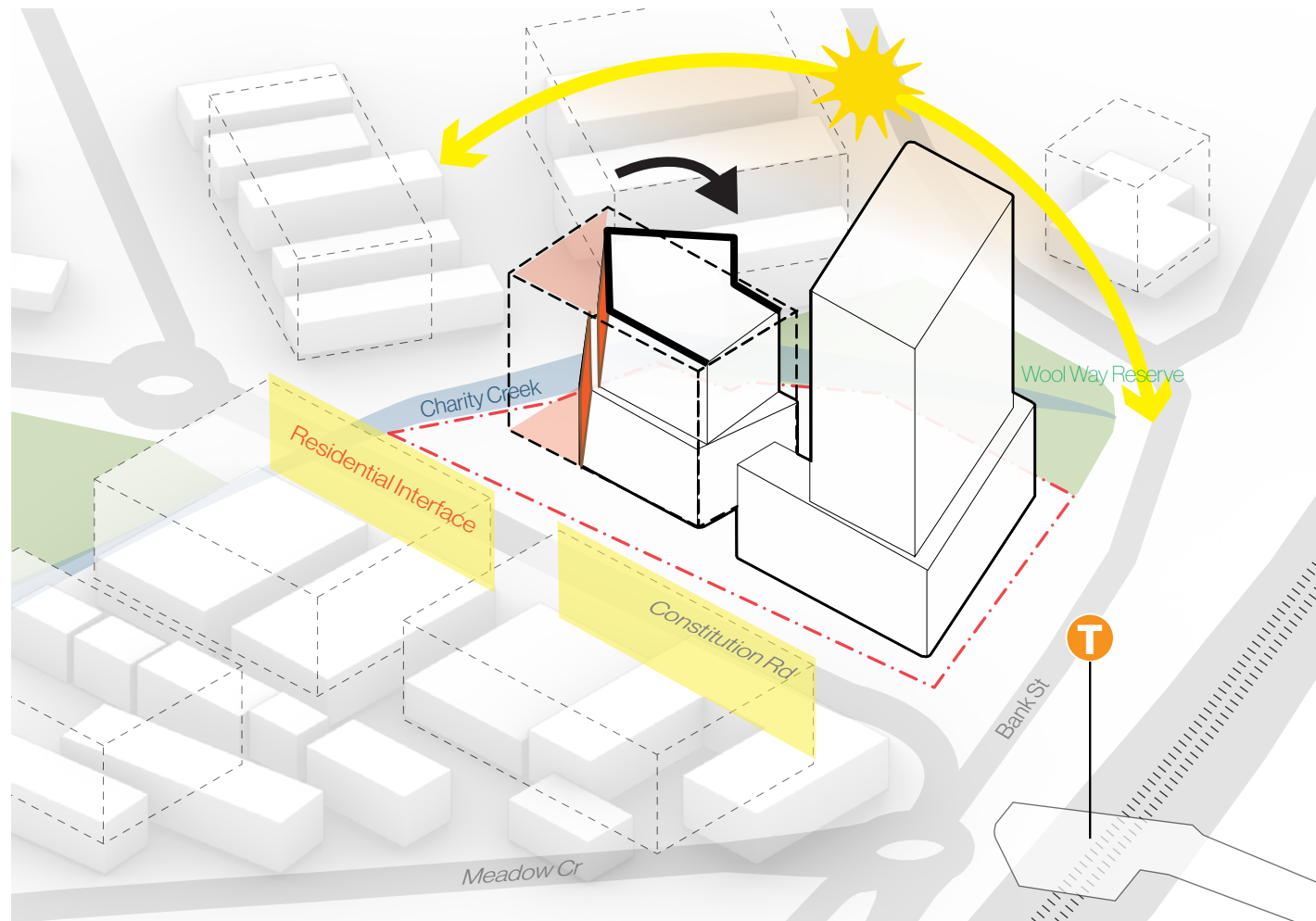




2.0

DESIGN PRINCIPLES

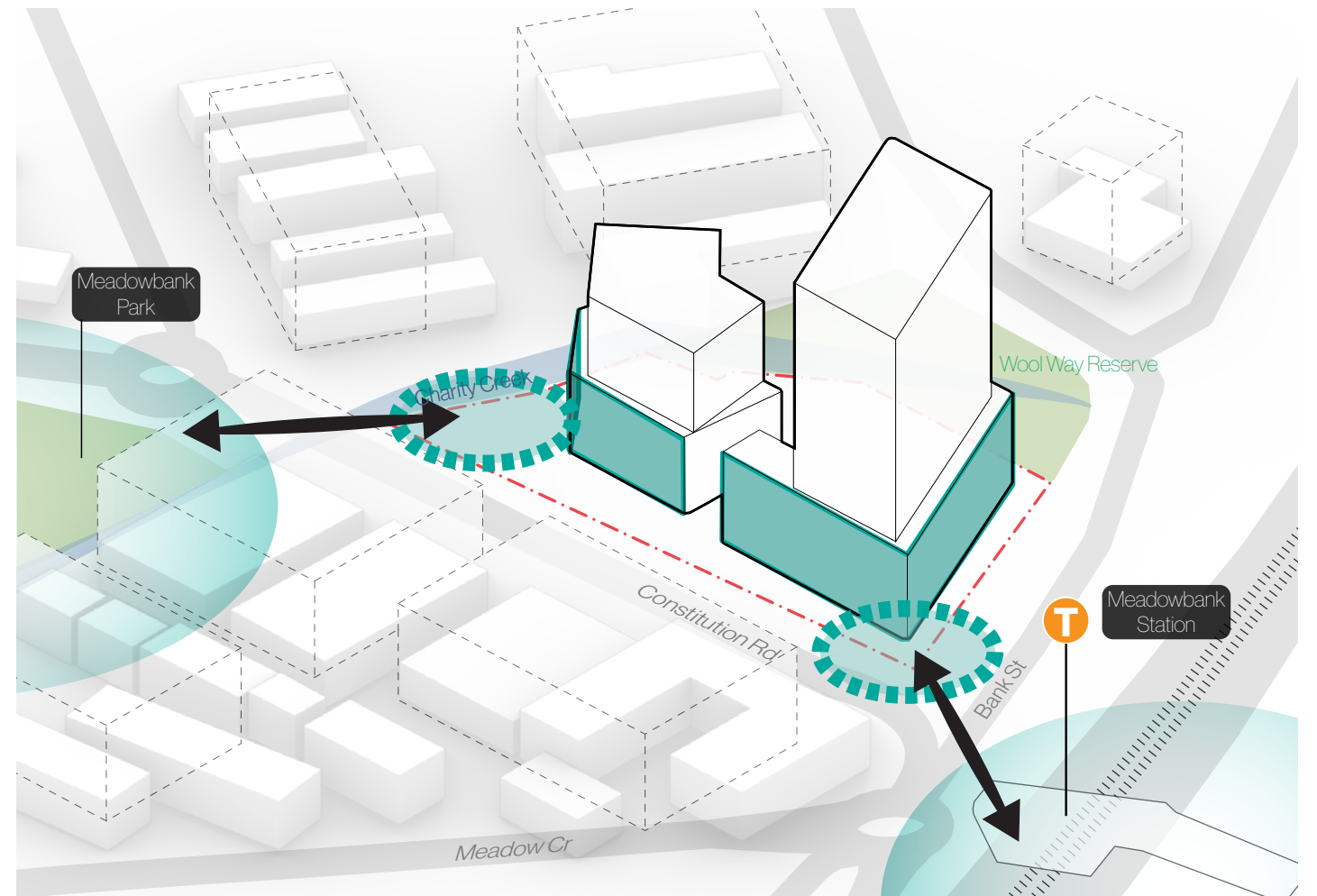
2.1 DESIGN PRINCIPLES



01 \ Sculpting for solar reponse to neighbours

Sculpting massing to maintain solar amenity to neighbouring buildings to the south of the site.

