



Planning & Environment

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Our ref: SSD 5093

Mr Mark Girgis
Senior Development Manager
UrbanGrowth NSW
Level 14, 60 Station Street
PARRAMATTA NSW 2150

Dear Mr Girgis

Exhibition of M2 Site within the North Ryde Urban Activation Precinct (SSD 5093)

The exhibition of the Environmental Impact Statement (EIS) for the above proposal ended on 5 September 2014. All submissions received by the Department during the exhibition of the proposal are also available on the Department's website at:

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=5093

The Department is awaiting a submission from Transport for NSW which will be forwarded once received.

In addition, the Department has reviewed the submissions and has considered the proposal as detailed in the EIS and has identified a number of key issues and additional information to be addressed, outlined in **Attachment A**. The Department's key issues relate to GFA allocation, the pedestrian/cycle bridge, traffic and access and open space.

I would appreciate it if you would provide a detailed response to the submissions and the Department's issues identifying how you have addressed each issue. Please provide your response to submissions to the Department as soon as possible.

Note that under clause 113(7) of the *Environmental Planning and Assessment Regulation 2000*, the days occurring between the date of this letter and the date on which you provide your response to submissions to the Department are not included in the deemed refusal period.

Your contact officer, Mark Brown, can be contacted on 9228 6385 or via email at mark.brown@planning.nsw.gov.au. Please mark all correspondence to the attention of the contact officer.

Yours sincerely



23/9/14.

Ben Lusher
A / Director
Industry, Key Sites and Social Projects

Attachment A - Key Issues

GFA allocation

1. The proposed distribution of Gross Floor Area across the development lots varies from that envisaged within the Ryde Local Environmental Plan (LEP) 2010. Justification is to be provided for the substantial increase in GFA in the northeast corner of the site (Section W), noting that the floor space ratio controls within Ryde LEP seek to locate greater density in the centre of the site (Section X) which also benefits from proximity to public open space, the community facility and public transport.
2. It also appears that part of the community lot (Lot 103) has been included in the site area for the purposes of GFA calculations. The Department is concerned that the GFA intended for the community lot has been partially transferred to the development lots. This area should be excluded from the site area and the allowable GFA calculation for the development lots.

Pedestrian/Cycle Bridge

3. The proposed pedestrian/cycle bridge may have physical impact on Bundarra Reserve and adjoining RMS site in terms of both the support pylons and overshadowing. Detailed consideration should be given to the impact of the bridge on the Sydney Turpentine Ironbark Forest (STIF) community located within this area including:
 - measures to minimise impacts; and
 - whether any offsets are required.
4. Options for a revised bridge design should be provided which:
 - addresses any measures to protect the STIF community;
 - addresses the design issues raised by Council;
 - provides revised landing design/gradients within the site to address concerns raised by Council; and
 - provides further consideration of the landing location/design within the Station North site, including options to connect into the future plaza.

Full plans/details should be provided of the revised bridge design for consideration, noting that the EIS seeks Stage 1 development consent for the bridge.

Traffic and Access

5. Consideration of the issues raised by Roads and Maritime Services (RMS) in relation to queuing along Wick Road. Alternate options/measures to reduce queuing should be considered, which do not involve changes to signal phasing at the intersection of Epping and Wicks Roads.
6. Additional justification should be provided for the modified road layout and reserve widths in the context of the Ryde LEP and the vision for the North Ryde Station Precinct (NRSP) as identified in Section 2.1 of the NRSP DCP. The Department in particular notes the following:
 - the future road connection (Lot 109) to the adjoining site. In this regard, the Department notes that the proposed location is inconsistent with the NRSP DCP, the Macquarie Park Corridor Proposed Access Network Map and the Planning Proposal for currently under consideration by Council;
 - the proposed location, design and function of the cycle/pedestrian path. The Department is concerned with the conflicts with other uses within the community park along the Spine Road including playground equipment, exercise equipment, seating, planting, and possible future building entries. Options to provide a separate clear, direct, safe and functional pedestrian/cycle way should be provided; and
 - the absence of a dedicated footpath within the road reserve of the Spine Road. While it is acknowledged that the footpath is provided within the community park adjacent to the

road, this should be reconsidered, particularly adjacent to the bus stop, where additional space will be required for standing and circulation.

Open Space

7. Consideration should be given to consolidating the playground and/or exercise equipment within the community park adjacent to the Spine Road to a larger facility within the Central Park. The Central Park should include shared structures over the play areas and demonstrate how the proposal meets the objectives of Council's Children's Play Implementation Plan.
8. The extent and location of boardwalks in the riparian area should be reconsidered balancing the need to protect ecological values of the area and Council's desire for enhanced access.

Additional Information

- Details on any discussions with City of Ryde Council and implications for the proposal, particularly noting Council's comments that some information within the Environmental Impact Statement is outdated (eg. any proposed Voluntary Planning Agreement (VPA) and community facilities).
- Clarification of whether UrbanGrowth NSW intends to enter into a VPA with Council and an updated on details of items to be covered by the VPA.
- The analysis and conclusions of the Traffic Impact Assessment should be reviewed, as it was based upon a different GFA allocation to the EIS.
- Confirmation as to whether there are any bus layover areas on the site.
- Confirmation of the intended ownership and use of proposed Lot 109 noting that the EIS states that Lot 109 is a Development Lot while the allocation plan indicates that it is a future road.
- Confirmation of the intended ownership and use of proposed Lot 108 noting that the EIS states that Lot 108 is a Development Lot while the allocation plan indicates that it is a social infrastructure allotment.
- Detail how the proposal has considered the Infrastructure Schedule contained in the Finalisation Report for the North Ryde Station Urban Activation Precinct noting Council's concern that some of the items should be separate to the \$10.4 million contribution towards regional transport upgrades.
- Further information on discussions held with Jemena Gas in relation to the proposed relocation of the existing gas pipeline and the proposed approval pathway for the relocation. Detail how the relocation of the pipeline has considered relevant Australian Standards. Amended civil diagrams to be provided is required as the current plans illustrate that the high pressure gas main is maintained in its current location.
- Submission of plans that clearly identify the riparian corridor along Porters Creek.
- Consideration of issues raised by Council in relation to traffic and vehicular access, flooding and stormwater/water quality.
- Consideration of the impact of existing non-residential land uses in proximity of the site on the proposal (e.g. SITA).