

# Development Application Statement of Environmental Effects

## Top Ryde Shopping Centre Development Commercial Development – Buildings A and B

Submitted to  
City of Ryde Council  
On Behalf of Bevillesta Pty Ltd

April 2009 ■ 08429

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As agreed with Council, a complete scale model of the development is available for public viewing at the site office, operated by Bovis Lend Lease. Photographs of the model are included at Appendix C.



## 1.0 Introduction

This report is submitted to the City of Ryde as part of a Development Application (DA) that seeks consent for the construction of two commercial buildings, Buildings A and B, which will form part of the redevelopment of Top Ryde Shopping Centre (TRSC).

This DA seeks approval for:

- construction of two commercial buildings (Building A and Building B);
- provision of 223 car parking spaces (at Levels 3 and 4); and
- building identification signage zones.

JBA Urban Planning Consultants has prepared this report on behalf of the applicant Bevellista Pty Ltd based on Architectural drawings prepared by Turner and Associates Architects.

This report describes the site and its environs, the proposed development and includes an assessment of the proposal in terms of the matters for consideration as listed under Section 79C(1) of the Act. It should be read in conjunction with the supporting information and Architectural Drawings appended to this report (refer to Table of Contents). In addition a scale model of the proposed development and its context with the TRSC development is available for public viewing at the site office at TRSC, photographs of which are provided at **Appendix C**.

This Statement of Environmental Effects (SEE) should be read in conjunction with the original SEE for a Staged Mixed Use Development dated November 2006 and Development Consent (DA672/2006) (as amended).

## 1.1 Background – Previous Approvals

### Stage 1 DA (DA 672/2006)

On 8 May 2006 Council approved DA 672/2006 for a Staged Mixed Use Development (DA 672/2006 hereafter referred to as the 'Stage 1 DA'). The Stage 1 DA approved:

- the detailed design and construction of a mixed use development including shops, refreshment rooms, commercial premises, recreation areas, community facilities, cinemas (place of assembly), child care centre and church (place of public worship), with associated car parking, pedestrian and vehicular access arrangements, and public domain improvement works, including road works referred to as the "*Stage 1 Development*"; and
- concept approval for the commercial and residential land uses, nett useable floor area, building envelopes and car parking provision for development above the Stage 1 development.

Specific to the proposed commercial development, the Stage 1 DA approved the following parameters:

- a maximum of 10,000m<sup>2</sup> of commercial floor space provided across two buildings (herein referred to as Buildings A and B);
- the maximum building envelopes for Buildings A and B;
- the location of the ground floor commercial lobbies for Buildings A and B;
- location of the commercial car parking areas; and
- vehicle entry/exit points to the commercial car parking areas.

Subsequent to that approval, DA 672/2006 has been modified via a number of S.96 applications. None of the approved (or pending) modifications to DA 672/2006 have amended the abovementioned elements approved under the original development consent, other than with respect to the lobby entries. The reconfiguration of these lobbies was approved under DA 672/2006/04.

### Concurrent Section 96 Modification – Maximum Commercial Floorspace

A Section 96 modification to DA672/2006 has been lodged concurrently with this DA to support the proposed development. The proposed modification seeks approval to increase to the approved maximum quantum of commercial floor space approved under DA 672/2006 from 10,000m<sup>2</sup> to 12,000m<sup>2</sup> (NUFA).

This increase in floor space for the commercial development is the result of the process to prepare the detailed designs for proposed commercial Buildings A and B, which are the subject of a separate DA. The impacts associated with this modification are addressed in the Section 96 application. This assessment concludes that the proposed modification are reasonable and justified on the basis that it will:

- not alter the approved building envelopes for commercial development for the TRSC development; and
- not give rise to unacceptable impacts to local traffic flows.

### Other Relevant Approvals

In addition to the Stage 1 DA, the following describes other DAs approved to date that have also facilitated the TRSC development and that are relevant to the proposed commercial development:

**DA1025/2007** - 'Construction of slab Levels 3 and 4 and facade treatment DA' approved the following works:

- construction of slab levels to and including Level 3 and Level 4; and
- extension of facade treatment to 1,200mm above the slab of Level 4.

This DA was approved on 31 March 2008. Car parking that is proposed to be provided under the subject DA will be located on the approved Levels 3 and 4 of the TRSC development.

**DA585/2008** - 'Stage 2 detailed Design DA for Residential Buildings B and F' approved the following works:

- 185 residential units in two buildings (Building B and Building F);
- design and embellishment of the Stage 1 residential allocated car parking (576 spaces) and part of the commercial allocated car parking (41 spaces) on Levels 3 and 4;
- allocation of a maximum of 233 designated residential car park spaces for Buildings B and F;
- facilities for residents including gymnasium, swimming pool and common rooms; and
- associated private and communal landscape works.

## 1.2 Pre-Lodgement Meetings

Two pre-lodgement meetings have been held with Council officers on 27 November and 4 December 2008. Issues raised at these meetings have been considered in preparing the proposal and are addressed in this report. Notes of these meetings are provided at **Appendix Q**.

## 2.0 Site Analysis

### 2.1 Site Location and Context

The proposed development will be located within the Top Ryde Shopping Centre (TRSC) site, which is located in the Ryde Town Centre. The TRSC site comprises the majority of land bounded by Blaxland Road, Devlin Street, Pope Street and Tucker Street, Ryde – see **Figure 1**. The TRSC site is located approximately 13 kilometres to the north-east of the Sydney CBD.

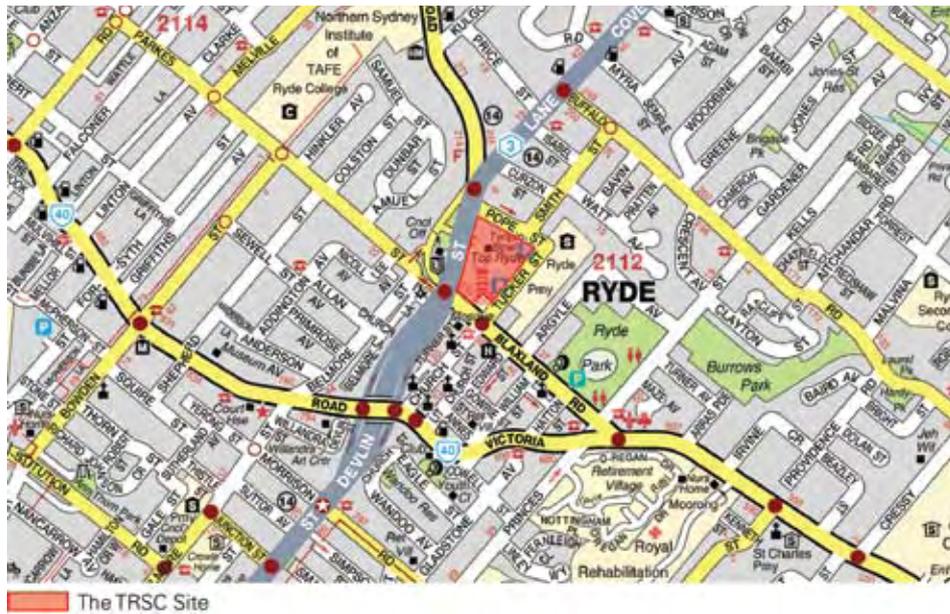


Figure 1 – Locality Plan

### 2.2 Site Description

The location of the proposed development within the TRSC site is shown in **Figure 2**. This part of the TRSC site is herein referred to as ‘the site’. The TRSC is legally described as Part Lot 1 in DP 1134255. The site comprises the proposed Lots 6, 7 and 8 in the draft plan of subdivision, subject of development application 463/2008. A survey of the site is included at **Appendix A**.



Figure 2 – Location of the proposed development within the TRSC site

## 2.3 Existing Approved Development

The TRSC development as approved under DA672/2006 (as amended) is currently under construction (see Section 1.1 for more detail) – see **Figure 3**. This work includes the construction of 3 basement levels and the two podiums that will be separated by a pedestrian thoroughfare connecting Blaxland Road and Pope Street, known as the 'Strada'. This first stage of the TRSC development will deliver a balanced mixture of retail, entertainment, recreation and community uses.



Figure 3 – Aerial photograph of the construction works on the TRSC site (November 2008)

### Construction Staging

After construction and opening of the retail podium levels up to Levels 3 and 4, construction is programmed to commence on the approved residential Buildings B and F.

### Supporting Road Improvements

To support the TRSC development, a number of road improvements are currently being implemented. These works form part of the 'Integrated Traffic Solution' for Ryde Town Centre, as required under the Ryde PSO and approved under DA 672/2006 and include:

- provision of an integrated ramp access system to the retail element of TRSC off Devlin Street;
- new pedestrian overbridges across Devlin Street; and
- new signalised site access from Smith and Pope Street which will form the key point of access for the residential component of the overall development.

These works will improve the level of service on the adjacent roads and be fully constructed by the time the proposed commercial development is expected to be completed.

## 2.4 Surrounding Development

The site is surrounded by established residential, commercial and community land uses. An aerial photo of the site, its relationship to the currently approved TRSC development and surrounding land uses is shown in **Figure 4**.