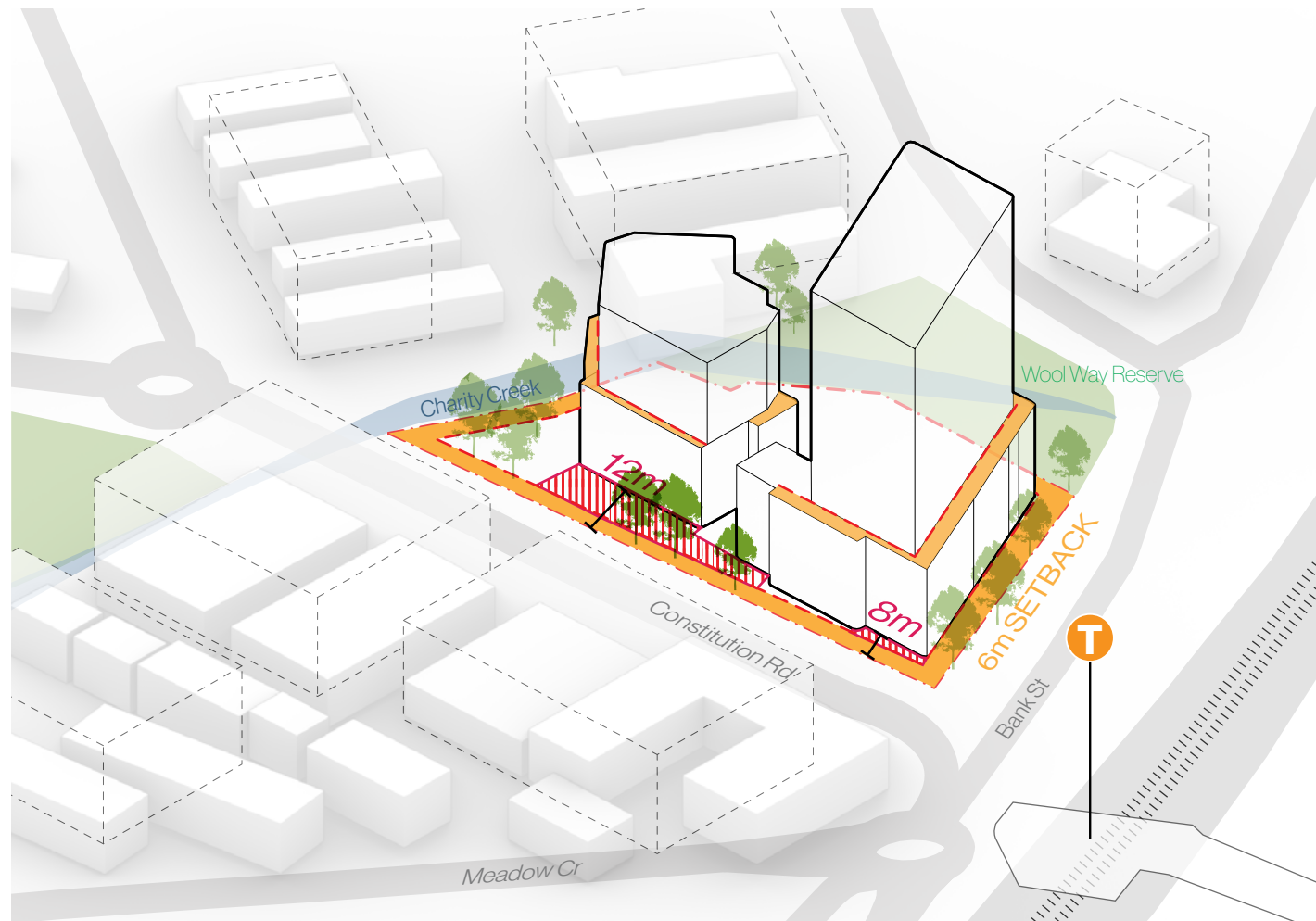
- Optimising building envelopes to maintain solar amenity to neighbours.
- Optimising heights of buildings and positioning buildings further from southern boundary to allow for at least two hours of solar amenity to neighbouring building.
- Enhancing transparency and permeability to improve natural light, ventilation, and overall amenity.



02 \ Holding the street edge

Developing clear and well-defined pedestrian and social nodes that reinforce the street edge and respond to the surrounding context of Meadowbank Park and the train station.

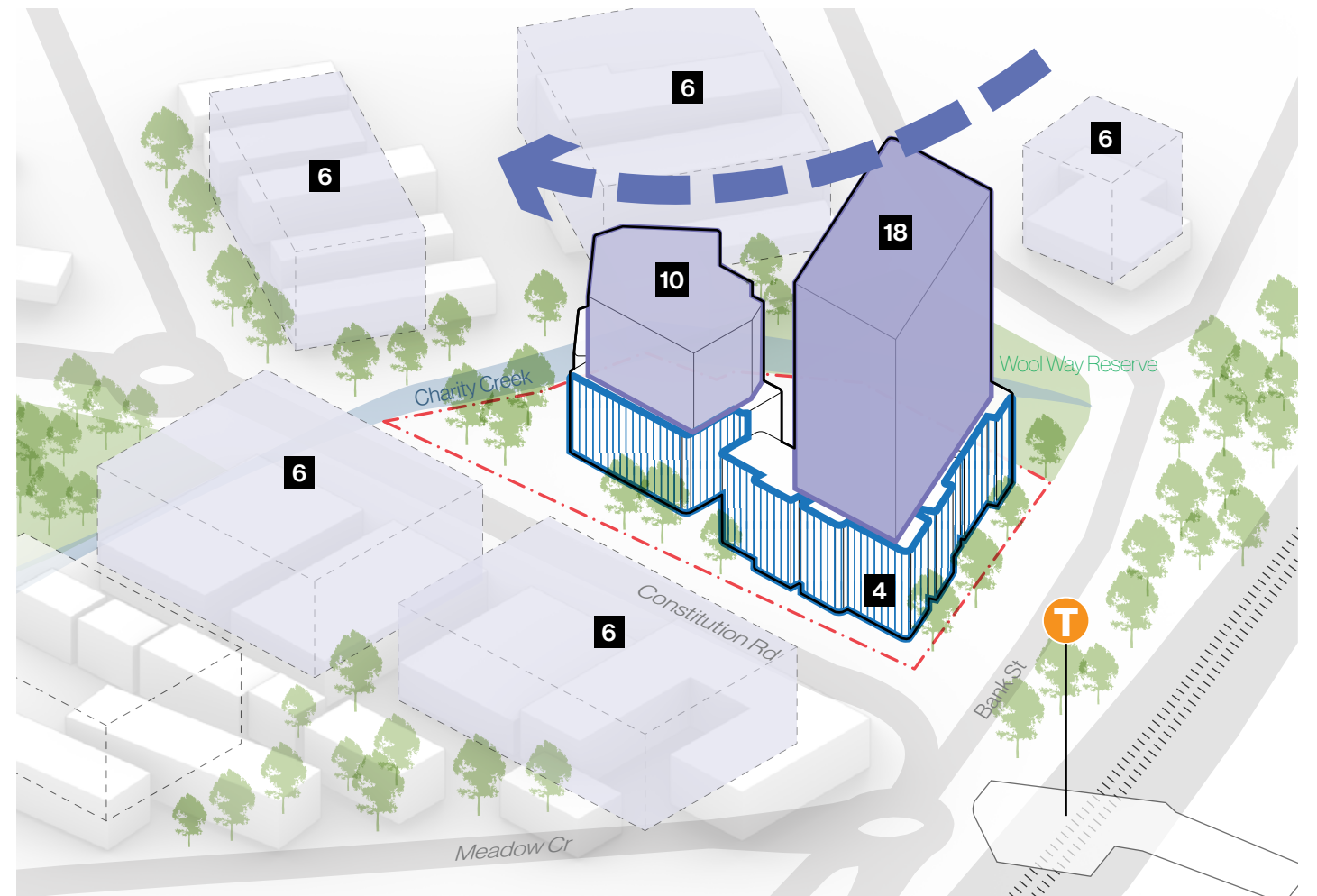
- Establish clear and legible pedestrian entry point /point of arrival and incorporate an accessible pedestrian entrance to improve functionality and wayfinding.



03 \ Setbacks

Introducing increased setbacks to ensure a more sensitive response and integration with the surrounding context.

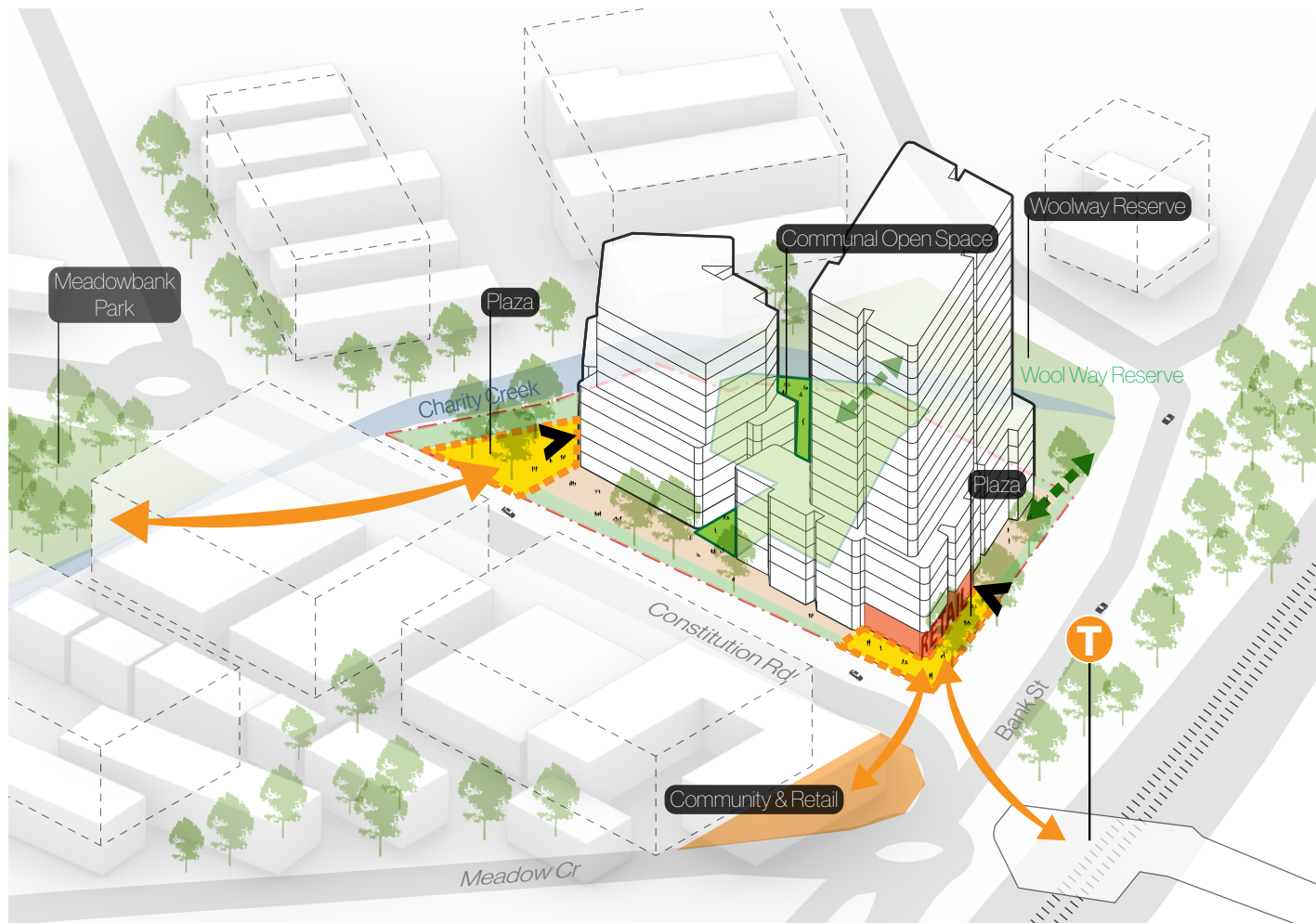
- Increased setback of built form to respect mature urban trees
- Additional setbacks also support a more appropriate transition to adjacent residential developments.
- The proposal contributes to the surrounding streetscape and enhances the pedestrian experience, fostering a more connected and cohesive precinct.



