

**ATTACHMENTS FOR: AGENDA NO. 17/19
COUNCIL MEETING**

Meeting Date: Thursday 12 December 2019
Location: Civic Hall, 1 Devlin Street, Ryde
Time: 7.00pm

ATTACHMENTS FOR COUNCIL MEETING

Item

**4 PLANNING RYDE: LOCAL STRATEGIC PLANNING STATEMENT
2020**

Attachment 7 Submissions Summaries and Responses

ATTACHMENT 7

Planning Ryde: Local Strategic Planning Statement

Submissions Summaries and Responses Table

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1. Community Submissions and Responses

Note: Further community consultation will be undertaken prior to the finalisation of the Draft West Ryde Revitalisation Strategy. This will include consultation on the Traffic and Parking Study, Proposed Development Scenarios, and Housing Strategy.

TRIM Ref	Submission Summary	Planning Response
D19/112531	<p>Re West Ryde Revitalisation Strategy</p> <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) » it does not adequately address existing and/or future parking problems » it does not provide adequate infrastructure » it does not provide adequate public domain and/or open space - Particular objection to the following components: <ul style="list-style-type: none"> » increased medium density housing » increased building heights 	<p>Local Character The village character of West Ryde is aimed to be retained. However, there is evidence of economic stress (e.g. shop vacancies) that undermines local character and which the strategy aims to address.</p> <p>Traffic and Parking A traffic and parking study will be undertaken for the study area and the outcomes reported in 2020.</p> <p>Infrastructure An action of the LSPS is to undertake an infrastructure strategy for council's consideration. The LSPS also proposes that Council advocate for infrastructure upgrades where delivery is the responsibility of the NSW state government (incl. schools, arterial roads, hospitals and utilities).</p> <p>Public Domain and Open Space The West Ryde Revitalisation Strategy provides for upgrades and expansion of the public domain.</p> <p>Objections to increased building heights and increased density (incl. medium density) Objection is noted and will be considered as part of the Housing Strategy.</p>

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TRIM Ref	Submission Summary	Planning Response
D19/112773	<p>Re West Ryde Revitalisation Strategy</p> <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it does not adequately address existing and/or future traffic problems (incl. safety concerns) » it does not adequately address existing and/or future parking problems - Particular objection to the following components: <ul style="list-style-type: none"> » increased medium density housing 	See D19/112531
D19/113299	<p>Re West Ryde Revitalisation Strategy</p> <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) » it does not adequately address existing and/or future parking problems » West Ryde already is and/or will become overcrowded - Particular objection to the following components: <ul style="list-style-type: none"> » 7 and 14 storey building heights - Support for the following components: <ul style="list-style-type: none"> » increased medium density housing and development that is not too high 	<p>Overcrowding According to the <i>Greater Sydney Region Plan</i>, the Eastern Harbour City (which includes Ku-ring-gai and Lane Cove National Parks) has a population density of 31 people per hectare. According to census data, West Ryde / West Denistone has a comparable density of 32 people per hectare.</p> <p>Support for low rise development activity Support is noted.</p> <p>Also see D19/112531</p>
D19/113692 Duplicates: D19/117580	<p>Re Local Strategic Planning Statement</p> <ul style="list-style-type: none"> - Provides the following suggestions for possible changes to the document: <ul style="list-style-type: none"> » Council should consider small scale nuclear power plants as a solution to future energy needs. 	<p>Suggested Changes Sustainability suggestion is noted.</p>

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TRIM Ref	Submission Summary	Planning Response
D19/113730 Duplicates: D19/119119 D19/119612 D19/127852	Re West Ryde Revitalisation Strategy <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy » pedestrian zone at Chatham Rd - Provides the following suggestions for possible changes to the document: <ul style="list-style-type: none"> » Investigate Shaftsbury/Chatham Roads as more appropriate North-South Links 	Bellevue Ave and other local roads A traffic study will be undertaken to investigate options for network improvements. Pedestrian Zone The strategy does not propose to pedestrianize Chatham Road. Also see D19/112531
D19/114640 Duplicates: D19/119107 D19/116457	Re West Ryde Revitalisation Strategy <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy (objection to some aspects) - Support for the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy (support for some aspects) - Provides the following suggestions for possible changes to the document: <ul style="list-style-type: none"> » Suggestions for traffic modifications 	See D19/112531 See D19/113730
D19/114784 Duplicates: D19/125004 D19/116478	Re West Ryde Revitalisation Strategy <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it will create an undesirable local character - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy 	See D19/112531 See D19/113730

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TRIM Ref	Submission Summary	Planning Response
D19/114939	<p>Re West Ryde Revitalisation Strategy</p> <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Support for the following components: <ul style="list-style-type: none"> » increased medium density housing » increased street tree planting » new public mall and new public park » new pedestrian/cycle link to Meadowbank - Provides the following suggestions for possible changes to the document: <ul style="list-style-type: none"> » Collaborate with Transport for NSW to have the existing traffic lights timed more effectively to relieve traffic congestion » Suggestions for traffic modifications to address 'rat-running' 	<p>Support for medium density housing, increased street tree planting, new public spaces and new link</p> <p>Support is noted.</p> <p>See D19/112531 See D19/113730</p>
D19/117223 Duplicates: D19/119096 D19/121704	<p>Re West Ryde Revitalisation Strategy</p> <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy - Believes that the consultation process has been inadequate 	<p>Consultation Process</p> <p>The Draft LSPS consultation included phone surveys, ten pop up sessions, several community workshops, hard copy and online surveys translated into five different languages and notification in newspapers, social media and Council's webpage. This consultation gained input from over 1,700 people, in addition to a social media reach of 490,000 people.</p> <p>Also see D19/112531 Also see D19/113730</p>

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TRIM Ref	Submission Summary	Planning Response
D19/117258 Duplicates: D19/119052 D19/121708	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy - Believes that the consultation process has been inadequate	See D19/112531 See D19/113730 See D19/117223
D19/117308	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it does not adequately address existing and/or future traffic problems (incl. safety concerns) » it does not adequately address existing and/or future parking problems » West Ryde already is and/or will become overcrowded - Particular objection to the following components: » increased medium density housing	See D19/112531 See D19/113299
D19/117462 Duplicates: D19/119080 D19/121579	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy	See D19/112531 See D19/113730

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TRIM Ref	Submission Summary	Planning Response
D19/117479 Duplicates: D19/121735	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy - Believes that the consultation process has been inadequate - Support for the following components: » general support for redevelopment	Support for redevelopment Support is noted. See D19/112531 See D19/113730 See D19/117223
D19/117827	Re Local Strategic Planning Statement - Provides the following suggestions for possible changes to the document: » Increased attention given to Cox's Road, including plans for future upgrades	Cox's Road The Draft LSPS identifies Cox's Road as an emerging centre, due to be master planned within the lifetime of the next Ryde LSPS. (See section 3.2.4 of the Draft LSPS.) Cox's Road is also mentioned within planning priorities CW4 and M1.
D19/118391 Duplicates: D19/121738	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy	See D19/112531 See D19/113730

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TRIM Ref	Submission Summary	Planning Response
D19/119040	<p>Re West Ryde Revitalisation Strategy</p> <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy - Provides the following suggestions for possible changes to the document: <ul style="list-style-type: none"> » Suggestions for traffic modifications 	<p>See D19/112531 See D19/113730</p>
D19/119047	<p>Re West Ryde Revitalisation Strategy</p> <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy - Provides the following suggestions for possible changes to the document: <ul style="list-style-type: none"> » Collaborate with Transport for NSW to have the existing traffic lights timed more effectively to relieve traffic congestion » Suggestions for traffic modifications 	<p>See D19/112531 See D19/113730</p>

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TRIM Ref	Submission Summary	Planning Response
D19/119059	<p>Re West Ryde Revitalisation Strategy</p> <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) » it does not adequately address existing and/or future parking problems - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy - Believes that the consultation process has been inadequate - Provides the following suggestions for possible changes to the document: <ul style="list-style-type: none"> » Suggestions for traffic modifications 	<p>See D19/112531 See D19/113730 See D19/117223</p>
D19/119063 Duplicates: D19/121713	<p>Re West Ryde Revitalisation Strategy</p> <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy 	<p>See D19/112531 See D19/113730</p>
D19/119068 Duplicates: D19/121495 D19/122104 D19/127691 D19/127690	<p>Re West Ryde Revitalisation Strategy</p> <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy 	<p>See D19/112531 See D19/113730</p>

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TRIM Ref	Submission Summary	Planning Response
D19/119086 Duplicates: D19/121670	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy - Provides the following suggestions for possible changes to the document: » Investigate Shaftsbury/Chatham Roads as more appropriate North-South Links	See D19/112531 See D19/113730
D19/119089	Re West Ryde Revitalisation Strategy - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy » increased building heights - Believes that the consultation process has been inadequate - Support for the following components: » general support for the document	General support for the document Support is noted. See D19/112531 See D19/113730 See D19/117223
D19/119099 Duplicates: D19/121725	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy	See D19/112531 See D19/113730

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TRIM Ref	Submission Summary	Planning Response
D19/119101 Duplicates: D19/121681	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it does not adequately address existing and/or future traffic problems (incl. safety concerns) » it does not adequately address existing and/or future parking problems - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy	See D19/112531 See D19/113730
D19/119110 Duplicates: D19/116314	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it does not adequately address existing and/or future traffic problems (incl. safety concerns) » it does not adequately address existing and/or future parking problems - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy - Believes that the consultation process has been inadequate	See D19/112531 See D19/113730 See D19/117223