The site of the proposed development will be located over the southern portion of the TRSC developments western podium. The western podium, once constructed in accordance with DA672/2006 and DA 1025/2007 will comprise a mix of retail, community, facilities, retail car parking and a place of assembly. The southern portion of the podium (the site) will rise 4 storeys above ground level at Devlin Street. The northern portion of the podiums will extend a further 4 storeys to accommodate the place of assembly (cinema) - see **Figure 4**.

To the south of the site is the Blaxland Road commercial precinct. The buildings in this precinct are predominantly two storeys in height with retail and commercial businesses located on the ground floor and commercial and/or professional services located on the first floor. Blaxland Road presents an active street frontage as a result of the high level of pedestrian traffic generated by the retail/commercial premises.

To the east of the site will be the Strada, which will provide a pedestrian promenade running north-south between Pope Street and Blaxland Road. Beyond the Strada will be the eastern podium element of the TRSC which will comprise car parking on Levels 3 and 4 and a mix of uses including shops, refreshment rooms, commercial premises and recreation areas on the lower floors.

Residential buildings and private open space for the residential buildings will be located above the eastern podium element. The two residential buildings located closest to the proposed commercial buildings (Residential Buildings B and F) have been approved as part of DA585/2008 - see **Figure 4**.

Both residential Buildings B and F are 9 storeys in height above the podium level (up to RL105) and have been designed to maximise city and regional views to the east.

To the west of the site, beyond Devlin Street, is Ryde Civic Precinct. This comprises the Ryde Civic Centre, Civic Hall, War Memorial and a Public Library. Further west beyond the Ryde Civic Centre is an established residential area characterised by detached dwelling houses - see **Figure 4**.

A detailed site analysis of the surrounding development was provided in the SEE submitted in support of Stage 1 DA and is relied upon (in part) in the assessment of the subject proposed development (Refer to Section 5.0).



**Figure 4** – Illustration of proposed development within the context of TRSC development, identifying surrounding development.

## 2.5 Heritage and Archaeological Context

The site is listed as a heritage item No. 272 in the Ryde Planning Scheme Ordinance. Notwithstanding the demolition of the former shopping centre building and current construction of a new shopping centre, the heritage listing remains. A full archival record of the demolished shopping centre is held by Ryde Council.

The SEE submitted in support of DA672/2006 detailed the heritage significance and archaeological context of the site and surrounding area.

Other Heritage Items identified in Schedule 15 of RLEP No. 105 that are located within the vicinity of the site include:

- Item No. 49 – St Anne’s Church, 46 Church Street;
- Item No. 79 – Ryde Public School, Tucker Street;
- Item No. 177 – Ryde Park, 7 Blaxland Road;
- Item No. 243 – Great North Road, Bedlam Point to Eastwood;
- Item No. 276 – Masonic Temple, 142 Blaxland Road;
- Item No. 303 – Church, 22 Blaxland Road;
- Obelisk in Devlin Street; and
- Willandra (782 Victoria Road).

The location of heritage items (including the original TRSC) are identified in **Figure 5**.



**Figure 5** – Location of heritage items within the vicinity of the site

## 2.6 Views and Vistas

### Views from the Site

After the completion of the TRSC development to Level 4 (the podium element), district views from the site will be able to be obtained west towards the Blue Mountains, north to Lane Cove National Park and south, to the Parramatta River.

Local views can be obtained to the surrounding area, including Council's Civic building and library located on the opposite side of Devlin Street.

### Views to the Site

The site is clearly visible from the intersection of Devlin Street and Blaxland Road, Ryde Civic Centre, vehicles travelling along Devlin Street and pedestrians and vehicles travelling up Blaxland Road to the intersection with Devlin Street. When complete, apartments facing north-west within residential Buildings B and F of TRSC development will overlook the site.

## 2.7 Site Analysis

The main planning opportunities and constraints for the site relating to the proposed development are as follows and illustrated in Site Analysis Plan included with the Architectural Plans at **Appendix C**.

- The site, created by the western podium element of the TRSC development, is large in area and has been structurally designed to accommodate two buildings.
- The site is exposed to traffic noise from Devlin Street and Blaxland Road, both of which are busy arterial roads.
- The site will be overlooked by the residential apartments within Buildings B and F, located on the eastern podium of the TRSC development.
- The site will be located adjacent to a range of land uses encompassed within the TRSC development.
- The site is well serviced by public transport.
- There are a number local heritage items within the vicinity of the site.
- The longer side of the site is exposed to the intense westerly summer sun.
- The site will capture broad regional views, particularly to the west and south.

## 3.0 Relevant Planning Instruments and Controls

### 3.1 Relevant Planning Instruments

The following planning instruments (and draft planning instruments) are relevant to the proposed development:

- State Environmental Planning Policy (Infrastructure) 2007;
- State Environmental Planning Policy No. 64 – Advertising and Signage (SEPP 64);
- Draft State Environmental Planning Policy No. 66 – Integration of Land use and Transport (Draft SEPP 66);
- Ryde Planning Scheme Ordinance (as amended by Ryde Local Environmental Plan No. 143);
- Ryde Development Control Plan 2006 (DCP 2006); and
- Draft Ryde Local Environmental Plan 2008 (Exhibited from 12 November 2008 – 16 January 2009) (Draft LEP 2008).

### 3.2 Key Planning Controls

The key planning controls for the development are set out in **Table 1** below. A detailed Table of Compliance identifying all relevant planning provisions and controls is included **Appendix B**.

**Table 1** – Key Planning Controls

Instrument	Standard / Development Control
Infrastructure SEPP 2007	Traffic generating developments are to be referred to the RTA for due consideration.
SEPP No. 64 – Advertising and Signage	Aims to ensure that signage is compatible with the desired amenity of an area, provides effective communication in suitable locations, is of high quality design and provides time-limited consents for the display of certain advertisements.
Draft SEPP No. 66 – Integration of Land use and Transport	Developments should utilise proximity to transport through appropriate densities, design and accessibility to discourage car usage, more readily achieve the state’s air quality goals and utilise investment in public transport infrastructure.
Ryde PSO (As amended by Ryde LEP 143)	
Clause 51H Maximum RL or storeys	The highest part of the proposed building (including antennae, roof features, lift overruns and plant) is not to exceed the maximum RL shown for the land on the map – being RL91 for the site.
Schedule 19 – Planning Principles for Ryde Town Centre	Development within the Ryde Town Centre should contribute to the status of the land as an important retail, business, employment, recreational, entertainment, civic and residential centre.
Schedule 20 – Planning Controls for Ryde Town Centre Precincts	(1) The maximum nett useable floor area for Precinct 2 is 150,000m <sup>2</sup> with a land use mix that includes: <ul style="list-style-type: none"> <li>(a) A minimum 15% being residential development, and</li> <li>(b) A maximum 45% being development for the purpose of shops.</li> </ul>
	(2) An adequate mix of land uses in the Precinct will be achieved.
	(7) Car parking provided in excess of the standards set out in the Ryde DCP 29A Parking (now DCP 2006) are not to be included in the calculation of nett useable floor area if the car parking is designed and located so that is not visible when viewed from public streets, thoroughfares and plazas.

Instrument	Standard / Development Control
Ryde DCP 2006	
Section 4.4 – Ryde Town Centre	Section 4.4 of DCP 2006 outlines planning strategies and controls to ensure that development in the Ryde Town Centre is attractive, accessible and unique. This section also provides detail controls applying to the site.
Section 9.3 – Car Parking	1 car park space is required for 30m <sup>2</sup> of office space.
Draft Ryde Local Environmental Plan 2008	The Draft LEP 2008 has been exhibited. The Draft LEP 2008 principally reformats the Ryde PSO and Ryde LEP 143 to conform with the LEP Standard Instrument (LEP Template). The key provisions of the LEP (i.e. land use permissibility, planning principles and planning controls for Ryde Town Centre remains broadly unchanged. Assessment against the main policies of Draft LEP 2008 is provided in the Tables of Compliance (See Appendix B).

## 4.0 Description of Development Proposal

This section of the report provides a detailed description of the proposed development, which comprises the following:

- construction of two commercial buildings (Building A and Building B);
- provision of 223 car parking spaces (at Levels 3 and 4); and
- building identification signage zones.

The location of the proposed development within the context of the overall TRSC development is shown in **Figures 6 and 7**.

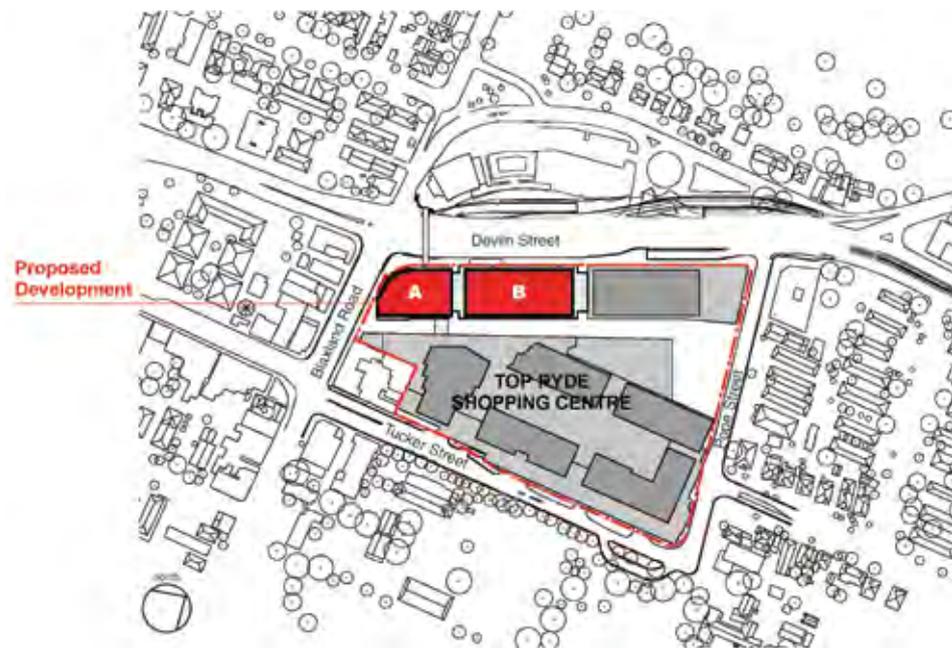


Figure 6 – Plan view of the location of the proposed development within the TRSC site



Figure 7 – Illustration of the proposed development within the TRSC site, looking south.