04 \ Articulated skyline & street wall

Creating transitional scale with an articulated street wall and skyline to respond to context.

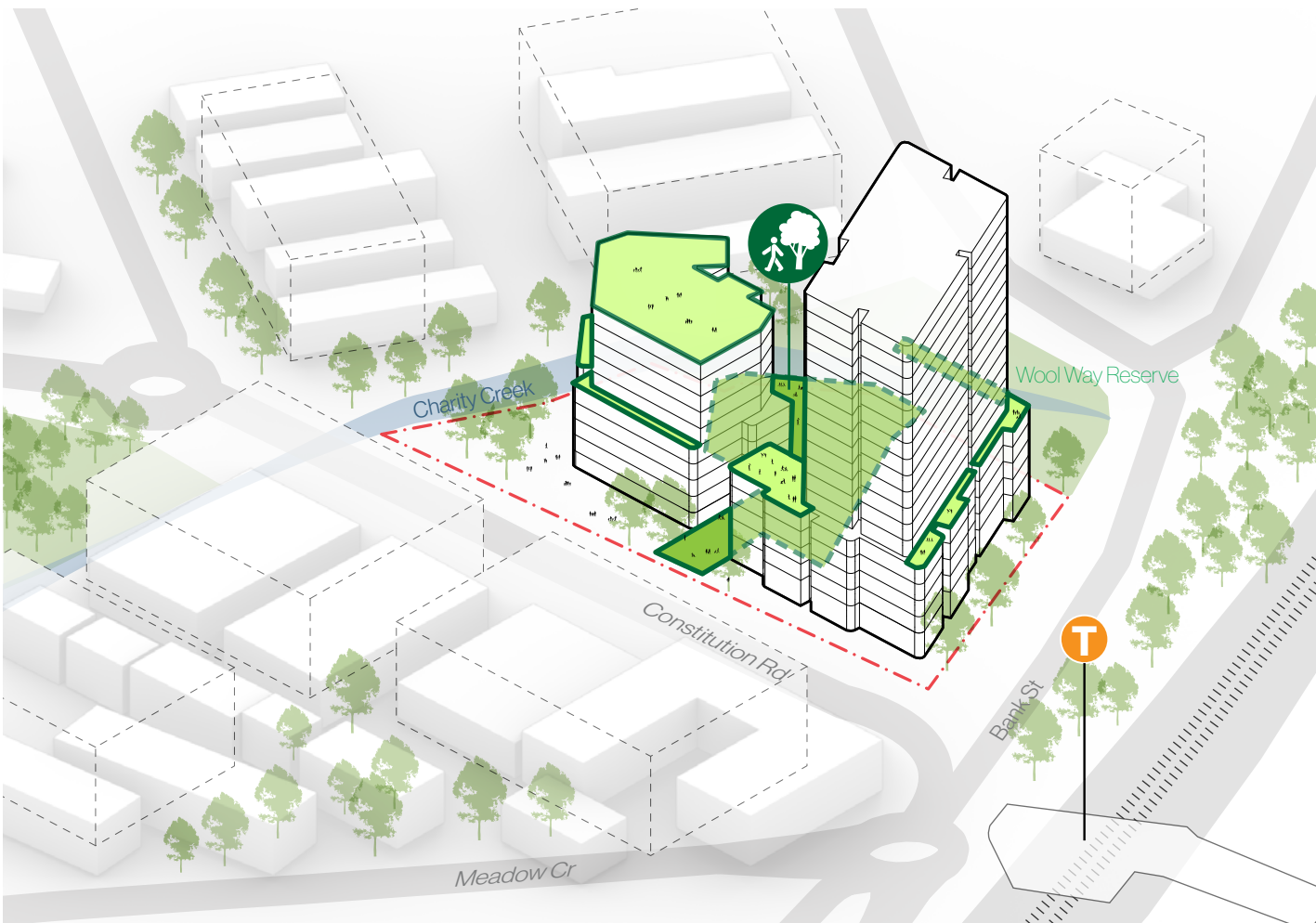
- Taller building localised adjacent to Meadowbank train station, responding to a growing urban context.
- Breaking down the massing to respond to the finer urban grain and create a more human-scale environment
- Further setback to upper levels to improve pedestrian experience and tower articulation
- Create an articulated podium to respond to the immediate finer grain context
- Building form articulated to transition to the immediate low mid rise residential development



05 \ Placemaking

Establishing an activated ground plane to strengthen the connection between the street and the community

- Introducing new entry plazas at key corners to serve as vibrant social hubs
- Developing community areas featuring retail and enhanced public spaces to enrich the overall public domain.



06 \ Communal Open Space

Delivering sustainable and livable green communal spaces.

- Introducing communal outdoor gardens to elevate spatial quality and encourage social interaction