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TRIM Ref	Submission Summary	Planning Response
D19/119112 Duplicates: D19/116299	Re West Ryde Revitalisation Strategy <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it does not adequately address existing and/or future traffic problems (incl. safety concerns) » it does not adequately address existing and/or future parking problems » it does not provide adequate infrastructure - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy » increased building heights - Support for the following components: <ul style="list-style-type: none"> » general support for revitalisation 	Support for revitalisation Support is noted. See D19/112531 See D19/113730
D19/119115 Duplicates: D19/116727	Re West Ryde Revitalisation Strategy <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy - Believes that the consultation process has been inadequate 	See D19/112531 See D19/113730 See D19/117223
D19/119120 Duplicates: D19/116512	Re West Ryde Revitalisation Strategy <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy 	See D19/112531 See D19/113730

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TRIM Ref	Submission Summary	Planning Response
D19/119611 Duplicates: D19/121700	Re West Ryde Revitalisation Strategy <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) » it does not adequately address existing and/or future parking problems » it does not provide adequate infrastructure » West Ryde already is and/or will become overcrowded - Particular objection to the following components: <ul style="list-style-type: none"> » increased medium density housing » traffic changes at Bellevue Avenue / Movement and Place Strategy - Believes that the consultation process has been inadequate - Provides the following suggestions for possible changes to the document: <ul style="list-style-type: none"> » Collaborate with Transport for NSW to have the existing traffic lights timed more effectively to relieve traffic congestion » Investigate Shaftsbury/Chatham Roads as more appropriate North-South Links » Suggestions for traffic modifications 	See D19/112531 See D19/113299 See D19/113730 See D19/117223
D19/120227	Re West Ryde Revitalisation Strategy <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it does not adequately address existing and/or future traffic problems (incl. safety concerns) » it does not adequately address existing and/or future parking problems - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy 	See D19/112531 See D19/113730

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TRIM Ref	Submission Summary	Planning Response
D19/120495 Duplicates: D19/121694	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy » increase in high density - Provides the following suggestions for possible changes to the document: » Investigate Shaftsbury/Chatham Roads as more appropriate North-South Links	See D19/112531 See D19/113730
D19/121138 Duplicates: D19/127823 D19/127575 D19/123913	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it will create an undesirable local character - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy	See D19/112531 See D19/113730
D19/121140	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) » it does not adequately address existing and/or future parking problems » it does not provide adequate infrastructure - Particular objection to the following components: » increased medium density housing » traffic changes at Bellevue Avenue / Movement and Place Strategy	See D19/112531 See D19/113730

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TRIM Ref	Submission Summary	Planning Response
D19/121382 Duplicates: D9/123904 D19/127796	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it does not adequately address existing and/or future traffic problems (incl. safety concerns) » it does not adequately address existing and/or future parking problems - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy	See D19/112531 See D19/113730
D19/121388 Duplicates: D19/123902 D19/127809 D19/127583	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it does not adequately address existing and/or future traffic problems (incl. safety concerns) » it does not adequately address existing and/or future parking problems - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy	See D19/112531 See D19/113730
D19/121730	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy	See D19/112531 See D19/113730

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TRIM Ref	Submission Summary	Planning Response
D19/122383	<p>Re West Ryde Revitalisation Strategy</p> <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it does not adequately address existing and/or future traffic problems (incl. safety concerns) » it does not adequately address existing and/or future parking problems » it does not provide adequate public domain and/or open space - Particular objection to the following components: <ul style="list-style-type: none"> » increased medium density housing » increased building heights 	See D19/112531
D19/123013 Duplicates: D19/126415 D19/127797	<p>Re West Ryde Revitalisation Strategy</p> <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it does not adequately address existing and/or future traffic problems (incl. safety concerns) » it does not adequately address existing and/or future parking problems - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy - Believes that the consultation process has been inadequate - Provides the following suggestions for possible changes to the document: <ul style="list-style-type: none"> » Suggestions for traffic modifications 	See D19/112531 See D19/113730 See D19/117223

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TRIM Ref	Submission Summary	Planning Response
D19/123062	<p>Re West Ryde Revitalisation Strategy</p> <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it does not adequately address existing and/or future traffic problems (incl. safety concerns) » it does not adequately address existing and/or future parking problems - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy 	<p>See D19/112531 See D19/113730</p>
D19/123120 Duplicates: D19/127776	<p>Re West Ryde Revitalisation Strategy</p> <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy 	<p>See D19/112531 See D19/113730</p>
D19/123219	<p>Re West Ryde Revitalisation Strategy</p> <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it does not adequately address existing and/or future traffic problems (incl. safety concerns) » it does not adequately address existing and/or future parking problems - Particular objection to the following components: <ul style="list-style-type: none"> » increase in high density - Believes that the consultation process has been inadequate - Provides the following suggestions for possible changes to the document: <ul style="list-style-type: none"> » suggests relocation of high rise developments to Victoria Road rather than inside the town centre 	<p>Suggested Changes Suggestion for high rise development to be located on Victoria Road is noted and will be considered prior to the finalisation of the West Ryde Revitalisation Strategy and Housing Strategy.</p> <p>Also see D19/112531 Also see D19/113730 Also see D19/117223</p>

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TRIM Ref	Submission Summary	Planning Response
D19/123506	<p>Re West Ryde Revitalisation Strategy</p> <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy 	<p>See D19/112531 See D19/113730</p>
D19/123645 Duplicates: D19/123644	<p>Re West Ryde Revitalisation Strategy</p> <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it will create an undesirable local character » it does not adequately address existing and/or future parking problems - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy 	<p>See D19/112531 See D19/113730</p>
D19/123717	<p>Re West Ryde Revitalisation Strategy</p> <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy 	<p>See D19/112531 See D19/113730</p>
D19/123897	<p>Re West Ryde Revitalisation Strategy</p> <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy 	<p>See D19/112531 See D19/113730</p>

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D19/123898 Duplicates: D19/127579	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy - Provides the following suggestions for possible changes to the document: » Investigate Shaftsbury/Chatham Roads as more appropriate North-South Links » Suggestions for traffic modifications	See D19/112531 See D19/113730
D19/123900 Duplicates: D19/127789	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy	See D19/112531 See D19/113730
D19/123901	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it will create an undesirable local character - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy	See D19/112531 See D19/113730

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TRIM Ref	Submission Summary	Planning Response
D19/123905 Duplicates: D19/116713 D19/115430	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy	See D19/112531 See D19/113730
D19/123909 Duplicates: D19/127561	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy	See D19/112531 See D19/113730
D19/123910	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy	See D19/112531 See D19/113730

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TRIM Ref	Submission Summary	Planning Response
D19/123911	<p>Re West Ryde Revitalisation Strategy</p> <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it does not adequately address existing and/or future traffic problems (incl. safety concerns) » it does not adequately address existing and/or future parking problems - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy 	<p>See D19/112531 See D19/113730</p>
D19/123949	<p>Re West Ryde Revitalisation Strategy</p> <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) » it does not adequately address existing and/or future parking problems - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy - Believes that the consultation process has been inadequate 	<p>See D19/112531 See D19/113730 See D19/117223</p>

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TRIM Ref	Submission Summary	Planning Response
D19/124023	<p>Re Local Strategic Planning Statement</p> <ul style="list-style-type: none"> - Identifies the following issues with the document: <ul style="list-style-type: none"> » Found the visual layout/design of the document difficult to read and understand. » No mention of solar energy initiatives or goals. Likewise, no mention of smart software and technological cost saving initiatives. - Provides the following suggestions for possible changes to the document: <ul style="list-style-type: none"> » Council should broaden the range of recyclable waste types they collect and simplify waste sorting for the public. » Council should introduce waste reduction and environmental best-practice education events and activities. » Council should use more recycled products, e.g. in playground construction and in public domain consumables. » Council should subsidise water tanks. » We need more fenced dog parks. » Council should investigate Tesla solar charging stations. 	<p>Solar Energy Initiatives Section 5.2.4 of the Draft LSPS includes a target that “By 2030, Council operations will use at least 60 per cent of electricity sourced from renewables.”</p> <p>Sustainability suggestions Suggestions are noted and will be considered prior to the finalisation of the LSPS. This submission has also been referred to the Manager of Waste and the Manager of Parks for consideration in future planning.</p>
D19/124991	<p>Re West Ryde Revitalisation Strategy</p> <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) » it does not adequately address existing and/or future parking problems - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy 	<p>See D19/112531 See D19/113730</p>

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TRIM Ref	Submission Summary	Planning Response
D19/124993 Duplicates: D19/125744	<p>Re West Ryde Revitalisation Strategy</p> <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) » it does not adequately address existing and/or future parking problems » it does not provide adequate infrastructure - Particular objection to the following components: <ul style="list-style-type: none"> » increased medium density housing » traffic changes at Bellevue Avenue / Movement and Place Strategy - Support for the following components: <ul style="list-style-type: none"> » general support for revitalisation » Ryedale Road heritage precinct - Provides the following suggestions for possible changes to the document: <ul style="list-style-type: none"> » Collaborate with Transport for NSW to have the existing traffic lights timed more effectively to relieve traffic congestion » Investigate Shaftsbury/Chatham Roads as more appropriate North-South Links » Suggestions for traffic modifications 	<p>Support for revitalisation and the Ryedale Road Heritage Precinct</p> <p>Support is noted.</p> <p>Also see D19/112531 Also see D19/113730</p>

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TRIM Ref	Submission Summary	Planning Response
D19/124995 Duplicates: D19/125733 D19/128488	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) » it does not adequately address existing and/or future parking problems - Particular objection to the following components: » increased medium density housing » traffic changes at Bellevue Avenue / Movement and Place Strategy - Support for the following components: » general support for redevelopment - Provides the following suggestions for possible changes to the document: » Collaborate with Transport for NSW to have the existing traffic lights timed more effectively to relieve traffic congestion » Investigate Shaftsbury/Chatham Roads as more appropriate North-South Links	See D19/112531 See D19/113730
D19/124997	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy - Provides the following suggestions for possible changes to the document: » Collaborate with Transport for NSW to have the existing traffic lights timed more effectively to relieve traffic congestion	See D19/112531 See D19/113730

