

Appendix F – Community Engagement Table

SSD-81610714 – 96 Anzac Avenue, West Ryde

Category	View	EIS Section / Comment
Community Feedback		
Building height	<ul style="list-style-type: none"> Multiple respondents expressed concern that the proposed 26-storey height is excessive and inconsistent with the local low-rise character. Issues raised included visual dominance, overshadowing, and comparisons to nearby developments of lower height. 	<ul style="list-style-type: none"> The proposed height is supported by an Architectural Design Report and Visual Impact Assessment. Its location within three minutes' walk of West Ryde Station aligns with government policy for higher density near public transport. Design measures have been incorporated to minimise overshadowing and maintain amenity for surrounding properties. Further detail is provided in Appendix C and Section 8.1 of the Environmental Impact & Rezoning Statement (the Report).
Infrastructure access and services	<ul style="list-style-type: none"> Participants raised concerns about whether local infrastructure could support a significant population increase. Questions focused on schools, medical facilities, parks, waste management, and the impact on major transport routes. Respondents stressed the need for comprehensive infrastructure planning before development proceeds. 	<ul style="list-style-type: none"> A Traffic & Parking Assessment and an Infrastructure Delivery, Management and Staging Plan have been prepared to address these issues. Sydney Water has confirmed servicing capacity for future demand, with only minor augmentation anticipated. Waste management will be fully accommodated on-site with dedicated loading facilities to avoid impacts on local roads. The site's location within walking distance of West Ryde Station and existing services reduces additional infrastructure burden. The development will contribute to infrastructure upgrades through developer contributions and Section 7.11 levies. It also includes pedestrian improvements, including converting the existing crossing at Little Victoria Road and Anzac Avenue into a raised pedestrian crossing to enhance safety and connectivity. Further detail is provided in Appendices S, V, and HH, and Sections 8.7, 8.11, and 8.14 of the Report.

Traffic and parking	<ul style="list-style-type: none">• Residents expressed concerns about increased traffic congestion and the adequacy of parking for residents and visitors.• The impact on local road networks and traffic flow was identified as a significant issue.	<ul style="list-style-type: none">• A Traffic & Parking Assessment confirms that traffic generated by the development can be accommodated within the existing road network.• All parking will be provided on-site within the basement and up to Level 3, meeting Council requirements.• The site's proximity to West Ryde Station encourages sustainable transport choices, reducing reliance on private vehicles.• Vehicle access has been designed to minimise impacts on local streets, with turning facilities for service vehicles provided on-site.• Further detail is in Appendix S and Section 8.7 of the Report.
Noise	<ul style="list-style-type: none">• Residents raised concerns about construction noise during the building phase.• One participant also highlighted potential noise impacts for future residents from the nearby main road and requested high-quality acoustic design and insulation.	<ul style="list-style-type: none">• The Construction & Demolition Waste Management Plan includes measures to minimise noise during construction, such as restricted working hours, noise monitoring, and community notifications.• The building design incorporates acoustic treatments to mitigate road traffic noise and ensure internal noise levels meet or exceed residential standards.• Further detail is provided in Appendix GG.
Affordable housing	<ul style="list-style-type: none">• Two respondents expressed concerns about affordable housing commitments, noting a lack of detail on allocation and pricing.• Questions were raised about whether the housing would genuinely be accessible to local residents and families, and the overall benefit if most units remain unaffordable.	<ul style="list-style-type: none">• The proposal will dedicate 3% of apartments to affordable housing for a period of 15 years to be managed by a Community Housing Provider as detailed in Appendix X.• In line with NSW Government policy, affordable rental housing is offered at below-market rent to support people in lower-paid jobs or those experiencing life changes such as job loss or separation.• Further detail is provided in Section 9.0 of the Report.
Local character and environment	<ul style="list-style-type: none">• Residents expressed concerns about the potential impact on the established suburban character, noting that the development may appear visually incompatible with existing low-rise buildings and the overall neighbourhood aesthetic.• Participants valued the current peaceful residential environment.	<ul style="list-style-type: none">• The Architectural Design Report and Visual Impact Assessment incorporate design elements that respond to local character through appropriate materials, landscaping, and street-level activation.• The proposal includes significant landscaped areas and publicly accessible open space to enhance the local environment.• Transitional building forms and setbacks have been integrated to provide a sensitive interface with adjacent residential properties.• Further detail is provided in Appendix C and Section 8.1 of the Report.