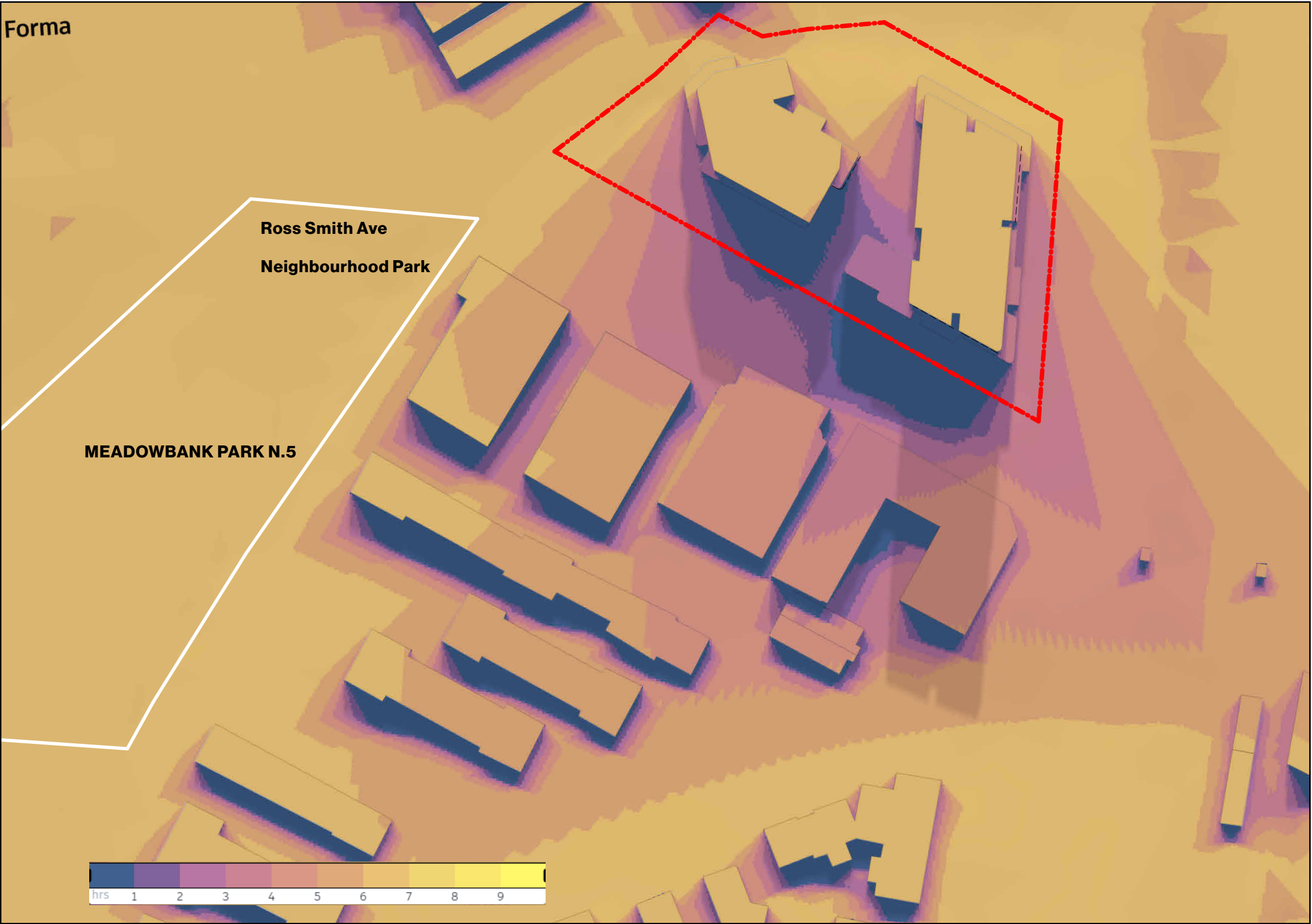
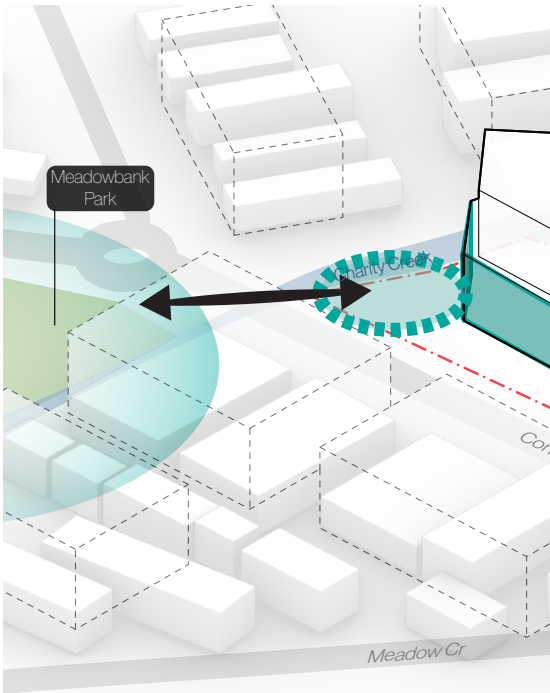
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PROPOSED SCHEME

3.1 POSITIVE RESPONSE TO PARK

Maintaining solar amenity of Ross Smith Ave Neighbourhood Park.

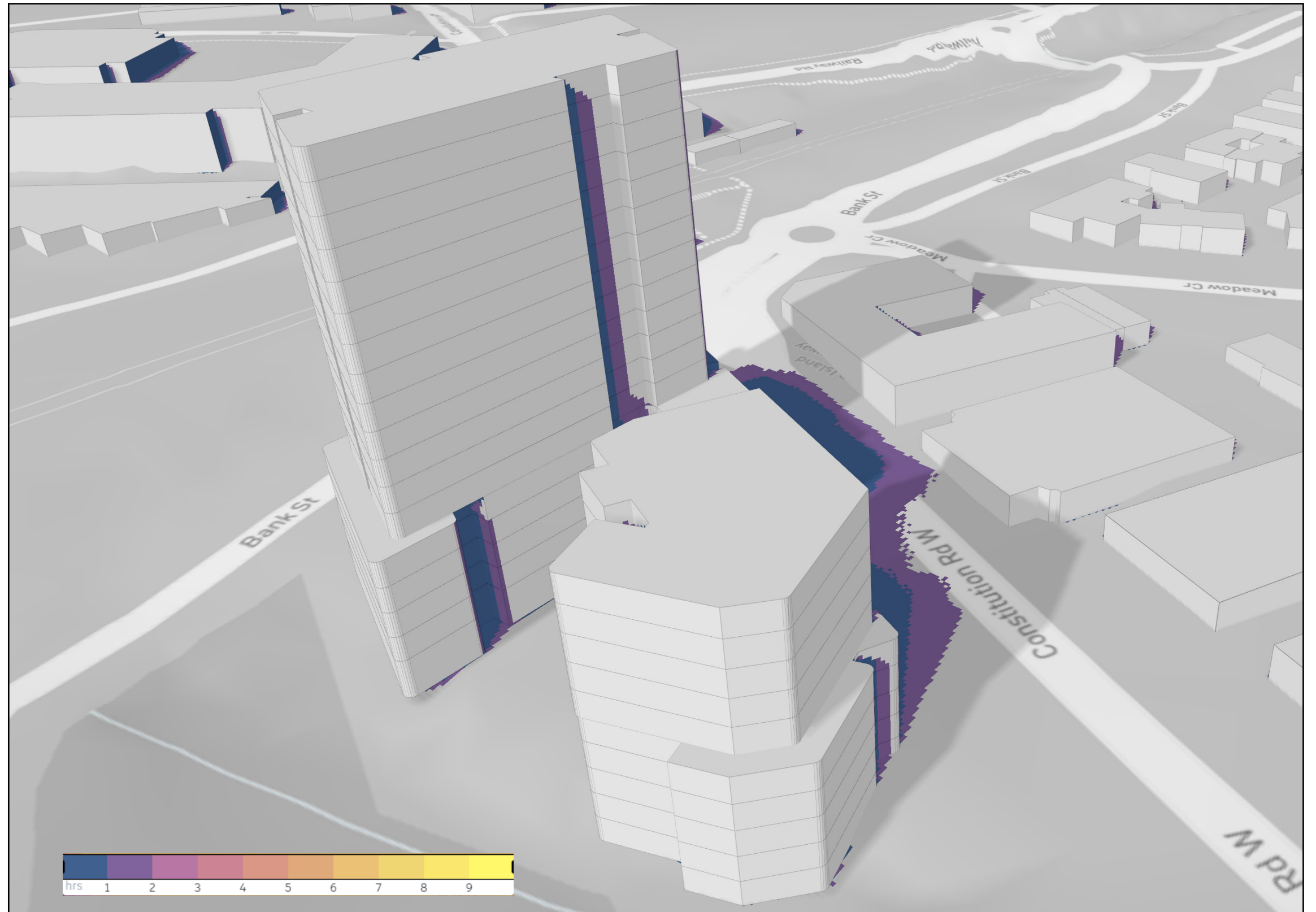
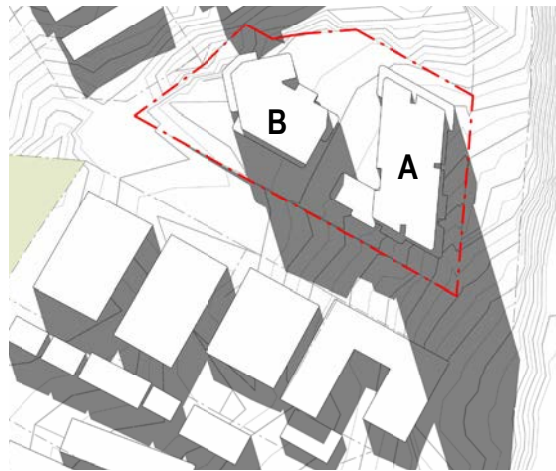
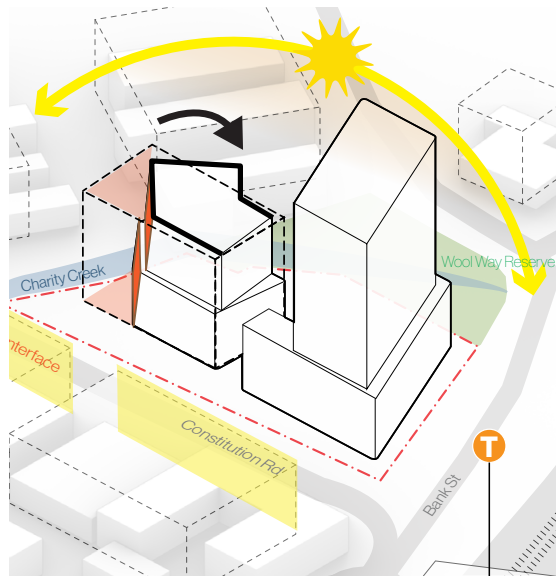
- Optimising building envelopes to maintain solar amenity to neighbours.
- Creating an active ground plane to provide connection between street and community
- Communal area with a retail ground plane/kiosk and significant public domain enhancement



3.2 MITIGATING IMPACT TO NEIGHBOURS

Massing articulation and heights variance to maintain solar amenity to neighbouring buildings to the south of the site, along Constitution Rd.