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TRIM Ref	Submission Summary	Planning Response
D19/124999	<p>Re West Ryde Revitalisation Strategy</p> <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy » development at 2-6 Chatham Road - Believes that the consultation process has been inadequate 	<p>Objection to development at 2-6 Chatham Road</p> <p>2-6 Chatham Road is the subject of a separate planning process and exhibition has been undertaken separately in accordance with the relevant legislation. The LSPS refers to the City of Ryde broadly.</p> <p>See D19/112531 See D19/113730 See D19/117223</p>
D19/125000	<p>Re West Ryde Revitalisation Strategy</p> <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy - Believes that the consultation process has been inadequate 	<p>See D19/112531 See D19/113730 See D19/117223</p>
D19/125002 Duplicates: D19/126425 D19/125657	<p>Re West Ryde Revitalisation Strategy</p> <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it will create an undesirable local character - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy 	<p>See D19/112531 See D19/113730</p>

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TRIM Ref	Submission Summary	Planning Response
D19/125007 Duplicates: D19/125637	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy - Provides the following suggestions for possible changes to the document: » Suggestions for traffic modifications	See D19/112531 See D19/113730
D19/125011	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy	See D19/112531 See D19/113730
D19/125015	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy	See D19/112531 See D19/113730

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TRIM Ref	Submission Summary	Planning Response
D19/125016 Duplicates: D19/126423	Re West Ryde Revitalisation Strategy <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) » it does not provide adequate infrastructure » it does not provide adequate public domain and/or open space - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy » development at 2-6 Chatham Road » increase in high density » increased building heights - Believes that the consultation process has been inadequate - Provides the following suggestions for possible changes to the document: <ul style="list-style-type: none"> » Collaborate with Transport for NSW to have the existing traffic lights timed more effectively to relieve traffic congestion » Investigate Shaftsbury/Chatham Roads as more appropriate North-South Links » Suggestions for traffic modifications » Suggestions for traffic modifications to address ‘rat-running’ » ‘vision’ for the town centre should provide more information about how the centre will look and function. » Suggestions for open space controls » Suggests upgrades to Ryde Hospital 	See D19/112531 See D19/113730 See D19/117223 See D19/124999 Suggestion regarding town centre vision Suggestion is noted and will be considered prior to the finalisation of the West Ryde Revitalisation Strategy. Suggestions for Open Space Controls The Apartment Design Guide published by the NSW Department of Planning, Industry and Environment includes the following design criterion: “Communal open space has a minimum area equal to 25% of the site” (Objective 3D-1, Design Criteria 1). Suggestion of Upgrade to Ryde Hospital In February 2019, the NSW State Government announced that Ryde Hospital will be receiving major upgrades worth \$479 million. The State Government has not provided timeframes for the upgrade.
D19/125019	Re West Ryde Revitalisation Strategy <ul style="list-style-type: none"> - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy 	See D19/113730

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TRIM Ref	Submission Summary	Planning Response
D19/125022 Duplicates: D19/125641	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy	See D19/112531 See D19/113730
D19/125043 Duplicates: D19/128504	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) » it does not adequately address existing and/or future parking problems - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy » development at 2-6 Chatham Road - Believes that the consultation process has been inadequate	See D19/112531 See D19/113730 See D19/117223 See D19/124999

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TRIM Ref	Submission Summary	Planning Response
D19/125062 Duplicates: D19/119123	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it does not adequately address existing and/or future traffic problems (incl. safety concerns) » it does not adequately address existing and/or future parking problems - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy » increase in high density » increased building heights - Support for the following components: » general support for revitalisation	Support for revitalisation Support is noted. See D19/112531 See D19/113730
D19/125080	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it does not adequately address existing and/or future traffic problems (incl. safety concerns) » it does not adequately address existing and/or future parking problems - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy - Believes that the consultation process has been inadequate	See D19/112531 See D19/113730 See D19/117223

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TRIM Ref	Submission Summary	Planning Response
D19/125086 Duplicates: D19/128503	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy - Provides the following suggestions for possible changes to the document: » Collaborate with Transport for NSW to have the existing traffic lights timed more effectively to relieve traffic congestion » Investigate Shaftsbury/Chatham Roads as more appropriate North-South Links	See D19/113730
D19/125107 Duplicates: D19/125126 D19/125934 D19/128499 D19/125793	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) » it does not adequately address existing and/or future parking problems - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy - Believes that the consultation process has been inadequate - Provides the following suggestions for possible changes to the document: » Suggestions for traffic modifications	See D19/112531 See D19/113730 See D19/117223

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TRIM Ref	Submission Summary	Planning Response
D19/125326	<p>Re West Ryde Revitalisation Strategy</p> <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) » it does not adequately address existing and/or future parking problems » it does not provide adequate infrastructure » it does not provide adequate public domain and/or open space - Particular objection to the following components: <ul style="list-style-type: none"> » increased medium density housing » traffic changes at Bellevue Avenue / Movement and Place Strategy » increased building heights - Believes that the consultation process has been inadequate - Provides the following suggestions for possible changes to the document: <ul style="list-style-type: none"> » Suggestions for traffic modifications » suggestion to build high density mixed use on top of the train station itself » specific suggestions for planning controls (including raising floor space ratios instead of building heights) 	<p>Suggestions regarding mixed density and specific planning controls</p> <p>Suggestions are noted and will be considered prior to the finalisation of the West Ryde Revitalisation Strategy.</p> <p>Also see D19/112531 See D19/113730 See D19/117223</p>
D19/125367	<p>Re West Ryde Revitalisation Strategy</p> <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy 	<p>See D19/112531 See D19/113730</p>

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TRIM Ref	Submission Summary	Planning Response
D19/125371	<p>Re Local Strategic Planning Statement (Sydney Alliance Form Letter)</p> <ul style="list-style-type: none"> - Support for the following components: <ul style="list-style-type: none"> » Forecasted increases in housing supply » The inclusion of affordable housing targets (section 3.1.4) » Ensuring housing diversity, targeting gaps in housing types to better meet the community’s needs (section 3.1.6) - Provides the following suggestions for possible changes to the document: <ul style="list-style-type: none"> » Increase the affordable housing target from 5% to 15% for persons on the lowest 40% of incomes. » Clear legislative and financial support for the delivery of affordable housing across planning mechanisms, including S7.11 and S7.12 Contribution Plans, Voluntary Planning Agreements, and SEPP70/Affordable Housing Contributions Plans. » Explicit mention of accessibility and adaptability in housing provision definitions and goals. 	<p>Support for increased housing supply, affordable housing targets and diversity focus Support is noted.</p> <p>Increase in affordable housing target Council’s Affordable Housing Policy sets a target that 5% of all new dwellings will be affordable housing by the year 2031. This figure has been identified in Council’s targeted analysis reports as a realistic and achievable goal, and is aligned with the Guideline for Developing and Affordable Housing Contribution Scheme released by the NSW Department of Planning, Industry and Environment.</p> <p>Legislative and financial support SEPP 70 – Affordable Housing already applies in the City of Ryde. Council’s VPA policy already supports the delivery of affordable housing https://www.ryde.nsw.gov.au/files/assets/public/policies/voluntary-planning-agreement-policy.pdf The Environmental Planning and Assessment Act does not allow for the uses of section 7.11 and 7.12 as a mechanism for delivering affordable housing.</p> <p>Explicit mention of accessibility and adaptability Universal design requirements have been included in Council’s draft DCP, due to come into effect upon the finalisation of the associated LEP amendment.</p>

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TRIM Ref	Submission Summary	Planning Response
D19/125383	<p>Re West Ryde Revitalisation Strategy</p> <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it does not adequately address existing and/or future traffic problems (incl. safety concerns) » it does not adequately address existing and/or future parking problems » it does not provide adequate infrastructure » West Ryde already is and/or will become overcrowded - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy - Provides the following suggestions for possible changes to the document: <ul style="list-style-type: none"> » Investigate Shaftsbury/Chatham Roads as more appropriate North-South Links » Suggestions for traffic modifications 	<p>See D19/112531 See D19/113299 See D19/113730</p>
D19/125391	<p>Re Local Strategic Planning Statement (Sydney Alliance Form Letter – see D19/125371)</p>	<p>See D19/125371</p>
D19/125398	<p>Re West Ryde Revitalisation Strategy</p> <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) » it does not adequately address existing and/or future parking problems » it does not provide adequate infrastructure - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy » increase in high density » increased building heights - Provides the following suggestions for possible changes to the document: <ul style="list-style-type: none"> » Collaborate with Transport for NSW to have the existing traffic lights timed more effectively to relieve traffic congestion 	<p>See D19/112531 See D19/113730</p>

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TRIM Ref	Submission Summary	Planning Response
D19/125477	Re Local Strategic Planning Statement (Sydney Alliance Form Letter – see D19/125371)	See D19/125371
D19/125484	Re West Ryde Revitalisation Strategy <ul style="list-style-type: none"> - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy 	See D19/113730
D19/125486	Re West Ryde Revitalisation Strategy <ul style="list-style-type: none"> - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy - Support for the following components: <ul style="list-style-type: none"> » general support for revitalisation 	Support for revitalisation Support is noted. See D19/113730
D19/125577 Duplicates: D19/130331	Re West Ryde Revitalisation Strategy <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy 	See D19/112531 See D19/113730
D19/125578	Re West Ryde Revitalisation Strategy <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy - Believes that the consultation process has been inadequate 	See D19/112531 See D19/113730 See D19/117223