Council comments		
Building height and massing	<ul style="list-style-type: none">Height exceeds current LEP controls.	<ul style="list-style-type: none">An Architectural Design Report from Turner (Appendix C) and a Peer Review Letter of Support from Matthew Pullinger (Appendix Z) have been prepared supporting the proposal, demonstrating contextual fit, transition, and design quality.The proposed built form has also been informed and supported by a Visual Impact Assessment prepared by Hatch (Appendix BB) and a further Supplementary Visual Impact Assessment prepared by Colliers Urban Planning (Appendix AA).The proposal is also supported by shadow diagrams and solar access testing, demonstrating compliance with ADG and minimal public domain impact.Further detail is provided Sections 8.1 and 8.2 of the Report.
Ground floor retail and activation	<ul style="list-style-type: none">Concern that retail spaces may not deliver genuine activation. Active frontages are to be provided along Anzac Avenue.	<ul style="list-style-type: none">The proposal includes active street frontages along both Victoria Road and Anzac Avenue, which will allow for increased activation of the ground plane.The retail footprint has been refined to ensure usability and activation, with flexibility for medium sized tenancies suited to local demand, as well as improved glazing along Anzac Avenue.The design has also been reviewed and refined in line with feedback received from Matthew Pullinger (Appendix Z) as part of the peer review of the design to allow for appropriate ground plane activation.Further detail is provided Sections 3.2 and 8.1 of the Report.
Affordable housing	<ul style="list-style-type: none">Further detail required on management and duration of affordable housing.	<ul style="list-style-type: none">Scion has received interest from a registered Community Housing Provider (CHP) to manage the affordable dwellings for a period of 15 years upon completion of the project.The SSDA is accompanied by a Whitechapel Community Housing Letter (Appendix X).
Building separation and privacy	<ul style="list-style-type: none">Further testing required to satisfy ADG guidelines.	<ul style="list-style-type: none">The SSDA is supported by an ADG compliance assessment prepared by Turner (Appendix C).
Public domain and landscaping	<ul style="list-style-type: none">Request to enhance landscape interface and pedestrian permeability. It is encouraged	<ul style="list-style-type: none">The SSDA is supported by a Landscape Design Report which demonstrates the development's high quality landscape outcomes. Refer to Section 3.7 of the Report and Appendix K.

	that the valuable street trees on the Anzac Avenue nature strip are retained.	<ul style="list-style-type: none">• The Arboricultural Impact Assessment Report shows that the street trees along Anzac Avenue are proposed to be retained. Refer to Section 8.15 of the Report and Appendix II.
Vehicular access and loading	<ul style="list-style-type: none">• Clarification required on driveway location and operation.	<ul style="list-style-type: none">• Vehicular access and loading details are outlined in the Traffic & Parking Assessments supporting the SSDA. Refer to Section 8.7 of the Report and Appendix S.
Acoustic impact management	<ul style="list-style-type: none">• Noise concerns between commercial and residential areas.	<ul style="list-style-type: none">• The SSDA is accompanied by a Noise and Vibration Impact Assessment that confirms compliance with the relevant noise standards. Refer to Section 8.6 of the Report and Appendix W.
Waste and servicing	<ul style="list-style-type: none">• Greater clarity requested on waste storage and collection.	<ul style="list-style-type: none">• Waste storage and collection details are outlined in the Operational Waste Management Plan and the Construction and Demolition Waste Management Plan included as part of the SSDA.• Refer to Section 8.15 of the Report and Appendix GG and KK, respectively.
EIS documentation	<ul style="list-style-type: none">• Comprehensive studies are required to support the SSDA such as transport, wind, flooding and infrastructure.	<ul style="list-style-type: none">• Refer to the Table of Contents contained in the EIS and Concurrent Rezoning Report.
DPHI comments		
Building height	<ul style="list-style-type: none">• The 26-storey height was not considered to be appropriate in the local context, with a height of 18 storeys deemed appropriate as the site is not in the town centre core.• DPHI acknowledged that overshadowing is not an issue for the site.	<ul style="list-style-type: none">• The proposal has been reduced to 18-22 storeys, with the stepped form responding to the built form of the Sydney Water Pumping Station to the south of the site.• The design response is detailed further in the Design Report prepared by Turner (Appendix C). Further detail is provided Section 8.1 of the Report.