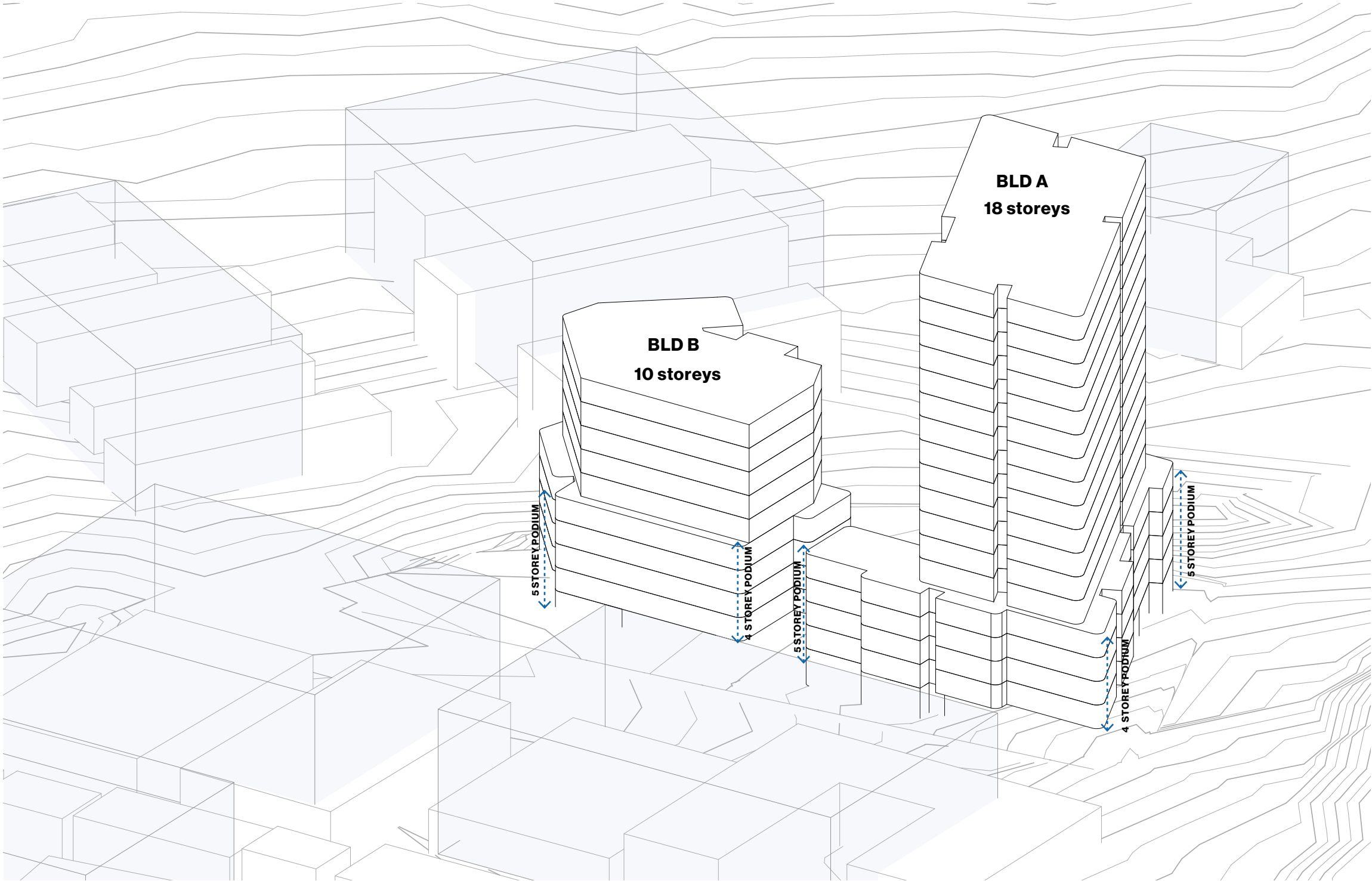
- Optimising building envelopes to maintain solar amenity to neighbours.
- Optimising heights of buildings and positioning buildings further from southern boundary to allow for at least two hours of solar amenity to neighbouring building assuring compliance with ADG.