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TRIM Ref	Submission Summary	Planning Response
D19/125600 Duplicates: D19/126070 D19/133088 D19/151569	Re West Ryde Revitalisation Strategy <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) » it does not provide adequate infrastructure - Particular objection to the following components: <ul style="list-style-type: none"> » increased medium density housing » traffic changes at Bellevue Avenue / Movement and Place Strategy » increased building heights - Believes that the consultation process has been inadequate - Provides the following suggestions for possible changes to the document: <ul style="list-style-type: none"> » Investigate Shaftsbury/Chatham Roads as more appropriate North-South Links » Suggestions for traffic modifications 	See D19/112531 See D19/113730 See D19/117223
D19/125601	Re West Ryde Revitalisation Strategy <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy - Provides the following suggestions for possible changes to the document: <ul style="list-style-type: none"> » Suggestions for traffic modifications 	See D19/112531 See D19/113730

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TRIM Ref	Submission Summary	Planning Response
D19/125615	<p>Re West Ryde Revitalisation Strategy</p> <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) » it does not provide adequate infrastructure - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy » increased building heights - Support for the following components: <ul style="list-style-type: none"> » Green links through Town Centre » Community facilities hub » Pedestrian priority in Town Centre » Street activation » Better connections between east and west sides » Mass public transport improvements » Support for the car-sharing industry - Provides the following suggestions for possible changes to the document: <ul style="list-style-type: none"> » Investigate Shaftsbury/Chatham Roads as more appropriate North-South Links » Suggestions for traffic modifications 	<p>Support for green links, community facilities hub, pedestrian priority, street activation, improved connections, mass public transport improvements and car-sharing.</p> <p>Support is noted.</p> <p>Also see D19/112531 Also see D19/113730</p>
D19/125636	<p>Re West Ryde Revitalisation Strategy</p> <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) » it does not adequately address existing and/or future parking problems - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy 	<p>See D19/112531 See D19/113730</p>
D19/125654	<p>Re Local Strategic Planning Statement (Sydney Alliance Form Letter – see D19/125371)</p>	<p>See D19/125371</p>

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TRIM Ref	Submission Summary	Planning Response
D19/125655	Re Local Strategic Planning Statement - Provides the following suggestions for possible changes to the document: » Council should develop new development controls for medium density housing on parallel road lots.	Suggestion for parallel lot planning controls Suggestion is noted and will be considered prior to the finalisation of the Housing Strategy.
D19/125659	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy	See D19/112531 See D19/113730
D19/125662	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) » it does not adequately address existing and/or future parking problems - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy - Believes that the consultation process has been inadequate - Provides the following suggestions for possible changes to the document: » Investigate Shaftsbury/Chatham Roads as more appropriate North-South Links » Suggestions for traffic modifications » Suggestion to focus on more locally oriented retail opportunities (e.g. small fruit and vegetable shop) » Found the document difficult to understand - Support for the following components: » general support for revitalisation » more cycle ways	Support for revitalisation and more cycle ways Support is noted. Suggested focus on locally oriented retail opportunities Suggestion is noted and will be considered prior to the finalisation of the Creative Enterprise Strategy. Also see D19/112531 Also see D19/113730 Also see D19/117223

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TRIM Ref	Submission Summary	Planning Response
D19/125708	<p>Re West Ryde Revitalisation Strategy</p> <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Support for the following components: <ul style="list-style-type: none"> » general support for revitalisation » Eat street in Market Street / Graf Avenue / Anthony Lane » Discouraging Park and Ride near West Ryde Station - Provides the following suggestions for possible changes to the document: <ul style="list-style-type: none"> » Suggested investigating sealed surfaces near Darvall Park to address dust and mud. » Suggested brightly coloured street trees that don't drop branches. 	<p>Support for revitalisation, eat street and discouraging Park and Ride</p> <p>Support is noted.</p> <p>Suggestions regarding Darvall Park and street trees</p> <p>This submission has been referred to the Manager of Parks for consideration in future planning.</p> <p>Also see D19/112531 Also see D19/113730</p>
D19/125765	<p>Re West Ryde Revitalisation Strategy</p> <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy - Believes that the consultation process has been inadequate 	<p>See D19/112531 See D19/113730 See D19/117223</p>

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Attachment 7 - Submissions Summaries and Responses Table

TRIM Ref	Submission Summary	Planning Response
D19/125767 Duplicates: D19/133090	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy - Support for the following components: » general support for revitalisation - Provides the following suggestions for possible changes to the document: » Investigate Shaftsbury/Chatham Roads as more appropriate North-South Links » Suggestions for traffic modifications » Suggests creation of a pedestrian overpass over Victoria Road	Support for revitalisation Support is noted. See D19/112531 See D19/113730
D19/125768 Duplicates: D19/123119	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy	See D19/112531 See D19/113730

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TRIM Ref	Submission Summary	Planning Response
D19/125789	<p>Re West Ryde Revitalisation Strategy</p> <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy - Support for the following components: <ul style="list-style-type: none"> » Revision of traffic arrangements at Dickson Ave / Chatham Rd - Provides the following suggestions for possible changes to the document: <ul style="list-style-type: none"> » Collaborate with Transport for NSW to have the existing traffic lights timed more effectively to relieve traffic congestion » Suggestions for traffic modifications » Suggests creation of a pedestrian overpass 	<p>Support for revision of traffic arrangements at Dickson Avenue / Chatham Road</p> <p>Support is noted.</p> <p>See D19/112531 See D19/113730</p>
D19/125801 Duplicates: D19/128581 D19/125008	<p>Re West Ryde Revitalisation Strategy</p> <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) » it does not adequately address existing and/or future parking problems - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy » increase in high density - Believes that the consultation process has been inadequate - Support for the following components: <ul style="list-style-type: none"> » general support for revitalisation 	<p>Support for revitalisation</p> <p>Support is noted.</p> <p>See D19/112531 See D19/113730 See D19/117223</p>

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TRIM Ref	Submission Summary	Planning Response
D19/125816	Re West Ryde Revitalisation Strategy <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy » development at 2-6 Chatham Road » increased building heights 	See D19/112531 See D19/113730 See D19/124999
D19/125818 Duplicates: D19/125129	Re West Ryde Revitalisation Strategy <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » West Ryde already is and/or will become overcrowded - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy - Provides the following suggestions for possible changes to the document: <ul style="list-style-type: none"> » Supports more streets like the existing Graf Ave 	Support for more streets like Graf Avenue Support is noted. See D19/113299 See D19/113730
D19/125827	Re Local Strategic Planning Statement (Sydney Alliance Form Letter – see D19/125371)	See D19/125371
D19/125845	Re Local Strategic Planning Statement (Sydney Alliance Form Letter – see D19/125371)	See D19/125371
D19/125848 Duplicates: D19/125472 D19/119109 D19/114349 D19/121691	Re West Ryde Revitalisation Strategy <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy 	See D19/112531 See D19/113730
D19/125867	Re Local Strategic Planning Statement (Sydney Alliance Form Letter – see D19/125371)	See D19/125371

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TRIM Ref	Submission Summary	Planning Response
D19/125903	Re West Ryde Revitalisation Strategy <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy 	See D19/112531 See D19/113730
D19/125944	Re West Ryde Revitalisation Strategy <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy - Provides the following suggestions for possible changes to the document: <ul style="list-style-type: none"> » Suggestions for traffic modifications 	See D19/112531 See D19/113730
D19/125950	Re West Ryde Revitalisation Strategy <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy - Provides the following suggestions for possible changes to the document: <ul style="list-style-type: none"> » Collaborate with Transport for NSW to have the existing traffic lights timed more effectively to relieve traffic congestion » Suggestions for traffic modifications 	See D19/112531 See D19/113730

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TRIM Ref	Submission Summary	Planning Response
D19/125998 Duplicates: D19/125572 D19/133126	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy » increase in high density » increased building heights - Believes that the consultation process has been inadequate - Support for the following components: » general support for revitalisation	Support for revitalisation Support is noted. See D19/112531 See D19/113730 See D19/117223
D19/126127	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it does not adequately address existing and/or future traffic problems (incl. safety concerns) » it does not adequately address existing and/or future parking problems - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy	See D19/112531 See D19/113730
D19/126140	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) » there is no mention of the Denistone Conservation Area - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy - Provides the following suggestions for possible changes to the document: » Suggests the creation of a pedestrian overpass over Victoria Road	See D19/112531 See D19/113730

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TRIM Ref	Submission Summary	Planning Response
D19/126176	<p>Re West Ryde Revitalisation Strategy</p> <ul style="list-style-type: none"> - Support for the following components: <ul style="list-style-type: none"> » increased medium density housing » general support for the document » Maintenance of local character » Increased height near the station - Provides the following suggestions for possible changes to the document: <ul style="list-style-type: none"> » Makes suggestions for medium density planning controls 	<p>Support for medium density, local character, increased height near the station and general support of the Strategy Support is noted.</p> <p>Suggestions regarding medium density planning controls Suggestion is noted and will be considered.</p>
D19/126404	<p>Re Local Strategic Planning Statement</p> <ul style="list-style-type: none"> - Provides the following suggestions for possible changes to the document: <ul style="list-style-type: none"> » Council should consider redeveloping Ryde Hospital to include more parks and outdoor activity space, both for public use and rehab purposes. » Council should consider job opportunities for visa students, including potential collaboration with the TAFE and University. <p>Re West Ryde Revitalisation Strategy</p> <ul style="list-style-type: none"> - Provides the following suggestions for possible changes to the document: <ul style="list-style-type: none"> » Council should consider open studio and temporary office space for businesses and Macquarie University students along Victoria Road. 	<p>Suggestion of Upgrades to Ryde Hospital In February 2019, the NSW State Government announced that Ryde Hospital will be receiving major upgrades worth \$479 million.</p> <p>Suggestions regarding job opportunities for visa students and temporary office space Suggestions are noted and will be considered prior to the finalisation of the Creative Enterprise Strategy.</p>
D19/126408 Duplicates: D19/127842 D19/127589 D19/123906	<p>Re West Ryde Revitalisation Strategy</p> <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy - Support for the following components: <ul style="list-style-type: none"> » general support for revitalisation 	<p>Support for revitalisation Support is noted.</p> <p>See D19/112531 See D19/113730</p>