## 4.1 Development Principles

### Relevant Stage 1 Development Principles

The Stage 1 TRSC development established the following principles to form the building envelopes for subsequent stages of development, being residential and commercial development. These principles have been adopted and adhered to in developing the design for the proposed development and include:

- minimisation of additional overshadowing to adjoining development, particularly to the Ryde Public School (south);
- maintenance of the amenity of occupants within the adjoining buildings to the south of the site;
- creation of an appropriate scale relationship to the Strada and north facing public Plaza and for the development to relate positively to these spaces as key aspects of the new public domain for Top Ryde;
- optimise the outlook for workers and residents of the proposed development;
- optimising solar access to the development during winter months and reduce solar penetration during summer;
- complimenting and integrating with the design and function of the Stage 1 component of the development; and
- ensuring adequate ventilation to commercial office spaces.

### Design Principles for the Proposed Development

Turner and Associates Architects has prepared a Design Statement which is included at **Appendix E**. This statement provides an overview of the way the development's design has taken into account the site's constraints and opportunities, while seeking to provide commercial development that achieves a high level of amenity.

In summary, the planning and design principles adopted for the proposed development of the site are as follows:

- hold a consistent design approach with the overall TRSC development whilst responding to the specific needs of a commercial building;
- provide appropriate setbacks between the commercial buildings and other elements of the TRSC;
- provide for a hierarchy of scale and for adequate levels of daylight to adjacent residential buildings and public spaces;
- provide a built form that reinforces the corner of Devlin Street and Blaxland Road; and
- have a high quality internal amenity for the commercial tenants.

## 4.2 Proposed Development

The proposed development is shown in the Architectural Plans prepared by Turner and Associates Architects and included at **Appendix C**. Photomontages of the proposed development as viewed from different perspectives are shown in **Figures 8, 9 and 10**.



**Figure 8** –Photomontage of the proposed development as viewed from the intersection of Devlin Street and Blaxland Road, looking north.



**Figure 9** – Photomontage of the proposed development as viewed from the opposite side of Devlin Street



**Figure 10** – Photomontage of the proposed development as viewed from the intersection of Blaxland Road and Tucker Street.

The development comprises two buildings, referred to as Buildings A and B, which will be constructed over the western podium of the approved TRSC development. Both buildings will rise a total of 4 storeys above Level 4 of the TRSC development and comprise of commercial office space.

Building A is the smaller of the two buildings and is located on the corner of Devlin Street and Blaxland Road. It has a curved facade that addresses the street intersection – see **Figure 8**.

Building B is located to the north of Building A and has a larger built footprint – see **Figure 8**. It is a rectangular building that is separated by 10.5 metres from Building A.

### Building Articulation

The building facades will include extensive louvre treatments along the buildings’ western and eastern elevations. Different glazing shades will also be used at each level.

Both buildings will comprise a ‘bay’ window treatment at the northern and southern ends of each of the buildings – see **Figures 8, 9 and 10**.

The roofscape of the each of the buildings have been designed to ensure that the plant and services are maintained below the height line.

### Accessibility

Access to the two buildings will be made via the two lobbies, located at the Ground Floor Level of the TRSC development. The location and configuration of these lobbies was approved as part of DA 672/2006. The proposed development will include the embellishment of these lobbies and the provision of lifts services the commercial car park and commercial buildings.

## 4.3 Numerical Overview

**Table 2** outlines the numerical details of the proposed development.

**Table 2 – Key Development Information**

Component	Building A	Building B
NUFA <sup>1</sup> (by building)	4,428m <sup>2</sup>	7,308m <sup>2</sup>
Building Height (AHD)		
- Parapet	RL 90.2	RL 90.2
- Top of Plant (Maximum Height <sup>2</sup> )	RL 91	RL 91
No. Levels Above the podium element (Levels 5-8)	4	4
Typical Floor Plate (NUFA)	1,107m <sup>2</sup>	1,827m <sup>2</sup>
Terraces (Levels 5-8 terraces)	two terraces totalling 34m <sup>2</sup> at each level	two terraces totalling 34m <sup>2</sup> at each level

**1** NUFA is defined under the Ryde LEP143 to mean floor space, excluding the following:

- (a) walls,
- (b) stairs, lobbies, corridors and other space permanently set aside for circulation,
- (c) lift wells and service ducts,
- (d) toilets and space permanently set aside for common storage,
- (e) plant, machinery and service areas, including service corridors and garbage areas,
- (f) car park ticketing booths, trolley return areas and associated storage space,
- (g) kiosks, but only if temporary and designed to be readily relocated, and placed within public circulation areas,
- (h) terraces, balconies or like spaces with walls less than 1.5 metres high.”

**2** Building Height is defined under the Ryde LEP143 to mean the distance measured vertically from any point of the ceiling of the highest storey (or if there is no ceiling, of the roof) of the building to natural ground level immediately below that point.

Component	Aggregate for Buildings A and B
Total NUFA	11,736 m <sup>2</sup>
Total Number of Car Park Spaces	264
- Provided on Levels 3 & 4 of the western podium	223, of which: - Level 3 – 93 (including 3 accessible spaces) - Level 4 – 130 (including 4 accessible spaces and 5 stacked spaces)
- Approved car parking spaces (Refer to DA585/2008) - Provided on Levels 3 & 4 of the eastern podium	41
Bicycle parking spaces	92, of which 72 spaces will be provided on Level 3 and 20 spaces will be provided on Level 4.

## 4.4 Setbacks

Both buildings are generally setback 3 metres from the podium of the TRSC development. Setbacks and separation between Building A and Building B are detailed in **Tables 3** and **4** respectively.

**Table 3** – Building A Minimum Setbacks and Separations (Levels 5 to 8)

Facade	Setbacks and Separation (metres)
Northern (between Building A and B) building separation	10.5m
Southern (Blaxland Road retail facade)	2-3m (in line with curved retail podium edge)
Eastern (Devlin Street facade)	3m
Western Facade (Strada facade)	2m

**Table 4** – Building B Minimum Setbacks and Separations (Levels 5 to 8)

Facade	Setbacks and Separation (metres)
Northern (between Building B and Cinema) separation	5m
Southern (between Building A and B) building separation	10.5m
Eastern (Devlin Street facade)	3m
Western Facade (Strada facade)	2m

## 4.5 Internal Layout

The internal layout of both buildings is similar, in that they provide toilet facilities, lifts, foyer, fire stairs and plant room in a central core.

In Building A, each floor comprises:

- 1,107m<sup>2</sup> of NUFA;
- access to 2 lifts;
- 3 male urinals, 2 male toilets and 2 wash basins, 3 female toilets and 3 washbasins and 1 disabled toilet in one cluster; and
- Two (2) x 36m<sup>2</sup> terraces (facing east).

In Building B, each floor comprises:

- 1,827m<sup>2</sup> of NUFA;
- access to 4 lifts;
- 3 male urinals, 4 male toilets and 3 wash basins, 6 female toilets and 3 washbasins and 1 disabled toilet in one cluster; and
- Two (2) x 36m<sup>2</sup> terraces (facing east).

Separate approval will be obtained for the fit out of the commercial floors.

## 4.6 External Materials and Finishes

The proposed materials and finishes are shown on the coloured drawings prepared by Turner and Associates Architects, a copy of which is provided at **Appendix D**. The principal materials and finishes are:

- glass, various colours including ‘Solargray’, ‘Opitgray’, ‘Azuria’, ‘Atlantica’ and ‘Solarbronze’. Glazing colours vary to respond to each elevation condition and to create a homogenous approach to the façade whilst detailing will maintain the legibility of each floor;
- louvres – Fixed vertical and horizontal louvers;
- metal cladding; and
- precast concrete.

## 4.7 Signage Zones

The proposed development seeks approval for building identification signage display areas for the commercial buildings, as shown on the Architectural Plans included at **Appendix C**. The signage display areas will accommodate business and building identification signage as defined under State Environmental Planning Policy No.64 – Advertising and Signage (SEPP 64).

The detailed design of signage, including graphics, wording, colours, materials and finishes will be the subject of separate development approval.