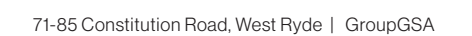
3.3 SITE PLAN



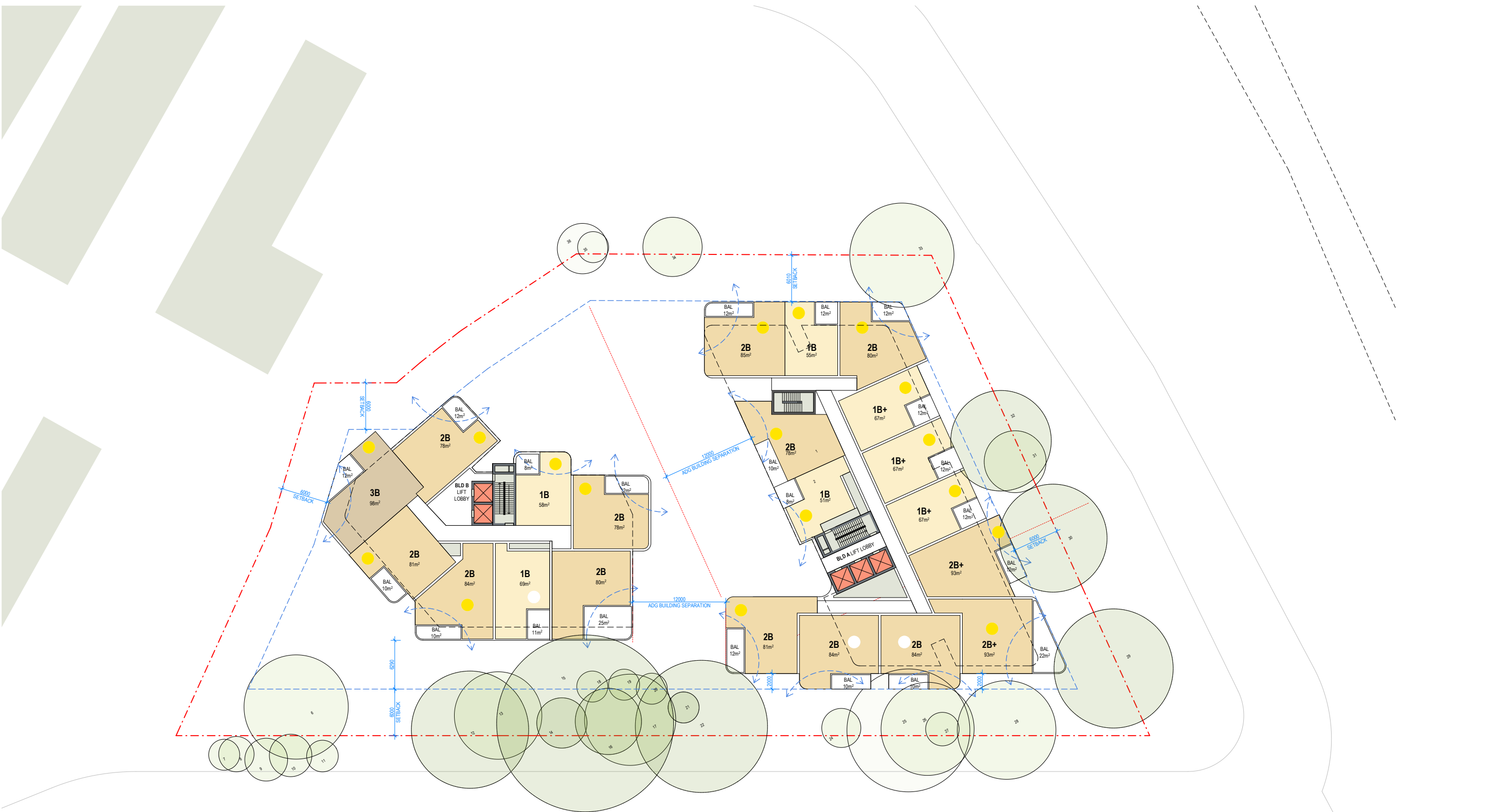
3.4 PROPOSED MASSING



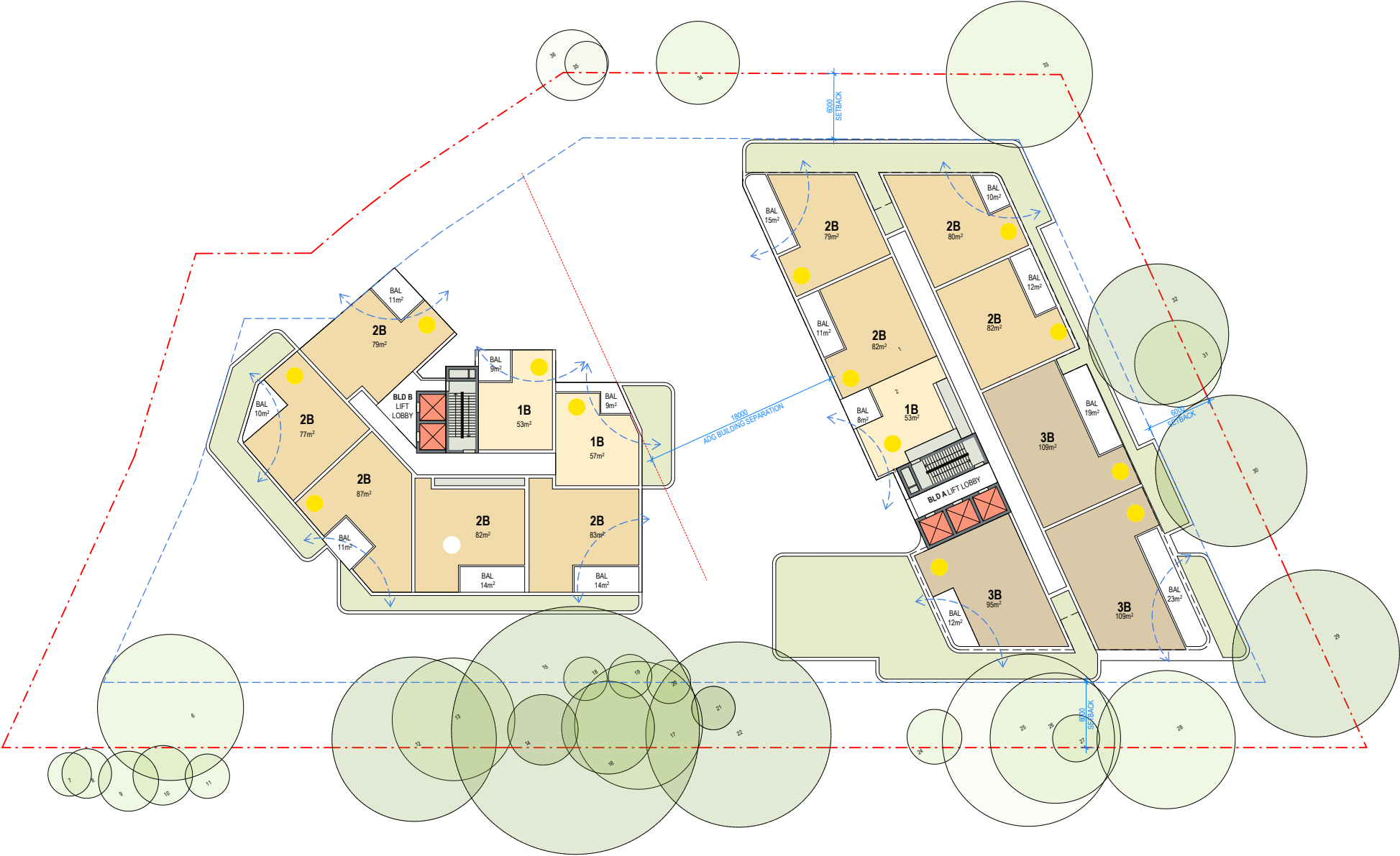
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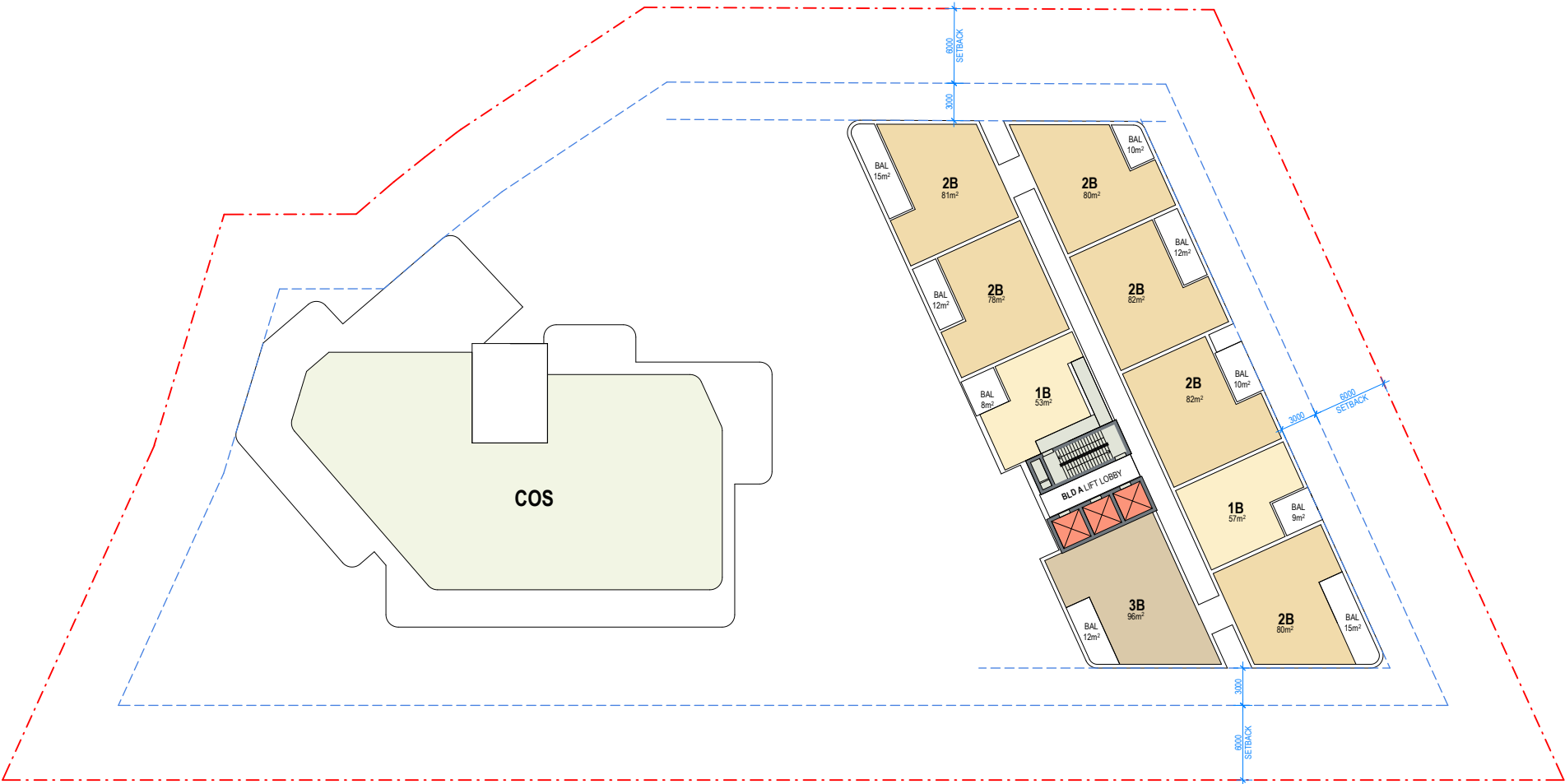
3.7 TYPICAL PODIUM PLAN