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TRIM Ref	Submission Summary	Planning Response
D19/126410 Duplicates: D19/122414	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy	See D19/112531 See D19/113730
D19/126411 Duplicates: D19/123894 D19/127826	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy	See D19/112531 See D19/113730
D19/126418 Duplicates: D19/127838	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy - Provides the following suggestions for possible changes to the document: » Investigate Shaftsbury/Chatham Roads as more appropriate North-South Links	See D19/112531 See D19/113730
D19/127594 Duplicates: D19/127782	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy	See D19/112531 See D19/113730

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TRIM Ref	Submission Summary	Planning Response
D19/127785	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy	See D19/112531 See D19/113730
D19/127827	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy	See D19/112531 See D19/113730
D19/128480	Re Local Strategic Planning Statement - Provides the following suggestions for possible changes to the document: » Council should strengthen legislative land use protections surrounding the University and Business Park to ensure this area is able to continue to grow and function. In particular, develop legislative protection against residential developments which take away from this Special Industrial area's function.	Suggestion to strengthen land use protections for area surrounding Macquarie University Section 4.2.5 of the Draft LSPS outlines the planning priorities and actions for Macquarie Park, including the area surrounding Macquarie University. This includes, but is not limited to, actions which “ensure housing delivery does not displace commercial uses” and “collaborate with Macquarie University and other partners to promote the Macquarie Park Health and Education Strategic Centre as a learning centre and an innovation district”. Support for the Macquarie Park Innovation District is noted.
D19/128565 Duplicates: D19/125323	Re West Ryde Revitalisation Strategy - Identifies the following issues with the strategy: » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: » traffic changes at Bellevue Avenue / Movement and Place Strategy	See D19/112531 See D19/113730

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TRIM Ref	Submission Summary	Planning Response
D19/128574	Re West Ryde Revitalisation Strategy <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy 	See D19/112531 See D19/113730
D19/128577	Re West Ryde Revitalisation Strategy <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy - Believes that the consultation process has been inadequate - Provides the following suggestions for possible changes to the document: <ul style="list-style-type: none"> » Collaborate with Transport for NSW to have the existing traffic lights timed more effectively to relieve traffic congestion 	See D19/112531 See D19/113730 See D19/117223
D19/128586 Duplicates: D19/127819 D19/120503	Re West Ryde Revitalisation Strategy <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it will create an undesirable local character » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy - Support for the following components: <ul style="list-style-type: none"> » general support for revitalisation - Provides the following suggestions for possible changes to the document: <ul style="list-style-type: none"> » Investigate Shaftsbury/Chatham Roads as more appropriate North-South Links 	Support for revitalisation Support is noted. See D19/112531 See D19/113730

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TRIM Ref	Submission Summary	Planning Response
D19/128589	Re West Ryde Revitalisation Strategy <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it does not adequately address existing and/or future traffic problems (incl. safety concerns) - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy 	See D19/112531 See D19/113730
D19/146209	Re West Ryde Revitalisation Strategy <ul style="list-style-type: none"> - Identifies the following issues with the strategy: <ul style="list-style-type: none"> » it does not adequately address existing and/or future traffic problems (incl. safety concerns) » it does not adequately address existing and/or future parking problems - Particular objection to the following components: <ul style="list-style-type: none"> » traffic changes at Bellevue Avenue / Movement and Place Strategy - Provides the following suggestions for possible changes to the document: <ul style="list-style-type: none"> » Suggestions for traffic modifications 	See D19/112531 See D19/113730

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2. Organisations Submissions and Responses Table

Trim Ref	Submission Summary	Planning Response
1. Aboriginal Land Council		
D19/74337 D19/119954	<p>The NSW Aboriginal Land Council (Land Council) states that engagement with the relevant Local Aboriginal Land Council (LALC) in the Ryde LGA is an important and practical mechanism to ensure that Council's LSPS supports the vision and plans of local Aboriginal communities. Furthermore, this will help close the gap on disadvantage, build stronger local and regional economies, and support culturally rich and healthy communities.</p> <p>The Land Council also advised that LALCs are often significant land holders within a LGA and as such, ensuring that the visions and plans in Council's LSPS include LALC land will understandably contribute to the long-term success of the LSPS. The Land Council further advise that Aboriginal people's interest in their land holdings is multifaceted and includes, but is not limited to, the use and management of land for cultural and heritage purposes, as well as providing economic development opportunities for Aboriginal people.</p> <p>The Land Council has noted that the Example LSPS prepared by the NSW Department of Planning, Industry and Environment includes the following key goals and actions for Local Councils to work in partnership with LALCs to:</p> <ul style="list-style-type: none"> • Promote tourism; • Enhance the economic self-determination of Aboriginal communities through their land holdings; and • Protect and celebrate Aboriginal culture and heritage. <p>The Land Council encourages Council to use these goals, and similar actions and priorities as set out in District Plans, as a starting point for discussions with the LALC and promote a co-design approach to developing goals and priorities appropriate to local circumstances. The Land Council also encourages Council to utilise resources such as the Collaborate NSW Guide, developed by the Office of Local Government and Local Government NSW.</p>	<p>An action of the draft LSPS (Action HE2.1) addresses the comments made by the Land Council, i.e. it states that Council will, in consultation with local Aboriginal Groups, undertake projects that protect, enhance and promote an understanding and awareness of Aboriginal culture.</p>

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Trim Ref	Submission Summary	Planning Response
2. Northern Sydney Regional Organisation of Councils (Regional Waste Management Coordinator)		
D19/74100 D19/125263	<p>Northern Sydney Regional Organisation of Councils (NSROC) support the content of the LSPS and are pleased to see the holistic approach that Council has taken to waste.</p> <p>It is particularly supportive of the following points:</p> <ul style="list-style-type: none"> • Section 5.2.2 which states: <i>"Effective waste management is another critical component of successful environmental management. Waste reduction is only possible when it is facilitated at every stage in the development of our LGA and is therefore dependent on thorough planning."</i> • Section 5.2.4 which includes the target of reducing waste going to landfill by 10 per cent (kg/capita) from 2018 levels by 2030. • Action E6.1 (relating to planning control amendments to address waste issues). NSROC commends Council for identifying the importance of this matter and trusts that the documents developed by NSROC and its member councils with funding from the EPA through the waste levy will assist in the realisation of this action. • Action E7.2 (relating to Council's cooperation with the NSW Government to identify and secure suitable facilities for waste and recycling services). • Council's identification of community behaviours as a key challenge for reducing waste generation at its source, and the need to support behavioural changes in both the short and long term. NSROC recognises that community attitudes and individual resident's actions are influenced by many factors and priorities outside Council's control. However, the consistent and multi-faceted approach to waste management in the draft LSPS clearly shows that Council sees waste management as a core function which should encourage the local community to support the identified priorities and proposed actions. 	<p>The supportive comments of NSROC are noted.</p>

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Trim Ref	Submission Summary	Planning Response
3. Kaufland Australia (part of the Schwarz Group - European grocery retail chain)		
D19/125721	<p>Kaufland is a German supermarket company which has been operating since 1984, is one of Europe's largest grocery retail chains, employs more than 150,000 people, operates almost 1,300 stores across Europe and intends to roll-out full-line supermarkets across Australia. Kaufland are generally in support of the draft LSPS and the general approach to liveability, sustainability, productivity and infrastructure and collaboration to enable the considered future growth of the City of Ryde. However, the following comments are made for consideration:</p> <ul style="list-style-type: none"> • Kaufland advocates for clearer direction in the draft LSPS for commercial and retail development, particularly by providing more information about the future locations of employment generating land use sites/areas. • Kaufland encourages Council to explore the Macquarie Park area to deliver a balance of additional retail space to accommodate additional employment generating land uses. • Kaufland would be eager to be involved in the formulation of the Macquarie Park Strategic Investigation, the Centres and Places Strategy, and the Macquarie Park Employment Lands Study. Kaufland also advocates that these studies and strategies should acknowledge the importance of retail employment in supporting local residential areas and providing competitive markets choices. • Kaufland supports Council's intent to provide master plans for its strategic town centres and stresses that such plans should provide accessible and economically viable commercial/retail locations to future proof businesses and encourage the long-term economic growth of these areas. • Kaufland recommends that an additional action be introduced that encourages the provision of retail floor space in Ryde's various centres. For example, "continue to support and recognise the importance of retail industry in Ryde through the provisions of retail floor space in centres." • Kaufland supports Ryde being a "green, well connected, technology smart, contemporary, efficient and resilient city with vibrant centres, high liveability, a productive internationally recognised economy and a protected and respected natural environment." • Kaufland advocates for continued effort and direction to achieve 30-minute access catchments and to develop Macquarie Park into an 18-hour city centre. 	<p>This submission will be considered as part of the preparation of the Employment Land (Actions EM3.3 of the draft LSPS), the Infrastructure Strategy (Actions IN5.1-IN5.3 of the draft LSPS) and the development of a Macquarie Park Masterplan (Action M1.1 of the draft LSPS). It will also be considered as part of the Centres and Places Strategy (section 3.2.6 of the draft LSPS).</p> <p>Further, the submission will be provided to the Department of Planning, Industry and Environment for consideration in the Macquarie Park Strategic Investigation.</p>