## 4.8 Parking and Access

### Tenant Car Parking

In total, 264 car park spaces are to be provided for the commercial tenants of Buildings A and B. The construction of the car park structure is approved and will be carried out as part of the original approved DA 672/2006. These spaces will be accommodated within the following areas:

- 41 car park spaces are provided on Levels 3 and 4 of the eastern podium as part of the approved development of residential Buildings B and F; and
- 223 car park spaces are to be provided on approved Levels 3 and 4 of the western podium (below the proposed commercial buildings).

The provision and layout of the 41 spaces has been approved under DA585/2008. The proposed development, however, seeks approval for the layout and provision of the remaining 223 car parking spaces over Levels 3 and 4 on the western podium. Lift access will be made available from Levels 3 and 4, via the lifts servicing the buildings and commercial lobbies.

Visitors to the commercial buildings will be required to utilise the car parking available to shoppers within the basement and Level 1, 1A and 2.

### Bicycle Parking

A total of 92 bicycle spaces are to be provided across Levels 3 and 4 of the western podium. Shower, change room and locker facilities will also be provided on Levels 3 and 4.

### Vehicular Access

All of the car parking areas on Levels 3 and 4 (both across the eastern and western podiums) are accessed via the vehicle access ramp off Pope Street. The construction of the ramp access will be carried as part of the approved DA 672/2006 and will be shared with residents residing in residential Buildings B and F. **Figure 11** illustrates the location of the vehicle entry from Pope Street and the ramp's path of travel to Level 3.

The vehicle access ramp off Pope Street arrives at Level 3 where the 41 car park spaces are provided. Access to commercial car parking spaces located within the residential car parking area is secured, with controlled access. Tenants who utilise these spaces will be required to walk over the connecting bridge to the western podium to access the commercial lift foyers on Level 3.

To access the car parking at Level 3, access must be made via the Pope Street entry point and over the bridge at Level 3. Details of the layout of the car parking areas on Levels 3 and 4 are shown in the Architectural Plans at **Appendix C**.

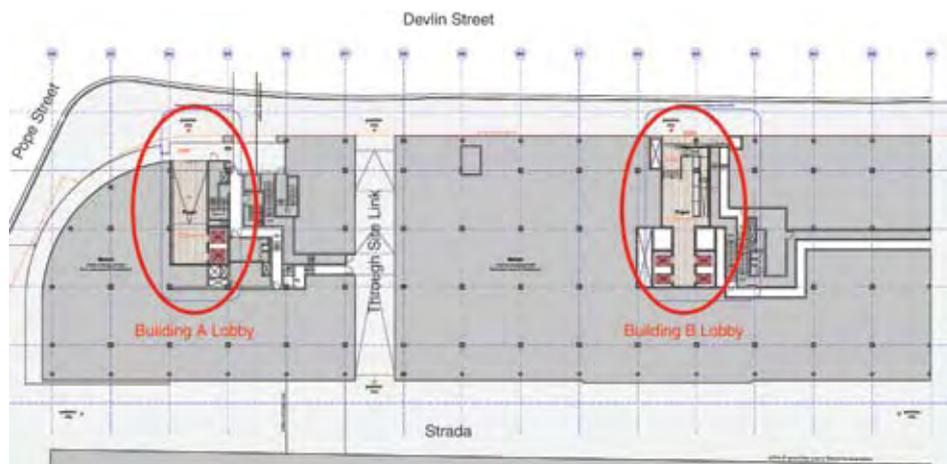


**Figure 11** – Vehicle Access Point from Pope Street (Approved as part of previous DAs)

### Pedestrian Access

Pedestrians can access the two buildings in the following two ways:

- Via the lobbies at the Ground Floor Level (Strada Level) of the TRSC development (see **Figure 12**); or
- From car parking Levels 3 and 4 via lifts servicing the proposed buildings.



**Figure 12** – Pedestrian Access Points from the Ground Floor/Devlin Street

Two lifts provide direct secure access from car park Levels 3 and 4 to Commercial Building A. Four lifts provide direct access from car park Levels 3 and 4 to Commercial Building B. Both sets of lifts are provided with a foyer on each car park level.

Visitors to the commercial premises arriving by car will be required to walk to the commercial lobbies on the ground floor located adjacent Devlin Street.

To ensure that clear, accessible paths are provided to the commercial buildings a signage and lighting strategy will be prepared as part of the Stage 1 DA prior to construction of the proposed development. Way finding signage for the proposed development will be incorporated into this signage strategy.

## 4.9 Stormwater

The stormwater management regime proposed to be adopted for the development will be integrated with the overall approved stormwater management regime for the TRSC development.

The Hydraulic Services Report (which includes plans of the proposed stormwater system) prepared by Warren Smith and Partners is provided at **Appendix F** and confirms that:

- The stormwater drainage system will be provided with rainwater tanks which will collect water from the buildings roofs to be used for irrigation and toilet flushing and irrigation. The rainwater tanks will be provided with first flush devices to improve the collected rainwater quality. The overflows from the tanks are designed to be internal vertical overflows and will connect to the stormwater drainage system that is provided as part of the retail development.
- Building A has a roof area of approximately 1,350m<sup>2</sup> and will be provided with storage tank of 39,000L. This will provide ~ 64% of the non potable water use in the building.
- Building B has a roof area of approximately 2,200m<sup>2</sup> and will be provided with storage tank of 47,500 L. This will provide ~ 46% of the non potable water use in the building.
- The stormwater drainage system and over flow system will be sized for 1 in 100 year rainfall intensity.

This report is supported by the earlier Hydraulic Services Report and A Hydrologic Assessment and Hydraulic Analysis of Ryde City Council Drainage Infrastructure prepared by Warren Smith & Partners Ptd Ltd as part of DA 672/2006.

## 4.10 Building Servicing

### Waste Management

The Commercial waste room will be located near the service dock on Level 3. The waste room is located 30 metres from Building A and 90 metres from Building B and will accommodate 8 x 240L general waste bins and 1 x 660L recycling waste bin.

### Utility Services

All services will be connected in accordance with the requirements of the relevant service providers.

Sewer plumbing from the commercial buildings will be connected to the shared sanitary plumbing that is provided throughout the TRSC development.

### Emergency Vehicle Access

In the event that an emergency vehicle, such as an ambulance or fire engine is called to the commercial buildings, all emergency vehicles will park outside the respective lobbies on Devlin Street and access the commercial levels via the lifts or fire stairs. To facilitate access in emergencies and to support on-site security measures, an emergency intercom system will be placed at the commercial lobbies and car parking entry points.

### Post drop facilities

Post drop facilities will be provided within the development and have been confirmed with Australia Post. These include:

- Post van will access the Level 3 car park via the Pope Street entry ramp. Australia Post will be provided with two security swipe cards, providing access to the commercial (and residential) secure car parks.
- Suitably sized postal boxes will be provided on Level 3, positioned and grouped under the individual buildings.

## 4.11 Construction Management

A Construction Management Plan has been prepared by Hutchinson Builders and is included at **Appendix H**. The Construction Management Plan details:

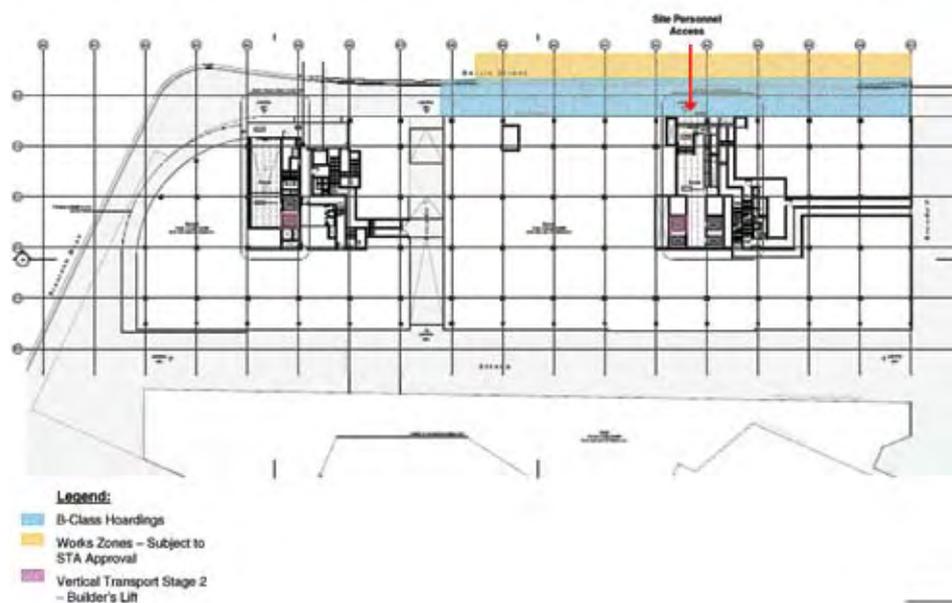
- the extent of the work site, access, crange, proposed concrete pumping zones, material unloading zones, rubbish removal, pedestrian overhead protection and site accommodation;
- methodology for vertical access during the construction programme; and
- sequencing of construction activities on site.

A new traffic management plan, specific for the construction of the development will be prepared and submitted to Council for approval prior to the issue of the relevant Construction Certificate.

### Construction Methodology

The construction of the proposed development is anticipated to take in the order of 11 months. The Construction Management Plan provided at **Appendix H** provides illustrative monthly progress diagrams illustrating the physically commencement on site over the 11 month period.