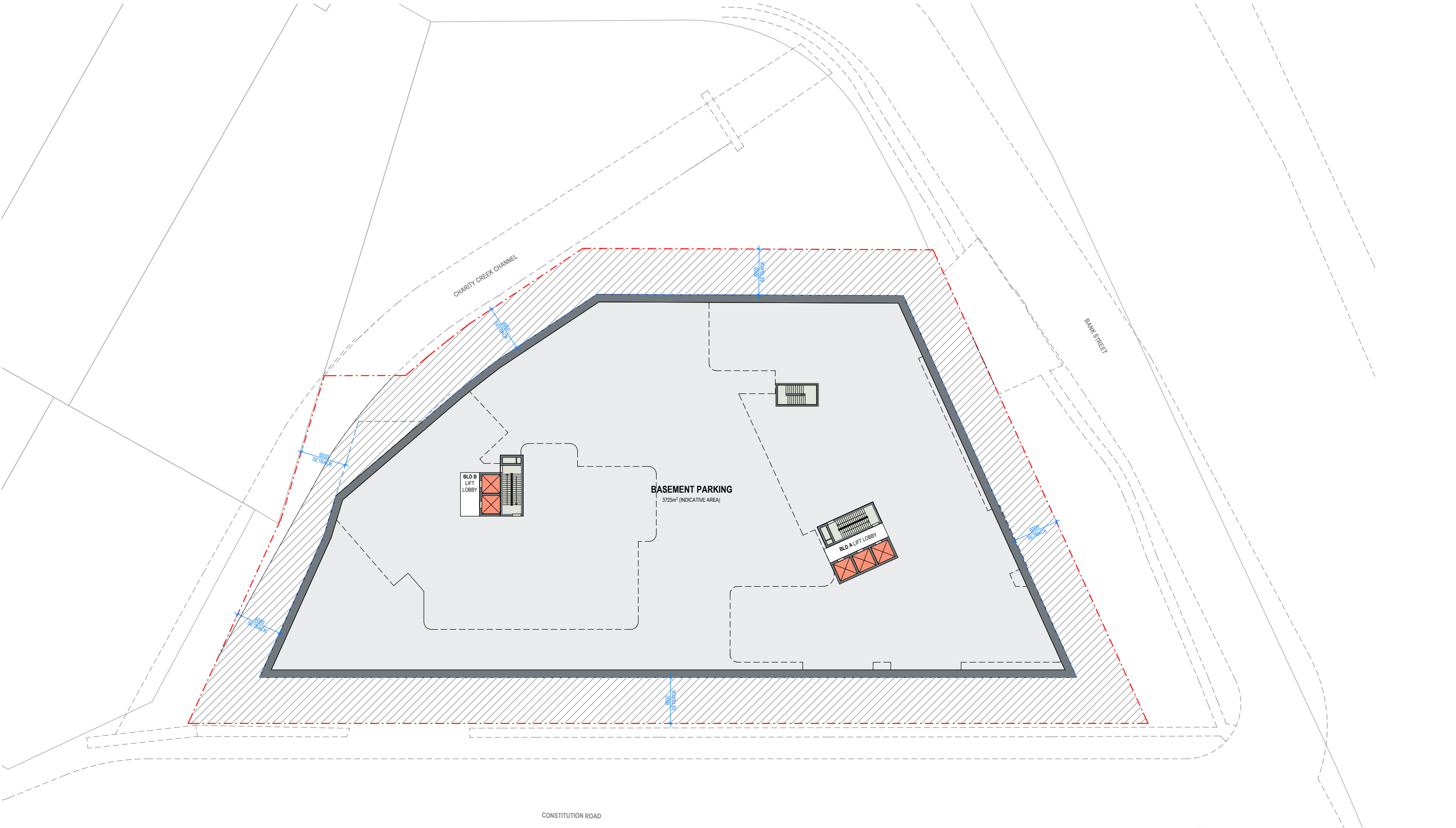
3.8 TOWER A TYPICAL LOWER PLAN - BLD B TYPICAL UPPER PLAN



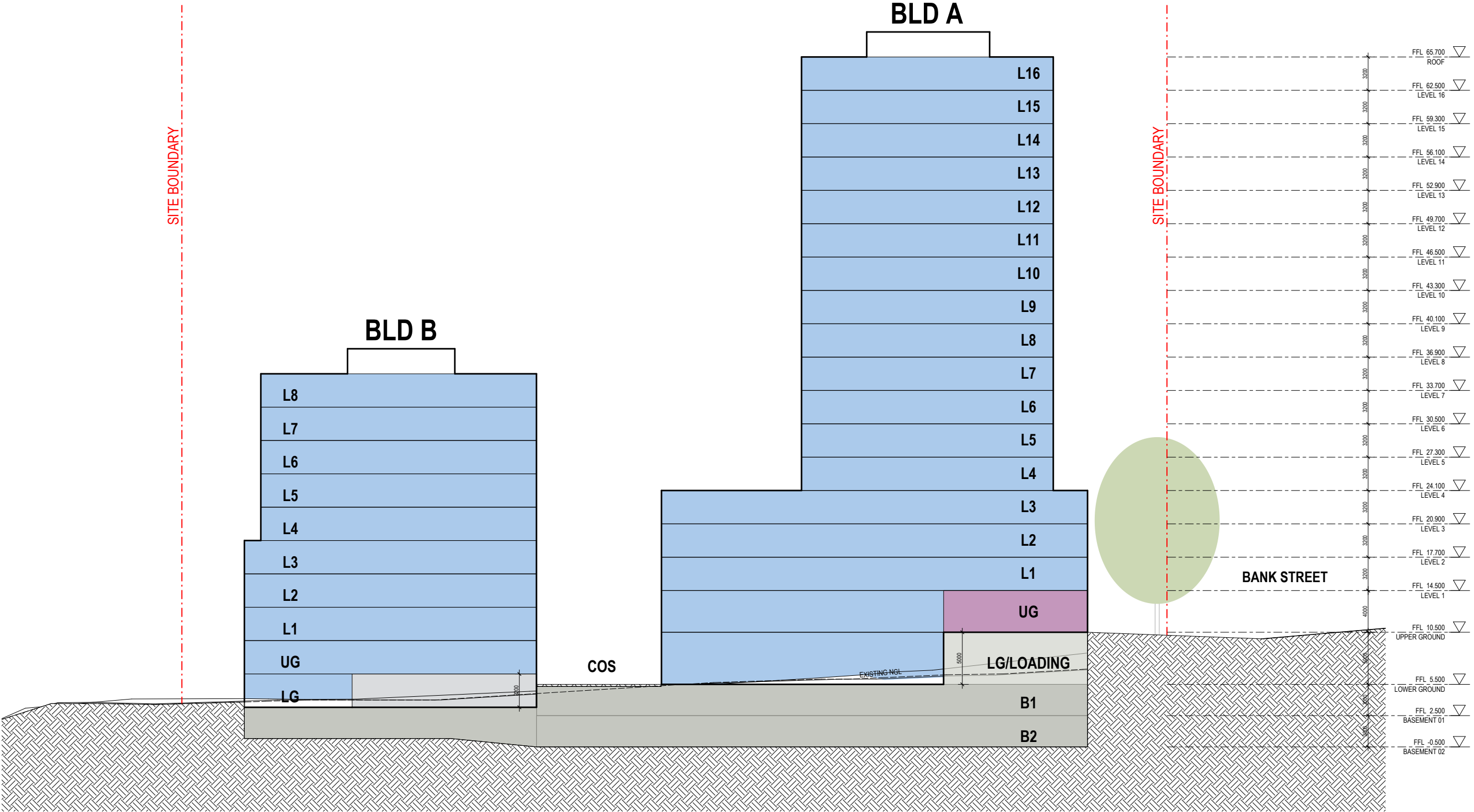
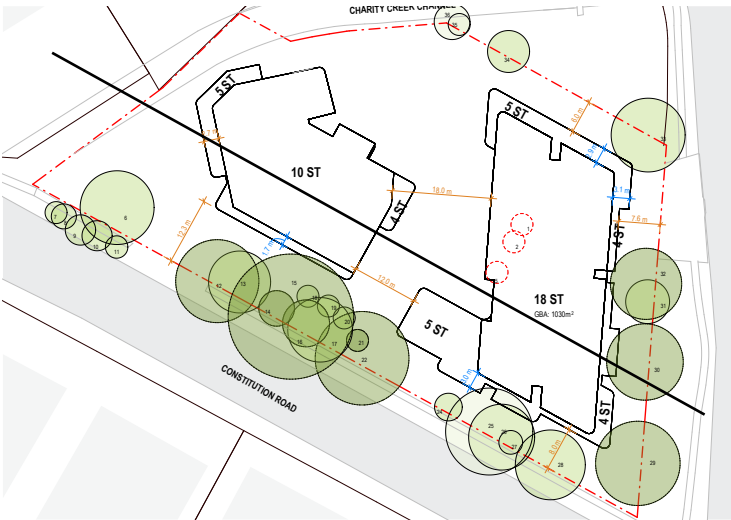
3.9 TOWER A TYPICAL TOWER UPPER PLAN



3.10 BASEMENT PARKING (INDICATIVE ENVELOPE)



3.11 SCHEMATIC SECTION



3.12 - 3D MASSING VIEWS - SOUTH EAST CORNER



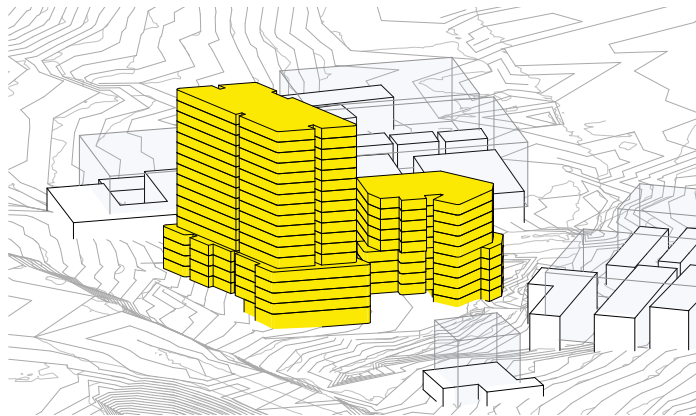
3.13- 3D MASSING VIEWS - NORTH



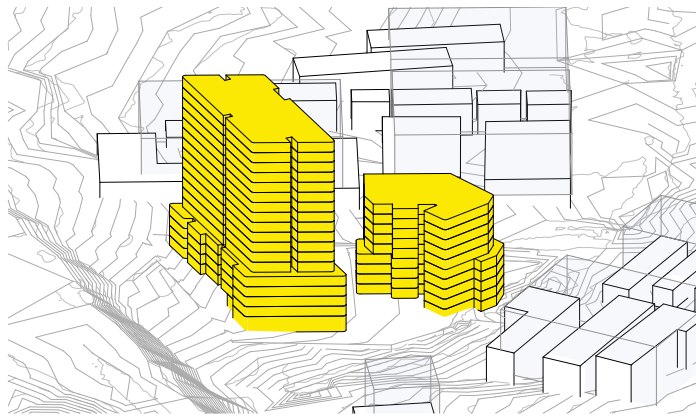
3.14- 3D MASSING VIEWS - SOUTH WEST CORNER