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Trim Ref	Submission Summary	Planning Response
4. Australian Slacklining Association		
D19/125725	<p>The Australian Slacklining Association Inc. is a representative body for slacklining in Australia, aiming to support and develop the slackline community and protect land access rights for all forms of slacklining in Australia. Slacklining is a recreational physical activity which involves attaching a 1 to 2 inch wide flat webbing (a slackline) between two anchors, usually trees, and balancing on it. Adequate tree protection is employed to ensure trees stay healthy and are not damaged by slacklining. Slacklining promotes outdoor recreation encouraging an active lifestyle which is beneficial to health and wellbeing.</p> <p>Slacklining Australia is growing and is in need of spaces to practice the sport and they are seeking an opportunity to partner with Council to develop an operating policy for slacklining. They state that this is in accordance to Objective 31 of the Greater Sydney Region Plan (2018), i.e. <i>'Public open space is accessible, protected and enhanced identifies programmatic variety as a key consideration for planning open space.'</i> Open space that supports a variety of recreational and passive uses, including slacklining, should be an important consideration when planning for existing and new open space.</p> <p>They also request that the draft LSPS include a priority to support a variety of recreational and passive uses that reflect the changing needs of the community when planning for existing and new open space.</p>	<p>Council's Open Space Planners are currently preparing an Open Space Provision Plan and the submission will be provided to them for consideration in its preparation.</p>

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Trim Ref	Submission Summary	Planning Response
5. Community Housing Industry Association NSW		
D19/125860	<p>The Community Housing Industry Association NSW (CHIA NSW) submission focusses on the economic and social value of affordable rental housing to local communities; the need for affordable rental housing in Sydney; and the opportunities local councils have to support the delivery of affordable rental housing over the next 20 years.</p> <p>CHIA NSW make the following comments in relation to the LSPS:</p> <ul style="list-style-type: none"> • CHIA NSW welcomes the fact that the Council has made housing affordability a priority for its community and that it has committed to making 5% of new dwellings are affordable by 2031. • CHIA NSW recommends that the development of the City of Ryde Housing Strategy involve a specific focus on affordable rental housing, considering the evidence around the current and future needs for affordable rental housing and the most appropriate mechanisms for delivering it. • CHIA NSW hopes that implementation of Council's affordable housing policy engages the community housing industry to ensure that affordable housing outcomes are maximized. • The population and housing growth that is being predicted for the City of Ryde will create opportunities for council to support the delivery of affordable rental housing. • CHIA NSW would welcome any opportunity to work with Council to explore these opportunities, including how Council could collect developer contributions to help co-fund the development of affordable housing and how Council could partner with local community housing providers to build fit-for-purpose homes on council-owned land. <p>CHIA NSW recommends that the Ryde Local Strategic Planning Statement be strengthened to:</p> <ul style="list-style-type: none"> • Explicitly identify affordable rental housing as a strategic priority for the community. • Acknowledge the economic and social benefits of affordable rental housing and the role it plays in supporting job growth and economic prosperity for local communities. • Acknowledge the directions established by the Greater Sydney Commission Plan and the affordable housing targets it proposes. • Commit to developing an local housing strategy which quantifies housing need now and into the future and includes a focus on the need for affordable rental housing. • Identify mechanisms for delivering affordable rental housing through the planning system and/or by leveraging other opportunities available to the council such partnering with registered community housing to redevelop council owned land. • Identify how the council will work in partnership with community housing providers and the NSW and federal governments to deliver affordable rental housing in their communities. 	<p>This submission will be considered as part of the preparation of the Housing Strategy (Action H1.1 of the draft LSPS).</p>

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Trim Ref	Submission Summary	Planning Response
6. Shelter NSW		
D19/125871	<p>Shelter NSW congratulates the City of Ryde on the preparation of an LSPS and has stated that they do not believe in a “one-size-fits-all” approach when it comes to local councils’ capacity to deliver affordable housing. However, they have developed some principles they would like to see applied in all LSPSs and have made some Ryde specific recommendations.</p> <ul style="list-style-type: none"> • Principle 1 - The LSPS recognises and quantifies local need for housing that is affordable to those on the lowest 40% of incomes. Recommendation: include affordable housing need measures, including demand for social housing and gaps in local affordable housing supply. • Principle 2 - The LSPS commits to developing a Local Housing Strategy (LHS). Recommendation: Include a progress report on The Affordable Housing 2015 in the Housing Strategy by 2020 with a view to identifying new challenges and opportunities • Principle 3 - The LSPS commits to addressing housing affordability, including through a local strategy and/or programs for growth in dwellings that are affordable to those on the lowest incomes, ideally through Affordable Housing products. Recommendation: Review the City of Ryde Affordable Housing Policy and include a progress report on the implementation and outcomes of the Policy in the Housing Strategy • Principle 4 - The LSPS commits to housing diversity. Recommendation: Consider including requirements for Liveable Housing Design Guidelines for new developments and the Seven Principles of Universal Design for public spaces • Principle 5 - The LSPS commits to social diversity. Recommendation: Investigate a diverse suite of planning and non-planning measures to promote housing and social diversity. • Principle 6 - The LSPS recommends further advocacy from local government for social and affordable housing. Recommendation: Advocate for more social and affordable housing and security of tenure for renters. 	<p>This submission will be considered as part of the preparation of the Housing Strategy (Action H1.1 of the draft LSPS).</p>

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Trim Ref	Submission Summary	Planning Response
7. Blue Mountains Refugee Support Group		
D19/125877 D19/127503	<p>The Blue Mountains Refugee Support Group strongly supports the inclusion of affordable housing in the City of Ryde to help ease the pressure on poor families, such as refugees, struggling to find accommodation in Sydney where most jobs are offered.</p> <p>The group particularly supports the following related to the provision of affordable housing:</p> <ul style="list-style-type: none"> • Section 3.1.4. Targets (page 48) - The target stating that “Five per cent of all new homes will be affordable housing by 2031. • Section 3.1.6 “Make it happen” (page 54) - The strong commitment in providing housing diversity to meet the community profile and the interest in preparing a housing strategy to define gaps in housing type provision. <p>The following changes are recommended and are informed by and reflect the principles for affordable housing in Local Strategic Planning Statements recently published by the state’s peak body for housing policy and advocacy, Shelter NSW:</p> <ul style="list-style-type: none"> • A target of 15% to those on the lowest 40% of incomes. • Information on financial options that support the strategy for affordable housing (i.e. planning mechanisms which can be used to support the delivery of affordable housing dwellings including S7.11 and S7.12 Contribution Plans, Voluntary Planning Agreements and SEPP 70/Affordable Housing Contribution Plans). • An explicit commitment that housing (including affordable housing) is to be provided with specific accessibility and adaptability needs. 	<p>This submission will be considered as part of the preparation of the Housing Strategy (Action H1.1 of the draft LSPS).</p>
8. St Vincent de Paul Society NSW		
D19/126079	<p>The St Vincent de Paul Society NSW (the Society) applauds the Council for developing an Affordable Housing Policy to lessen the negative impacts of housing stress across the community. However, to properly address the housing needs of low-income households across Ryde, the Society urges Council to review and increase its target for the delivery of affordable housing.</p> <p>Accordingly, the Society advocates that Council:</p> <ul style="list-style-type: none"> • Mandates the adoption of an affordable housing target of 15 per cent of the total floor space of all new residential developments on private land. • Advocate that 30 per cent of the total floor space of all new residential developments on any State-owned land be allocated to affordable housing. • Adopt the above targets in Council’s draft LSPS. <p>The Society also asks that Council advocate to the NSW Government for more investment in social and affordable housing.</p>	<p>This submission will be considered as part of the preparation of the Housing Strategy (Action H1.1 of the draft LSPS),</p>

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Trim Ref	Submission Summary	Planning Response
9. Stockland		
D19/126087	<p>Stockland's ownership and management of land extends to the following properties in Macquarie Park:</p> <ul style="list-style-type: none"> • Optus Centre, 1 Lyonpark Road, Macquarie Park (shared ownership with AMP Capital) • Macquarie Technology Park, 11-17 Khartoum Road, Macquarie Park (full ownership) • 60-66 Waterloo Road, Macquarie Park (full ownership) • 16 Giffnock Avenue, Macquarie Park (full ownership) <p>In addition, they have a landholding in North Ryde, i.e. the Trinita Business Park located at 39 Delhi Road. Their landownership represents 11% of the total commercially-zoned land in Macquarie Park, equating to 13.71 hectares. Including their North Ryde asset, their total landownership across the broader corridor is 16.42 hectares. Stockland offers the following recommendations for Council to consider when finalising the LSPS:</p> <ul style="list-style-type: none"> • 3.1 Vision for Macquarie Park Stockland supports Council's Vision for Macquarie Park to mature into a premium location for globally competitive business, and believe it is appropriate for this vision to support the introduction of concentrated mixed/residential uses in periphery areas that will not undermine the realisation of this vision, such as around the existing Urban Activation Precincts. • 3.2 Macquarie Park Commercial Core <ul style="list-style-type: none"> - Stockland encourages Council to identify a commercial core within Macquarie Park and protect this core from competing land uses to ensure the establishment of a CBD is achieved over-time. A commercial core along Waterloo Road between Macquarie University and Macquarie Park Stations is a logical location for this. - Stockland encourages City of Ryde to be ambitious in setting planning controls (increase height and FSR controls) that will allow the corridor to evolve into a CBD, thus reducing the need for spot rezonings. - Consider innovative planning levers (such as FSR bonuses) to encourage co-location of small to medium enterprises (SME), start-ups, and creative industries • 3.3 Role and function of North Ryde precinct within the Macquarie Park corridor Stockland recommends that Council identify North Ryde and Riverside Corporate Park (RCP) as a specialised investigation area, establish a vision and master plan for this area, and review current planning controls to align with the renewed future vision. This masterplan would recognise and build on the unique geographic, economic and landownership characteristics of this relatively contained area. The renewed vision could consider alternative land uses. • 3.4 Macquarie Park Strategic Investigation Council should build upon the previous planning investigations in Macquarie Park and finalise investigations and masterplanning for the wider Macquarie Park Strategic Centre before 2021. The outcome of the investigation should be to immediately amend planning controls, allowing the market to respond in due time and reducing the need for spot rezonings. • 3.5 Site-specific planning proposals The draft LSPS and LEP review should set planning controls which will allow the market to respond to the vision for Macquarie Park, thus reducing the need for spot rezonings. <p>The Employment Strategy for Macquarie Park should identify and preserve a commercial core, and review the viability of Riverside Corporate Park for commercial purposes.</p>	<p>This submission will be considered as part of the preparation of the Employment Land and Creative Industries Strategies (Actions EM3.3 and M2.1 of the draft LSPS) and the development of a Macquarie Park Masterplan (Action M1.1 of the draft LSPS). It will also be provided to the Department of Planning, Industry and Environment for consideration in the Macquarie Park Strategic Investigation.</p>