To construct the development, a works zone will be required along part of Devlin Street. This work zone will be used initially for structure trade deliveries including scaffolding, formwork, concrete and concrete pumping equipment. The location of the construction zone is identified in **Figure 13**. Level 3 commercial car park (which will be complete by the time the commercial development commences) will be utilised for materials handling, site office, induction room, first aid location, construction toilet facilities, lunch and change facilities and contractors offices. Access to the site during construction will be via the Commercial Building B lobby and will be security controlled.



**Figure 13** – Location of Construction Zone for Commercial Buildings A and B along Devlin Street

During construction, 2 tower cranes will be set up on site. The tower cranes will be set up on a structural steel grillage on Level 4 and will be used from the start of the project through to completion of the facade elements. The location of tower cranes, and crane radius are further illustrated in the Construction Management Plan (at **Appendix H**).

At this stage it is expected that both buildings will be constructed simultaneously. Construction Sequencing is further detailed in the Construction Management Plan at **Appendix H**.

## 5.0 Assessment of Planning Issues

The following is our assessment of the environmental effects of the proposed development as described in the preceding sections of this report. The assessment includes only those matters under Section 79C(1) that are relevant to the proposal.

The key planning issues associated with the proposed development are as follows:

- Compliance with Stage 1 development consent;
- Compliance with environmental planning instruments;
- Built form;
- Traffic, parking and transport;
- Impacts on adjoining properties;
- Internal amenity;
- Construction impacts;
- Heritage conservation;
- Resource, energy and water efficiency;
- BCA issues;
- Economic impact;
- Site suitability; and
- Public interest.

### 5.1 Compliance with Stage 1 Development Consent

#### 5.1.1 Stage 1 Conditions of Consent

The Stage 1 development consent (DA672/2006) included a number of conditions which are required to be carried out in designing and preparing subsequent development applications for commercial development above the TRSC podium. These conditions included:

Condition 317

*“Consent is granted to the concept proposal for subsequent stages of the proposed development comprising:*

- a. commercial and residential land uses;*
- b. a maximum of 10,000m<sup>2</sup> NUFA for the purposes of commercial premises accommodated within two towers on the south-west portion of the site fronting Devlin Street;*
- c. [Relates to residential uses only]*
- d. building envelopes for the commercial and residential towers as depicted on the plans accompanying the development application and as described in section 6.0 of the Staged Mixed Use Development Statement of Environmental Effects dated November 2006 prepared by JBA Urban Planning Pty Ltd, within which the detailed building design will later be developed and will be the subject of a separate future development application;*

- e. *car parking allocation comprising two commercial/residential levels (at Levels 3 and 4 of the development) to service the commercial and residential towers.*”

Condition 318

*“This consent does not authorise the carrying out of the subsequent stages of the development described in condition 317. Detailed proposals for those subsequent stages are to be the subject of subsequent development applications.”*

Condition 321

*“Future development applications for the commercial office tower shall include a street front entry lobby for better legibility and address.”*

Condition 322

*“The applicant shall provide, where practical, part natural ventilation of the commercial office components of the development to ensure a satisfactory amenity is enjoyed by prospective occupiers of the buildings and reduce energy used in mechanical ventilation.”*

Condition 323

*“Future development applications for the residential and commercial components of the development shall demonstrate to Council’s satisfaction that adequate areas are provided for the storage of waste and recyclables in areas of the development which are easily accessible for collection by waste contractors from the loading and garbage collection dock areas. The provision of waste collection areas shall be consistent with Council’s Waste Management Policy for the residential and commercial uses.”*

Condition 324

*“Applications for future stages of the development must be accompanied by reports from suitably qualified persons that demonstrate to the satisfaction of the Council, that the wind impacts of these future stages will be adequately mitigated through appropriate design solutions.”*

## 5.1.2 Compliance with Maximum Commercial Floor Space

In taking forward this DA, a Section 96 modification has been lodged concurrently with this DA seeking approval to increase the approved maximum quantum of commercial floor space approved under part under Part B of Condition 317 from 10,000m<sup>2</sup> to 12,000m<sup>2</sup> (NUFA).

This increase in floor space for the commercial development is the result of the process to prepare the detailed designs for proposed commercial Buildings A and B, the subject of this DA.

The impacts associated with the modification to floor space are addressed in the Section 96 application. The assessment concludes that the proposed modification are reasonable and justified on the basis that it will:

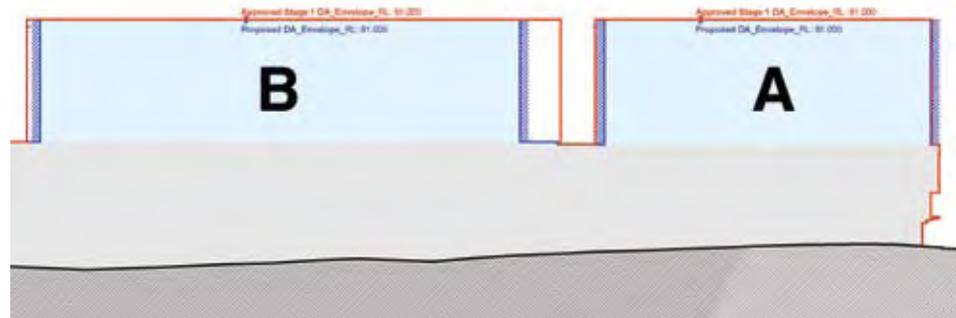
- not alter the approved building envelopes for commercial development for the TRSC development; and
- not give rise to unacceptable impacts to local traffic flows.

### 5.1.3 Compliance with Approved Building Envelopes

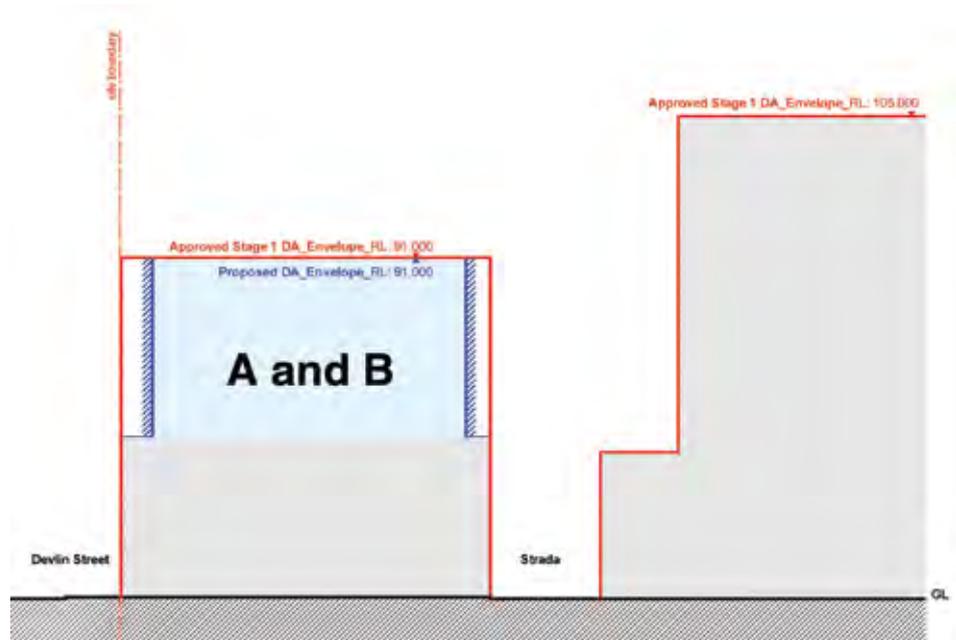
#### Approved Building Envelopes

The extent of the proposed building envelopes in comparison with the approved building envelopes are shown in **Figures 14 and 15** and at **Appendix C**. **Figures 14 and 15** identify the following elements:

- the approved Stage 1 DA building envelopes;
- the proposed building envelopes; and
- the facade articulation zone (which includes the proposed external louvre system).



**Figure 14** – Comparison between Stage 1 approved building envelope and Stage 2 detailed design envelope. West Elevation, Devlin Street



**Figure 15** – Comparison between Stage 1 approved building envelope and Stage 2 detailed design envelope. South Elevation, Blaxland Road for Building A and B

The building envelopes of Buildings A and B complies with the approved envelopes in accordance with Condition 317, Part D. The building envelopes proposed in this DA:

- are contained with the maximum approved building envelope height;
- doubles the extent of separation between Buildings A and B, from approximately 5m to 10m;
- increases the building separation between Building B and the cinema element of TRSC by 1m;

- both buildings provide a 3m setback from the podium element along Devlin Street; and
- both buildings provide a 2m setback from the podium element along the Strada.

### Building A

A facade articulation zone is provided on the western facade of Building A (Blaxland Road facade) extends beyond the Stage 1 approved envelope by approximately 1,200mm.

Items included within the articulation zone include the louvers and a 'bay window frame element. Neither of these two items are considered to form part of the main building and as such Building A conforms with the approved Stage 1 building envelope.

The use of articulation is considered to be an acceptable urban form outcome in that the louvers have been provided to increase the environmental performance and internal amenity of the building, and the 'bay window' has been provided to articulate and respond to the buildings prominent location on the intersection of Blaxland Road and Devlin Street (refer to Section 4.2).