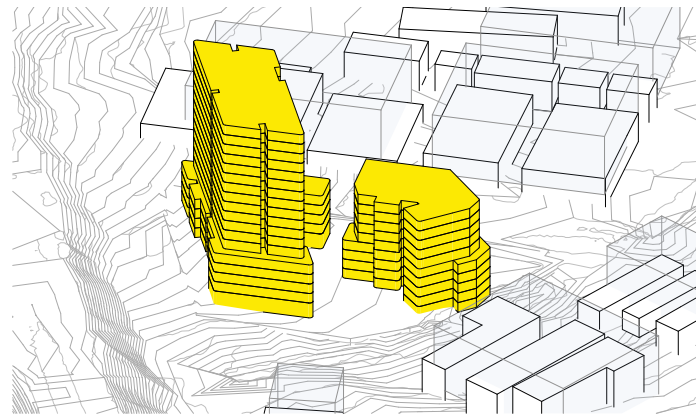
3.15 - SOLAR ANALYSIS



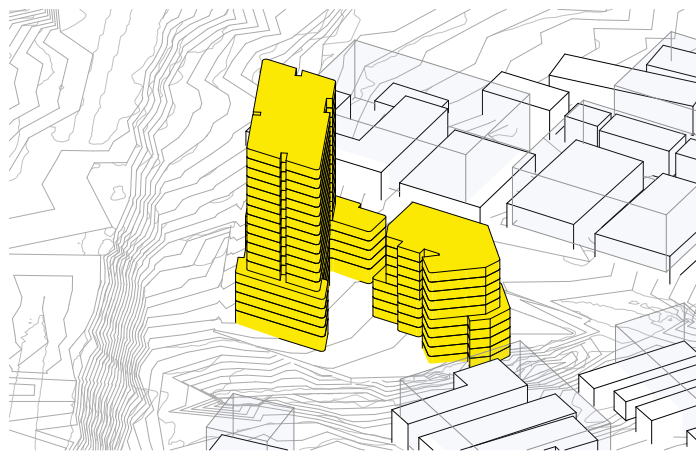
① View from sun_21st June_9am_CURRENT MASSING



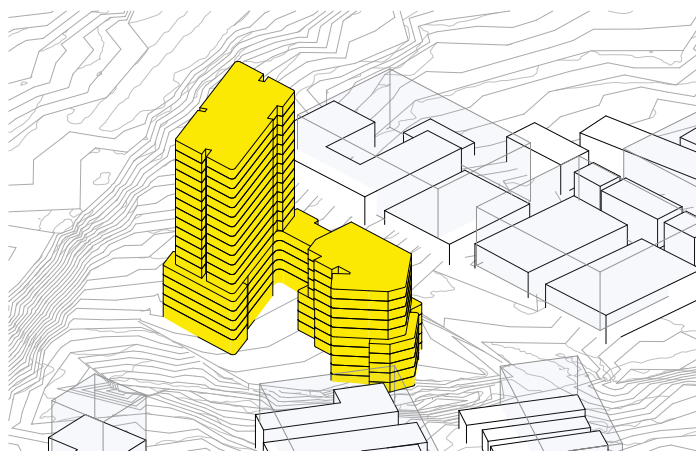
② View from sun_21st June_10am_CURRENT MASSING



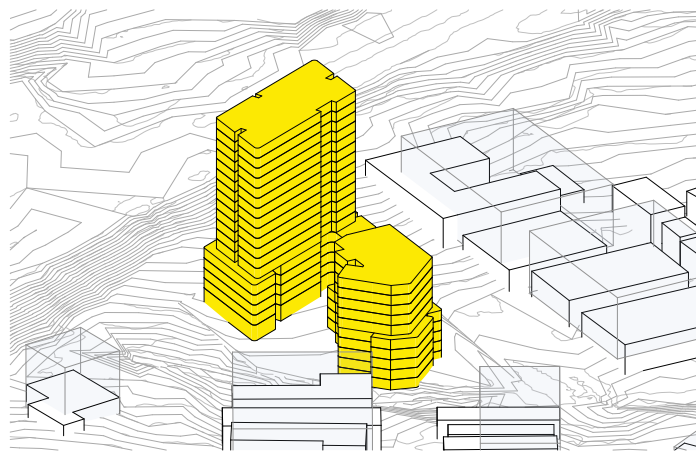
③ View from sun_21st June_11am_CURRENT MASSING



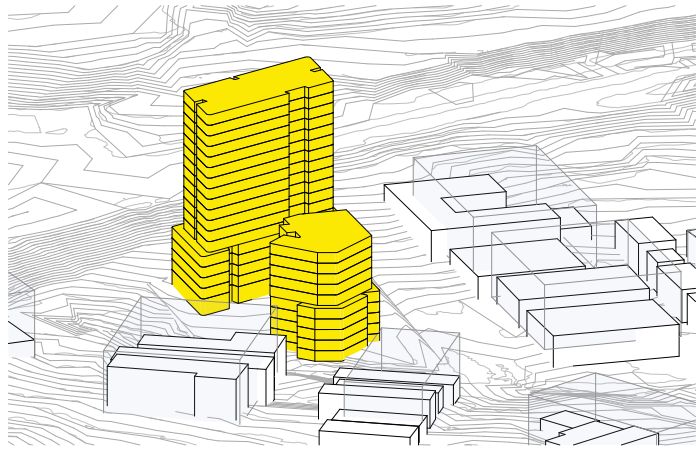
④ View from sun_21st June_12pm_CURRENT MASSING



⑤ View from sun_21st June_1pm_CURRENT MASSING



⑥ View from sun_21st June_2pm_CURRENT MASSING



⑦ View from sun_21st June_3pm_CURRENT MASSING

3.16 - SHADOW ANALYSIS



9am



10 am



11 am



12pm



1pm



2pm



3pm



3.17 DEVELOPMENT SUMMARY

BUILDING A													
LEVEL	STOREYS	FLOOR TO FLOOR	RL	GBA	GFA (GBAx75%)	NSA	UNITS PER FLOOR	1B	2B	3B	Solar		C/V
											0hrs	>2hrs	
LOWER GROUND	5	5	5.3	950	713	509	7	3	4		1	4	6
UPPER GROUND		4	10.3	1100	825	696	9	2	7		2	7	8
LEVEL 1		3.2	14.3	1433	1075	985	13	5	8		2	7	9
LEVEL 2		3.2	17.5	1433	1075	985	13	5	8		2	7	9
LEVEL 3		3.2	20.7	1433	1075	985	13	5	8		1	7	9
LEVEL 4	13	3.2	23.9	1029	772	689	8	1	4	3		8	5
LEVEL 5		3.2	27.1	1029	772	689	8	1	4	3		8	5
LEVEL 6		3.2	30.3	1029	772	689	8	1	4	3		8	5
LEVEL 7		3.2	33.5	1029	772	689	8	1	4	3		8	5
LEVEL 8		3.2	36.7	1029	772	689	9	2	6	1		8	
LEVEL 9		3.2	39.9	1029	772	689	9	2	6	1		8	
LEVEL 10		3.2	43.1	1029	772	689	9	2	6	1		8	
LEVEL 11		3.2	46.3	1029	772	689	9	2	6	1		8	
LEVEL 12		3.2	49.5	1029	772	689	9	2	6	1		8	
LEVEL 13		3.2	52.7	1029	772	689	9	2	6	1		8	
LEVEL 14		3.2	55.9	1029	772	689	9	2	6	1		8	
LEVEL 15		3.2	59.1	1029	772	689	9	2	6	1		8	
LEVEL 16		3.2	62.3	1029	772	689	9	2	6	1		8	
				19726	14795	13117	168	42	105	21	8	136	61
								25%	63%	13%	5%	81%	70%
				168									

BUILDING B													
LEVEL		FLOOR TO FLOOR	RL	GBA	GFA (GBA×75%)	NSA	UNITS PER FLOOR	1B	2B	3B	Solar		C/V
											0hrs	>2hrs	
LOWER GROUND	5	3.2	2.9	501	376	316	4	1	2	1	1	4	2
UPPER GROUND		3.2	6.1	940	705	626	8	2	5	1	1	6	5
LEVEL 1		3.2	9.3	940	705	626	8	2	5	1	1	6	6
LEVEL 2		3.2	12.5	940	705	626	8	2	5	1	1	6	6
LEVEL 3		3.2	15.7	940	705	626	8	2	5	1	1	6	6
LEVEL 4	5	3.2	18.9	750	563	518	7	2	5		1	5	6
LEVEL 5		3.2	22.1	750	563	518	7	2	5		1	5	6
LEVEL 6		3.2	25.3	750	563	518	7	2	5		1	5	6
LEVEL 7		3.2	28.5	750	563	518	7	2	5		1	5	6
LEVEL 8		3.2	31.7	750	563	518	7	2	5		1	5	
				8011	6008	5410	71	19	47	5	10	53	49
								27%	66%	7%	14%	75%	77%
				27737	20803	18527	36	71					

SUMMARY (proposed yield)			RECOMMENDED MIX (BRIEF)
BLD A TOTAL UNITS	168		
BLD B TOTAL UNITS	71		
OVERALL NUMBER OF UNITS	239		
OVERALL 1B	61	26%	25-30%
OVERALL 2B	152	64%	55-60%
OVERALL 3B	26	11%	10-15%

Development Summary	
Site Area(m²)	5805
Proposed Residential GFA (m²)	20803
Affordable Housing GFA (5%)(m²)	1040.1375
Non Resi GFA (m²)	150
Proposed FSR	3.60:1
Market Residential Units	227
Affordable Housing Units	12
TOT UNITS	239

DEEP SOIL (15%)870.75

COS (25%)1451.25



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