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Trim Ref	Submission Summary	Planning Response
10. Country Women's Association of NSW (CWA)		
D19/126092	<p>The CWA has made a submission regarding their use of the area behind the Eastwood Library as a Women's Rest Centre. The Association ask that continued use of the area by the CWA be taken into account by any future planning proposals in Eastwood.</p> <p>The CWA is concerned that there is no mention or indication on the provided Eastwood Structure Plan of the Women's Rest Centre and brings to Council's attention the value of this service and its fundraising activities to the community and the importance that it is retained at its present location.</p>	<p>The submission and value of the Women's Rest Centre to the community is noted and acknowledged.</p> <p>Council will ensure that the CWA is consulted where any changes are proposed in relation to the Women's Rest Centre.</p>
11. Urban Development Institute of Australia		
D19/126096	<p>The Urban Development Industry of Australia (UDIA) state that they are concerned that the provisions in the draft LSPS and its ongoing implementation through substantial LEP updates next year will not be achieved. They also state that more work is needed to ensure an appropriate vision for Ryde over the next 20 years. Consequently, they make the following recommendations:</p> <ol style="list-style-type: none"> 1. The draft LSPS is regularly reviewed to ensure it remains appropriate for Ryde. 2. Council review the housing targets following the finalisation of other LSPSs within the district. 3. Council sets out an approach for new sites to be rezoned (including height and FSR provision changes) based on strategic merit rather than whether it is consistent with the LSPS. 4. Council implement an Urban Development Program to deliver and monitor growth, with clear accountabilities and in partnership with industry. 5. Council enable density and amenity, particularly as TOD communities, along with strong public places. 6. Council adopts an incentive-based approach for Affordable Housing in collaboration with industry. 7. Council collaborates closely with industry to create controls that enable vibrant mixed-use precincts that reflect future opportunities and the local flavour. 	<p>This submission will be considered as part of the preparation of the Housing Strategy (Action H1.1 of the draft LSPS).</p>

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Trim Ref	Submission Summary	Planning Response
D19/126099 D19/127539	<p>12. Macquarie University, Industry and Property Developers (MIPD)</p> <p>The MIPD make the following recommendations to ensure that Macquarie Park becomes a successful and genuine innovation ecosystem:</p> <ul style="list-style-type: none"> · That the DPIE and Ryde Council complete the Macquarie Park Strategic Investigation before 2021. This should include a review of height and floor space controls. Council should then update their LEP controls to reflect this review. · That a long-term vision for the Macquarie Park be developed through collaboration with the industry, education, health and technology ecosystem and all levels of government. · That Macquarie Park becomes the subject of a strong precinct plan (similar to that of the Sydney Innovation and Technology Precinct plan for the Central to Eveleigh corridor). This plan would articulate a long term vision and well-defined short-term targets to drive a sustainable and inclusive approach to the growth of the communities and industries within the park. It would clearly identify the commercial core within Macquarie Park and establish the precinct as a designated area subject to a special set of planning controls to promote innovation and accelerate development. This plan would also help set appropriate controls within the LEP to enable the development of a vibrant CBD. · That Council review and set more ambitious employment targets than the additional 350,000m² commercial GFA identified in the draft LSPS, and that the relevant planning controls are updated to ensure that these goals are realised. · That Council prioritise pedestrians and accommodate alternative mobility within Macquarie Park to foster safe and efficient movement within the developing CBD. · That Council retain and promote Research and Development (R&D) in Macquarie Park. Council should support a mix of businesses, including small to medium enterprises (SME), start-ups, and a diversity of industry sectors including; medtech, energy, and creative industries. · That Council consider innovative planning levers to encourage co-location of small to medium enterprises (SME) and start-ups, from a range of sectors in Macquarie Park and expand the types of permitted uses as appropriate for the outcomes of the Strategic Investigation to encourage an 18 hour economy. · That Council enable light manufacturing within commercial zones. This would remove a barrier to the provision of production-oriented businesses, artist studios, maker spaces, and e-commerce craft-maker spaces in future developments, all of which are a key part of the Macquarie Park ecosystem. · That Council support the provision of informal spaces that facilitate creative experimentation, innovation, knowledge exchange and informal learning, as well as formal spaces for presentation, broad social recognition and critique. This may involve Council investigating opportunities to fund co-working and incubator space through existing infrastructure contributions · That Council further investigate and maximise the present opportunity for more deliberate and strategic co-location of cultural and creative practices within the Macquarie Park Investigation Area. The potential of cultural clusters and precincts to contribute to vibrant 'live-work-play' environments that attract and retain talent is undermined by disconnection from areas of high-value innovation and on-site cultural segregation from other technology-based activity. MPID recommends that Council works with NSW Government to identify policy opportunities within the NSW planning framework to increase space for the cultural sector. <p>MPID also notes that "Macquarie Park needs strong leadership, robust governance, shared long term vision and political commitment to continue to be an innovation district."</p>	<p>This submission will be considered as part of the preparation of the Employment Land and Creative Industries Strategies (Actions EM3.3 and M2.1 of the draft LSPS) and the development of a Macquarie Park Masterplan (Action M1.1 of the draft LSPS). It will also be provided to the Department of Planning, Industry and Environment for consideration in the Macquarie Park Strategic Investigation.</p>

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Trim Ref	Submission Summary	Planning Response
13. Evolve		
D19/126118	<p>Evolve Housing is a large, not-for-profit provider of affordable housing. Their submission focusses on the economic and social value of affordable rental housing to local communities; the need for affordable rental housing in Sydney; and the opportunities local councils have to support the delivery of affordable rental housing over the next 20 years.</p> <p>Evolve Housing recommends that Ryde Council as part of the development of its current Housing Strategy:</p> <ul style="list-style-type: none"> • Continue to identify and finalise mechanisms for delivering affordable rental housing through the planning system and/or by leveraging other opportunities available to the council (such partnering with registered community housing providers to redevelop council owned land). • Identify how the council will work in partnership with community housing providers and the NSW and federal governments to deliver affordable rental housing in their community. • Work with Macquarie University to ensure the University plans for the adequate provision of housing for its student population. • Work to develop more Senior Living and Specialist Disability Accommodation (SDA) properties under the NDIS program to accommodate Ryde’s ageing population. (Evolve Housing is one of the largest community housing providers managing and/or delivering Senior Living and SDA properties in NSW and would be happy to assist in identifying opportunities). • Work with community housing providers and the private sector to ensure that well designed, innovative forms of medium density housing in keeping with local character are provided and to meet the community’s diverse needs. • Investigate whether new generation boarding houses should only be allowed if developed with and managed by a community housing provider to ensure they are rented at affordable rates. 	<p>This submission will be considered as part of the preparation of the Housing Strategy (Action H1.1 of the draft LSPPS).</p>

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Trim Ref	Submission Summary	Planning Response
14. Connect		
D19/126168 D19/127526	<p>Connect Macquarie Park and North Ryde is the transport management association for Macquarie Park. It was established in 2013 by leading local workplaces, with the mission to help the local area grow without congestion.</p> <p>Connect state in their submission that they welcome the renewed focus on strategic planning for the area through the preparation of the LSPS. As part of preparing this submission, they conducted a survey of people who live, work and study in Macquarie Park and North Ryde (61 respondents).</p> <p>The results of the survey are included at Attachment X. It is noted that the majority surveyed by Connect (63%) said transport was the most important theme in relation to the local area. Connect also mentioned the Department of Planning’s engagement survey undertaken in Macquarie Park in 2016 where the results were similar.</p> <p>Connect therefore consider that travel, transport and local access is an enduring critical area of concern for people who work in the park and merits special attention.</p> <p>They state that the draft LSPS correctly lists the transport challenges for the area and welcome Council’s stated target of a 60/40 public transport/private vehicle modal split for all journeys to and from work in Macquarie Park. They note that their recent park-wide benchmarking figures found that, collectively, 61,000 Connect member employees had already reduced their drive alone rate to just 54% compared to a park-wide average of 69%.</p> <p>Connect also state that their experience (since 2013) demonstrates that collaboration is key to reducing local congestion, with local and state government and local workplaces provided with the skills and opportunity to work together towards positive outcomes for the wider area.</p> <p>Connect further state that they look forward to continuing to work with the City of Ryde, and helping to achieve the targets set out in the draft LSPS.</p>	<p>The submission provided, including survey, is noted.</p> <p>The submission and results of the survey will be used to inform the many strategies and actions (including masterplan) that will be undertaken for Macquarie Park in accordance to the draft LSPS.</p> <p>The submission will also be forwarded to the Department of Planning, Industry and Environment for consideration in the Macquarie Park Strategic Investigation.</p>