### Building B

The extent and bulk of Building B is wholly contained within the Stage 1 approved building envelope, and therefore complies with the DA672/2006.

### Overshadowing

Shadow diagrams have been prepared by Turner and Associates Architects and are included in **Appendix C**. The shadow diagrams provide a comparison between the approved overshadowing as per the Stage 1 consent, and the resultant overshadowing plans of the proposed development.

The development does not modify the extent of shadow cast over adjoining development and the public domain to that approved under the Stage 1 DA, therefore the shadows cast from the development will not result in any material environmental impacts beyond that approved, and is therefore considered acceptable.

### Conclusions

Overall, the extent of the proposed buildings are considered to have a positive urban form outcome in that it they will:

- assist in further separating the two commercial buildings from each other and separating Commercial Building B from the cinema, which has the benefit of breaking down the urban form when viewed by approaching the site along Devlin Street;
- increase view corridors through the site, in particular, widening the extent of the view between buildings A and B;
- assist in separating and more clearly identifying the commercial element from the retail element below; and
- increase the extent to which the sky is exposed to the Strada and increases the extent to which daylight can penetrate the Strada by reducing the overall extent of the built form.

### 5.1.4 Compliance with Other Conditions of Consent

This DA complies with the Stage 1 conditions of consent as follows:

- Condition 317 , Part E - The proposed development makes use of the car parking approved as part of Stage 1 DA and DA1025/2007 which provides for the car parking allocation on two commercial/residential levels (at Levels 3 and 4 of the development) to service the commercial and residential towers.
- Condition 318 – This DA constitutes the subsequent DA referred to in the condition of consent.
- Condition 321 – The two street front entry lobbies, accessed of Devlin Street, approved as part of the Stage 1 DA, are utilised as the principal entry points to the commercial development in this DA (See Architectural Plans at **Appendix C**).
- Condition 322 - Part natural ventilation of the commercial office components is made possible with the provision of the private terraces accessed from each commercial floor.
- Condition 323 - adequate areas for the storage of waste and recyclables have been provided. The location of the waste storage locations are detailed further in Section 4.7 and in the Waste Management Plan provided at **Appendix G**.
- Condition 324 - A Wind Effects Statement is provided at **Appendix K** (see Section 5.5).

## 5.2 Compliance with Environmental Planning Instruments

The Tables of Compliance at **Appendix B** provide a detailed assessment of the proposal against each of the relevant provisions and controls of the Ryde PSO (as amended by Ryde LEP 143), Ryde DCP 2006 and Draft Ryde LEP 2008.

This demonstrates that the proposal generally complies with the requirements of Ryde PSO as amended and Ryde DCP 2006 with exception to car parking (See Section 5.5 for further details). Specifically the proposal:

- is permissible with consent, and is consistent with the objectives of the Business (Town Centre) Zone;
- is consistent with the Planning Principles for the Ryde Town Centre at Schedule 19 as the proposed development contributes to the significant range of benefits being provided by TRSC, in particular raising the status and importance of the Ryde Town Centre as a business centre;
- complies with the planning controls set out at Schedule 20. Explicitly the proposed development:
- does not propose a NUFA which will result in the overall NUFA for TRSC exceeding the maximum 150,000m<sup>2</sup>;
- is consistent with the integrated traffic solution for Precincts 1 and 2 (See Section 5.4).
- Does not exceed the maximum permitted building height provided at Clause 51H, being RL91 metres.

The proposed development seeks to vary the quantum of car parking as required by Ryde DCP 2006. This is addressed in Section 5.4.

## 5.3 Built Design

The following provides a detailed assessment of the proposed built design of the development. The reasoning behind the final design selection for the two buildings is detailed in the Architectural Design Statement, provided at **Appendix E** and prepared by Turner and Associates Architects.

Broadly the proposed designs and built form for the development are suitable for the site and its attributes in that they:

- provide a built form that is appropriate to the overall massing of TRSC development and future desired scale of Ryde Town Centre;
- provide a built form that is consistent with that established for the other elements of the TRSC development by providing two building forms located above the podium element;
- provide a built form that responds to the demands of commercial tenants, providing large, regular shaped, flexible floor plates;
- visually separate the commercial element from the retail/mixed use podium by providing a 3m setback, assisting in identifying the commercial element within the TRSC development;
- provide built form that continues to provide adequate levels of daylight to adjacent residential buildings and public domain spaces;
- visually separate and reduced the massing of the Devlin Street frontage by providing an increased separation between the two commercial buildings and increased separation between Commercial Building B and the cinema;
- continues to provide view corridors from the lower levels of the west facing residential Building F by providing an increased separation between the two proposed buildings and increased separation from Building B and the cinema;
- creating a building form that responds to their position above the retail podium, making use of materials and finishes to create a 'lighter' building whilst also making use of materials and finishes common across the TRSC development;
- articulates the built form by providing louvers across its facades, creating a general impression of movement as an observer travels past the buildings along Devlin Street;
- have symmetry, through the use of design elements, particularly the use of louvers, glazing and 'end points'; and
- considers the treatment of the roofscape by recessing plant and services within the roof line, assisting in screening the plant equipment when the buildings are viewed from a distance, or elevated position (such as from the upper floors of residential Building F).

Specific to Building A, the proposed built design:

- continues the curved built form established by retail podium around the corner of Devlin Street and Blaxland Street;
- continues the setbacks established above the podium element through the curved corner element, which assist in separating uses of the retail podium from the commercial element;
- the provision of a 'bay window' on the Blaxland Road frontages assists in articulating this frontage, adding visual interest of the building when viewed from Blaxland Road and identifying the commercial element as a separate entity within the context of the TRSC development;
- provides further opportunities for causal surveillance of Blaxland Road, footpath, southern entrance to the Strada and other retail units along Blaxland Road.

Specific to Building B, the proposed built design:

- visually separates the cinema element by providing an increased separation between Commercial Building B and the cinema element of TRSC;
- uses extensive glazing across each frontage, providing an opportunity for causal surveillance of Devlin Street and over the Plaza provided as part of the TRSC development; and
- further opportunities for causal surveillance of the Plaza and the northern part of the Strada are provided by the provision of terraces along the north eastern facade.

## 5.4 Traffic, Parking and Transport

A Traffic Impact Statement has been prepared by Mark Waugh Pty Ltd, and is included at **Appendix I**. The Traffic Impact Statement has been prepared in the context of the Traffic Impact Statement (referred to as the comprehensive Traffic Impact Statement) and the Integrated Traffic Solution developed for the site approved as part of the Stage 1 development.

The comprehensive Traffic Impact Statement for Stage 1 prepared by Mark Waugh in November 2006 included a description of the proposed development (including the commercial component) and provided an assessment of transport operations with the commercial and residential component.

### 5.4.1 Traffic

The original Traffic Impact Statement prepared by Mark Waugh Pty Ltd and included with DA 672/2006 assessed the traffic impacts associated with the whole of the TRSC development once fully realised, including the commercial and residential elements. This assessment was modelled on the maximum permissible NUFA for the TRSC development as permitted under Ryde LEP 143, being 150,000m<sup>2</sup>, and was used to design the Integrated Traffic Management System for the Ryde Town Centre.

The original Traffic Impact Statement included an assessment of the concept proposal of 10,000m<sup>2</sup> of commercial floor space. The additional commercial floor space over 10,000m<sup>2</sup> will result in an increase of 20 vehicle movement per hour. This translates into a 1.6% increase in the flow of vehicles for whole of the TRSC development during peak times.

Based on this analysis and the fact the proposed increase in commercial floor space will not result in a total floor of greater than 150,000m<sup>2</sup> for the TRSC development the Integrated Traffic Management System for the Town Centre will be able to accommodate the resulting marginal increases in traffic generated by the increase in commercial floor space. The impact on the local road network is therefore considered acceptable.

### 5.4.2 Car Parking

The proposed development provides 264 commercial car park spaces for 11,736m<sup>2</sup> of commercial floor space, providing 1 space per 44m<sup>2</sup> of commercial floor space. A variation is therefore sought from the DCP controls, which requires 1 space per 30m<sup>2</sup> of commercial floor space. The Stage 1 DA approved a car parking rate for the commercial element below that of the DCP car parking rate, approving 250 car park spaces for 10,000m<sup>2</sup> of commercial floor space. This translates to a car parking rate of 1 space per 40m<sup>2</sup> of commercial floor space. This is the rate applied for commercial office within Macquarie Park.

In demonstrating that 1 space per 40m<sup>2</sup> was appropriate, Council acknowledged that, a reduced parking supply over DCP controls, in the wider context of the TRSC development, was appropriate given:

- the size of TRSC development and the mix of land uses, it could apply a reduction factor of up to 25% based on the provisions of the RTA Guide to Traffic Generating Development;
- visitor parking for the commercial element of TRSC should be provided as part of the retail car park and a specific provision of visitor car parking for the two commercial buildings was not required;
- the main visitor parking for the commercial units is catered for by the general centre parking; and
- separating permanent and visitor parking allows the residential/commercial car parking component to be secured, preventing retail users from seeking to utilise the commercial car parking areas on Levels 3 and 4.

The provision of 264 commercial car park spaces in total strikes a balance between applying the discounted car parking rate previously approved by Council and the provision of 250 car park spaces approved as part of Stage 1 DA for 10,000m<sup>2</sup> of office space.

A further reduction in the quantum of parking supply from the DCP rates from 1 space per 40m<sup>2</sup> of commercial floor space to 1 space per 44m<sup>2</sup> of commercial floor space is considered appropriate given:

- the size of TRSC and the mix of land uses (as identified above);
- reduction is a reflection of the desired outcome of a reduction in car dependency for the centre and as part of achieving the desired transport outcomes outlined in Council's strategic planning for the area;
- scheme includes measures which encourage occupants to cycle, walk and use public transport to work, with specific measures, such as storage and change rooms facilities including showers and lockers being provided on Level 3 and Level 4;
- parking supply does not include visitor parking (as identified above); and
- the quantum of useable floor space may reduce from 11,736m<sup>2</sup> when the internal layout is divided up as required by future occupants.

Further to parking supply, Levels 3 and 4 of the western podium car park provides sufficient accessible car park spaces and adequate amount of bicycle parking for the proposed development.

### 5.4.3 Car Park Access Ramps

The adequacy of the car park access ramps from Pope Street was approved as part of DA578/2008. The proposed access ramps will continue to work well and provide commercial tenants with good options for approach and departure without unnecessary travel through the TRSC development.

### 5.4.4 Car Park Design and Layout

The internal layouts of the car parking proposed for TRSC have been reviewed by Mark Waugh Pty Ltd as part of the traffic assessment and assessed in terms of the basic design parameters of the Australian Standard AS NZS 2890.1-2004 Parking facilities – Off Street car parking, and also Councils Ryde DCP 2006.

### 5.4.5 Service Vehicles

Service vehicles are not expected to impact on peak operating conditions, with most deliveries occurring outside of peak movement periods. The service delivery manoeuvring space provided allows service vehicles to enter and exit the loading area in a forward direction. The service delivery area has also been designed to accommodate removal vehicles also.

### 5.4.6 Impact on Public Transport Provision

The impact on existing bus operations, which account for the majority of public transport movements in the locality have been considered in the assessment of the overall development, including the Stage 1 DA and the commercial buildings.

Alterations to the local bus operations include changes to operations during construction, improvements to lane allocation, bus set down and pick up zones, placement of a bus lay-over area and new facilities for drivers as a replacement for facilities previously provided for in the now demolished shopping centre.

The comprehensive Traffic Impact Assessment concluded that the improvements to public transport facilities, proposed as part of the wider redevelopment of TRSC will assist in improving bus operations to and through Ryde town centre.

## 5.5 Impacts on Adjoining Properties

The following potential impacts adjoining properties resulting from the proposed development are addressed below:

- visual;
- noise;
- views;
- reflectivity; and
- wind.

### 5.5.1 Visual privacy

The impact on the visual privacy of surrounding properties is considered acceptable as the proposed development is separated from the majority of the surrounding properties by Devlin Street, Pope Street, Tucker Street and Blaxland Road respectively.

Notwithstanding that the proposed buildings are located within the approved building envelopes, which were considered in the context of the other building forms within the TRSC development, the separation at the closest point between the commercial and residential buildings (being Commercial Building B and Residential Building B) is at least 18m. This separation is considered to provide a sufficient distance to mitigate against direct overlooking into the habitable rooms of the neighbouring residential buildings (being Residential Building B and F).

Visual impact is further minimised given that:

- the commercial and residential facades are off set against each other; with the commercial building axis being approximately north-south and Residential Building B axis being North East-South West;
- the commercial terraces along the eastern façade of the commercial buildings are provided with louvers which will blinker direct views between users of the commercial terraces and the residential apartments in Residential Building B; and
- the primary outlook Residential Buildings B and F have been designed to maximise views to the south east, away from the commercial buildings.

### 5.5.2 Noise

The impact on the aural privacy of surrounding properties is expected to be minimal as any noise generated by commercial tenants will be limited. Any adverse plant noise will be mitigated against through appropriate selection of plant equipment and compliance with relevant noise standards – see Noise Impact Assessment at **Appendix L**.

### 5.5.3 Views

The proposed development will principally impact on the views afforded to west facing apartments within residential Buildings B and F (yet to be constructed). The impact on these views, however, are considered acceptable given that the proposed buildings are located within the approved building envelopes, which were considered in the context of the other building forms within TRSC.

Notwithstanding this:

- of the nine residential floors in each building, the five upper most floors will continue to have regional western and north western views over the commercial buildings rooftop;
- west facing apartments on the lower four floors of Residential Building F, which make up the minority of apartments within the building, will continue to be afforded regional glimpses through the gap provided between the two commercial buildings (increased over the Stage 1 DA) as well as views to the north and south; and
- west facing apartments on the lower four floors of Residential Building B will continue to be afforded regional views to the north west and north, over the cinema element and plaza of TRSC approved as part of Stage 1.

### 5.5.4 Reflectivity

A Reflectivity Assessment has been prepared by Vipac and is included at **Appendix J**. The assessment considered the impact of reflectivity on both the local road network (principally along Devlin Street) and on the local built environment.

With all façade faces having a visible light reflectivity coefficient of 20%, Vipac concludes that the proposed materials and finishes will not generate unacceptable glare or reflectivity to motorists or surrounding development.

### 5.5.5 Wind

A Wind Effects Statement has been prepared by Vipac and is included in **Appendix R**. The Wind Effects Statement is based on previous model scale wind tests of various configurations of the development TRSC.

The appraisal identifies that without the use of wind control measures the proposal is expected to contribute to an increase in ground level wind conditions in adjacent public areas, access-ways and retail areas, which is predicted to exceed the recommended criteria for sitting, standing and walking.

To mitigate against any adverse wind conditions generated by the development a number of measures have been incorporated as part of the Stage 1 DA. These measures principally relate to mitigating against adverse wind conditions along the Strada and Devlin Street footpath.

Other adjacent developments are not expected to be adversely affected by the proposed redevelopment.

## 5.6 Internal Amenity

The proposed development is designed to achieve a high level of internal amenity for occupants as follows:

### 5.6.1 Noise

A Noise Impact Assessment has been undertaken by Acoustic Logic Consultancy and is included at **Appendix L**. The assessment considers the existing acoustic environment and provides recommendations on acoustic treatments required to ensure that the extent of noise intrusion is acceptable.

The principal noise intrusion to Buildings A and B is generated from the traffic along Devlin Street and Blaxland Road. To adequately mitigate against this, the Noise Impact Assessment recommends specific glazing standards for each facade.

To mitigate against any adverse noise generated by plant equipment, both on the occupants of the commercial development but also on adjoining properties, the will:

- All noise emission from the mechanical plant shall comply with DECC Industry Policy requirements.
- External noise levels at the property boundaries should not exceed the levels given in AS 1055, being 'R4' in this instance with the corresponding night-time background noise levels for the R4 category are 45 dB(A) at night and 55 dB(A) during the day.
- Use of the premises shall not create an offensive noise as defined in the Protection of the Environment Operations Act 1997.

### 5.6.2 Internal Space

Each commercial floor will provide a high level of internal amenity given that:

- suitable floor plates sizes are provided (Building A:1,107m<sup>2</sup> Building B:1,827m<sup>2</sup>) which are sufficient to accommodate a range of commercial users and offer flexible floor layouts;
- a maximum depth of 15m is provided between occupied points of each commercial floor and external facade, ensuring that daylight can penetrate the commercial floor area;
- commercial balconies on each floor (Building A and B both have: 2 x balconies totalling 34m<sup>2</sup>) that will provide an opportunity for outdoor seating in lunch breaks and 'break out' space for occupants;
- buildings are designed to maximise direct solar access from the north western facade (Devlin Street facade) with both the northern and western facade predominantly being glazing;
- the provision of louvers and performance glazing (Refer to Section 5.6) will minimise adverse conditions at times of intensive sunlight and direct glare;
- regional views will be able to be obtained to the north, south and west;
- change facilities and showers and provided for the exclusive use of the commercial tenants in the commercial car park; and
- Buildings A and B also maximise surveillance opportunities, looking out over Devlin Street and Ryde Civic Centre and along the southern side of Blaxland Road.

Within the context of the redeveloped shopping centre, the built form contributes positively to the character of the TRSC provides internal amenity and outlook.

### 5.6.3 Access and Mobility

Access Design Solutions have prepared a report which is included at **Appendix M**. The development incorporates the following measures to ensure that it provides equitable access for workers and visitors:

- implementation of a signage strategy which will identify accessible routes through TRSC to the commercial component;
- Council's controls require 3% of spaces to be 'wide bay'. Seven (7) of the 233 car park spaces (3%) provided in the western podium are accessible spaces. All accessible car park spaces will comply with the criteria required under the Stage 1 DA consent and with relevant Australian Standards (AS2890.1); and
- both the commercial lobbies at Devlin Street are either at grade (Building A lobby), or can utilise an access ramp (Building B lobby) and comply with relevant Australian Standards. Both lobbies are therefore considered accessible.

The review of the accessibility of the development, undertaken by Access Design Solutions, confirmed the design requirements and provided number of recommendations. These recommendations have been incorporated into the final design of the development. Alternative design solutions are being developed for the provision of dual handrails and increasing landing sizes to fire stairs. These alternative design solutions will be incorporated into the detailed design of the commercial buildings, prior to the issue of a Construction Certificate.

### 5.6.4 Safety and Security

A Crime Prevention Report has been prepared by Harris Crime Prevention Services, provided at **Appendix N**. The report summarises that the proposed development will provide adequate safety and security for workers and visitors given that:

- both Buildings A and B will be accessed by electronic security devices at the ground floor lobbies off Devlin Street and at the vehicle entry point on Level 3;
- common areas, such as the commercial lobbies and the car park areas will be well lit;
- the car parking areas will also have close circuit television cameras which will be monitored by centre security; and
- coloured coded signage will be used to direct visitors (both by foot and by car) around the different components of TRSC, including the commercial component.

The Crime Prevention Report notes that, from a security perspective, the proposed development reflects appropriate 'security design' based on Crime Prevention Through Environmental Design (CPTED) principles.

Security is further supported by the on site provision of a building manager, who will provide an additional tier of building security, and the active security personnel operating across the retail component of TRSC.

## 5.7 Construction Impacts

Potential impacts arising from the construction of the proposed development on other elements of the TRSC and surrounding properties can be identified as:

- potential disruption arising from noise, dust, vibration, material and waste movements and movement of construction workers;
- potential noise and vibration may impact on quieter neighbouring tenants;
- potential dust, and the spread of dust as a result of the elevated podium level;
- potential loose material falling from the construction site; and
- potential impact of works zone along Devlin Street on normal traffic movement.

To minimise these impacts during the construction phase, a number of measures outlined in the Construction Management Plan at **Appendix H** are proposed:

- adopting best practice construction management, site management, crane management and management of material movement to minimise potential disruption arising from noise, dust and vibration;
- restricting access to the construction areas to members of the public;
- use of full scaffolding which will help to minimise the spread of dust, screen the buildings during construction and catch decks, minimising the impacts of the construction on the retail element and neighbouring properties as well further strengthening onsite worker safety;
- where practicable, prefabrication will be utilised, reducing the quantum of deliveries; and
- commercial car parking levels will be utilised for on site storage, contractor offices and amenities and the like during the construction program. This will reduce the reliance on off site storage and construction zones and minimising visual and aural impacts.

## 5.8 Heritage Conservation

A Statement of Heritage Impact has been prepared by NBRS + Partners and is included at **Appendix O**. The Statement assesses the impact the development may have on heritage items within the vicinity of the site.

NBRS + Partners consider that the only potential heritage impact arising from the proposed development would be to:

- the Masonic Temple Hall (142 Blaxland Road) (Heritage Item No. 276); and
- The Obelisk (Heritage Item 214).

The Masonic Temple Hall is identified as a simple two storey Federation Hall, located at 142 Blaxland Road, south west of the site. The Masonic Temple Hall is described as significant as both a local landmark and a social focus of the community.

In assessing the heritage impact of the proposed development on the Masonic Temple Hall, NBRS + Partners note that the commercial buildings are physically separated from the heritage items by Devlin Street and Blaxland Road and while the proposed development will have visual prominence it will not dominate the context and setting of the Masonic Hall.

The statement of Heritage Impact therefore concludes that there is no impact on the Masonic Temple Hall from the proposed development.

The Obelisk, located opposite the development site at the bus terminus on the northern side of Devlin Street is a sandstone block on a circular stone base, originally holding an ornamental lamp. In assessing the heritage impact of the commercial buildings on the obelisk, NBRS + Partners note that the location of the Obelisk is not of heritage significant as it is not in its original location and may be relocated with the redevelopment of the City of Ryde Civic Centre.

The Statement of Heritage Impact concludes that the proposed development will have no impact on the Obelisk. Further, as part of the assessment undertaken by NBRS + Partners, the materials selected and the detailed design of Buildings A and B have also been reviewed and are not considered to have an detrimental impact on neighbouring heritage items. NBRS + Partners conclude that on grounds of heritage impact, the proposed development is considered to be acceptable.

## 5.9 Resource, Energy and Water Efficiency – Green Star Design

The proposed development has been designed to incorporate a range of environmental initiatives which will increase the energy efficiency of the buildings and ensure that the office space has a high internal amenity (further expanded on under Section 5.7).

Overall, the two commercial buildings have been designed to achieve a minimum 4 Star Green Star Rating. Environmental initiatives incorporated into the development that will contribute to achieving the Green Star Rating include:

- use of louvres to provide protection from the sun in response to the varying sun angles whilst maximising solar access in winter;
- external terraces along the east facade provide the flexibility of outdoor work spaces and the opportunity for natural airflow to internal areas;
- performance glazing, minimising the adverse affects of external noise and reducing solar glare will maintain a high level of amenity to occupants and reduce the heat load to the building, reducing energy consumption (refer to Section 5.7);
- internally the buildings have been designed to maintain a high level of comfort to occupants and minimise energy use, with the maximum building depth of 15m, ensuring that all areas have adequate daylight levels;
- Rainwater collected on site is reused within the base building amenities;
- to encourage occupants to cycle, walk and use public transport to work, bike storage and change rooms facilities including showers and lockers are provided on Level 3 and Level 4; and
- spatial allowances in the building envelopes have been developed to ensure that the opportunity for a considered approach to the detailed services design, especially cooling and heating systems, can be explored during the detailed development of the design.

## 5.10 BCA Issues

Advance Building Approvals have prepared a BCA Statement (Refer to **Appendix P**) for Commercial Buildings A and B. The statement describes the development in accordance with the Building Code of Australia (BCA) as follows:

- Car parking areas on Levels 3 and 4: Class 7a; and
- Commercial offices on Levels 5 to 8: Class 5.

The proposed development is required to be of Type A construction. Advance Buildings Approvals has acknowledged that the development will be designed to generally comply with the 'Deemed to Satisfy' provisions of the BCA 2008. Where required, "Alternative Solutions" complying with the performance objectives and requirements in accordance with the BCA will be employed to address proposed deviations from Deemed to Satisfy provisions.

It is anticipated that the "Alternative Solutions" will be explored with regard to a number of issues, including, but not limited to the following:

- travel distances to a point of choice (exceeds 20m) to alternative exits in the office;
- travel distances to the nearest exit (exceeds 40m) in the office;
- travel distance between exits (exceeds 60m) in the Level 3 and Level 4 car park;
- deficient coverage of the fire hose reels; and
- deficient coverage of the fire hydrants.

## 5.11 Social and Economic Impacts

The proposed development will have a positive economic and social impact in that it:

- will contribute to the diverse mix of land uses in the Ryde Town Centre, thereby providing an integrated land use outcomes;
- creates opportunities for businesses to locate in Ryde Town Centre, consistent with City of Ryde Council's planning objectives;
- provides attractive, good quality office space that would be desirable to businesses and workers; and
- will support the function of Ryde Town Centre and the other uses at TRSC development.

## 5.12 Site Suitability

The development is suitable for the site in that it will:

- provide a key part of the redevelopment of TRSC that supports the desired transformation of the Ryde Town Centre as envisaged in LEP 143 and DCP 2006;
- endorses the aims and objectives for integrated land use outcomes in the vicinity of public transport services;
- be of appropriate scale and form, as envisaged under LEP 143 and approved under DA672/2006;
- significantly contributes to the future provision of jobs and the provision of contemporary commercial office space in the centre of Ryde; and
- is of compatible design to the other elements of the TRSC development.

Conversely, the site is suited to the proposed development in that:

- it can structurally accommodate the development;
- it forms part of the greater development of TRSC as approved under Stage 1 DA; and
- it is an appropriate land use to locate along Devlin Street.

### 5.13 Public Interest

Consistent with the overall objectives for the project, the proposed development will deliver a number of public benefits, including:

- contributing to the significant mixed use residential, retail and commercial development approved for the TRSC;
- it is consistent with Ryde PSO (as amended by RLEP 143) and Ryde DCP 2006; and
- adds vitality to the locality, providing contemporary commercial floor space that will facilitate job generation and help support the retail and residential development.

Overall, the provision of Commercial Buildings A and B as the next stage of redevelopment of the TRSC ensures the orderly and economic development of the integrated mixed use development envisaged at Stage 1, thereby contributing to the overall activation and revitalisation of the Ryde Town Centre.

## 6.0 Conclusion

This DA seeks approval to construct the commercial component of the overall TRSC development. The proposed development is consistent with the approved Stage 1 envelopes and will deliver the commercial floor space consistent with Ryde PSO (as amended by RLEP 143) and Ryde DCP 2006.

The proposed development helps deliver the fundamental objective for the redevelopment of TRSC, being the achievement of a high quality urban outcome and the realisation of substantial improvements to the public domain and to provide a viable mix of land uses within the development.

The development realises the form of development envisaged by the Stage 1 DA.

The proposed development provides 11,736m<sup>2</sup> of high quality commercial office space, designed to a minimum 4 Star Green Star Design Rating, with practical floor plates, good levels of internal amenity, opportunities for regional views, as well as providing easy access to the extensive range of shops, cafes and restaurants, community and entertainment facilities provided as part of the TRSC development.

The SEE demonstrates that the proposed development will not give rise to any significant external adverse environmental effects. The proposed development is of high quality in terms of urban design and architectural design and will make a significant contribution to the redevelopment of TRSC, and an integrated mixed use centre.

Given the considerable benefits of the approval, we have no hesitation in recommending that the DA be approved by Council.