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Trim Ref	Submission Summary	Planning Response
15. Large Format Retail Association		
D19/126181	<p>The Large Format Retail Association (LFRA) states that its members are facing many challenges in relation to the supply of suitable land available. Accordingly, the LFRA requests the following:</p> <ul style="list-style-type: none"> • That Council include additional actions to address the changing retail environment and the large format retail sector within <i>Planning Priority EM2</i> of the LSPS. These actions should recognise the significance of large format retail to the local economy and set actions to investigate further opportunities to accommodate growth in this sector. • That where specialised retail premises are permissible, Council include supporting and incidental land uses such as business premises and shops. • That Council undertake a detailed study of the retail sector to enable the proper planning for the sector and to identify key areas for its expected growth. • That strategic planning for the City of Ryde consider and address current and forecast levels of demand for floorspace in the Large Format Retail Sector. 	<p>This submission will be considered as part of the preparation of the Employment Land (Actions EM3.3 of the draft LSPS), the Infrastructure Strategy (Actions IN5.1-IN5.3 of the draft LSPS) and the development of a Macquarie Park Masterplan (Action M1.1 of the draft LSPS). It will also be considered as part of the Centres and Places Strategy (section 3.2.6 of the draft LSPS).</p>

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Trim Ref	Submission Summary	Planning Response
16. Property Council of Australia		
D19/130030	<p>The Property Council of Australia make the following comments in relation to the following sections of the LSPS:</p> <ul style="list-style-type: none"> • 2.1 Housing Growth and Relationship to Infrastructure It is appropriate that most of this new housing will be delivered within the Macquarie Park corridor near the newly opened Metro stations. It is also appropriate that most of the City of Ryde's growth will be focused within centres that are well connected by public transport services. • 2.2 Infrastructure <i>Action IN2.1</i> has proposed that a new Macquarie Park Employment Land Study be undertaken to identify a commercial core that will be protected from non-employment land uses. The Property Council does not support this action and instead supports Council and the State Government working together to deliver a better planning outcome for Macquarie Park. <p>The Property Council supports the use of the LSPS and its structure plan to inform and guide responses to planning proposals. However, it opposes Council's intention to suspend consideration of site-specific planning proposals until they can be assessed against the above strategies.</p> <ul style="list-style-type: none"> • 3.1 Housing Supply, Affordability, Diversity and Amenity The Property Council has noted the 1-5 year housing targets in the North District Plan and looks forward to Council preparing its housing strategy to inform and guide decisions about housing targets. The Property Council supports steps that the Council is taking for greater diversity of housing. (Actions <i>H3.1</i> and <i>H3.2</i> are supported). <p>The City of Ryde allows multi-unit housing within all residential zones. For this reason, Council has been granted a deferral on the code's commencement until June 2020 to allow for completion of Council's Housing Strategy and LEP review. The Property Council accepts Council has legitimate reasons for undertaking these reviews and expects their outcomes do not result in less diversity in housing compared to that currently available.</p> <p>The draft LSPS provides an update on the strategies Council will pursue in respect of housing affordability within the City of Ryde. The Property Council supports the Greater Sydney Commission's targets stated in the Regional and District Plans that involve affordable housing targets between 5 to 10% of dwellings generated by zoning uplift subject to feasibility. They look forward to talking to the Greater Sydney Commission and local councils regarding the next stage of implementation of these targets.</p>	<p>This submission will be considered as part of the preparation of the Housing Strategy (Action H1.1 of the draft LSPS), Employment Land Strategy (Action EM3.3 of the draft LSPS), the Infrastructure Strategy (Actions IN5.1-IN5.3 of the draft LSPS) and the development of a Macquarie Park Masterplan (Action M1.1 of the draft LSPS). It will also be considered as part of the Centres and Places Strategy (section 3.2.6 of the draft LSPS).</p> <p>The design excellence comments will be considered in the drafting of the design excellence provisions and controls outlined by Actions D2.2 and D2.3 of the draft LSPS. It is noted that further consultation on the provisions and controls will be undertaken prior to finalisation.</p>

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Trim Ref	Submission Summary	Planning Response
	<ul style="list-style-type: none"> <li data-bbox="280 277 1845 400"> <p>• 3.2 Centres, 3.3 Heritage, 4.1 Economy and Jobs, 5.1 Open Space and Recreation, 5.2 Environment The draft LSPS identifies a range of challenges, targets, planning priorities and actions within each of the above sections. The Property Council supports these targets, priorities and actions, and recommends that Council include timeframes for the implementation of these actions within the main body of the LSPS.</p> <li data-bbox="280 432 1845 523"> <p>• 3.4 Culture and Wellbeing The draft LSPS identifies libraries, community and cultural facilities and events as important services under this section. The planning priorities and actions proposed under this section are generally supported by the Property Council.</p> <li data-bbox="280 555 1845 678"> <p>• 3.5 Design Excellence Two planning priorities have been nominated for this section - design quality and place making - and ten actions are proposed to give effect to these planning priorities. The Property Council recommends that Council engage with the development and property industry as part of the introduction of any new planning controls that seek to implement these actions.</p> <li data-bbox="280 710 1845 927"> <p>• 4.2 Macquarie Park The Property Council recognises the importance of Macquarie Park to the State and regional economies and recommends the Council and State Governments enter into a partnership arrangement to accelerate a good planning outcome for Macquarie Park.</p> <p>The Property Council has reviewed the eight planning priorities and actions in the LSPS relating to Macquarie Park and recommends that Council include timeframes for the implementation of these actions within the main body of the LSPS.</p> <li data-bbox="280 959 1845 1018"> <p>• 5.3 Resilience The Property Council has noted and supports the steps City of Ryde will take to make it more resilient into the future.</p> <li data-bbox="280 1050 1845 1141"> <p>• Part 6 Implementation The Property Council recommends that Council publish regular updates regarding the implementation of the LSPS so that the community and stakeholders have oversight regarding the implementation of its targets.</p> 	

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Trim Ref	Submission Summary	Planning Response
17. Tree of Compassion		
D19/131029	<p>The Tree of Compassion chose a few key issues to make the following comments:</p> <ul style="list-style-type: none"> • Housing: They encourage Council to seek to minimise the loss of gardens and trees that provide important habitat and amenity. They note that large houses can reduce the potential for trees of any size and where eaves become small more energy is required for temperature control. • Green Space: They are impressed with the extent to which Council has improved parks by providing pathways and infrastructure, enhancing natural vegetation and undertaking bush regeneration to remove weeds and improve the recovery of species and diversity. They recommend the use of natives, especially locally indigenous, in place of water-hungry exotics in parks. • Green Links: They support linking areas via walking and cycling connections, and particularly support increasing street trees and shade. They encourage Council to develop strategies to create and enhance corridors that protect and re-establish bushland and habitat for flora and fauna in the face of increasing housing densities. • Street Trees: They support the Street Tree Masterplan (2013) and its vision of bringing urban forest corridors throughout the LGA. They encourage Council to provide support for staff that are on the front lines of street tree protection. They recommended documentation to accompany tree permit applications that outline the benefits of the urban forest, as well as providing general education programs. 	<p>The support is noted and the comments made will be considered when implementing the relevant actions of the draft LSPS.</p>
18. THYNK Academy		
D19/140646	<p>THYNK Academy support Council's target in the LSPS to have schools within 2 kilometres and/or maximum 20 minutes travel time by public or active transport from residential development. They also support Council's encouragement and promotion of shared usage of infrastructure with schools to optimise recreation opportunity.</p> <p>They request that Council consider allowing Educational Establishments in the IN2 (Light Industrial) and RE1 (Public Recreation) zones of the LEP. They noted that both Penrith Council and Liverpool Council permit Education Establishments in IN2 Light Industrial zone with consent and that Blacktown Council allows Education Establishments in RE1 Public Recreation zone with consent.</p>	<p>The suitability of educational establishments in additional zones will be considered as part of the preparation of the Employment Land Strategy (Actions EM3.3 of the draft LSPS).</p>

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Trim Ref	Submission Summary	Planning Response
19. Woolworths Group		
D19/134963	<p>The Woolworths Group requests that Council consider the following when finalising the LSPS:</p> <ul style="list-style-type: none"> • Woolworths notes that preservation of local character does not necessarily preclude growth – the LSPS should consider how the most important components of local character can be preserved while continuing to accommodate necessary growth. • The LSPS should not be finalised before the exhibition of the Ryde Housing, Infrastructure, Centres and Places Strategies. These strategies are critical to setting the strategic direction for the LGA in the LSPS. • Woolworths strongly opposes any moratorium on planning proposals. Planning proposals should continue to be considered in line with the current strategic and site-specific merit tests, which provide a robust basis for justifying any changes to planning controls. • Woolworths generally supports the protection and promotion of employment uses, as articulated throughout the LSPS. • Housing targets should be continually updated to reflect changes in expected take up or population growth, and should not be artificially lowered based on assumptions around high take up of existing residential capacity. <p>See Table X for a site specific matter for 144 Wicks Road, Ryde.</p>	<p>This submission will be considered as part of the preparation of the Housing Strategy (Action H1.1 of the draft LSPS), Employment Land Strategy (Action EM3.3 of the draft LSPS), the Infrastructure Strategy (Actions IN5.1-IN5.3 of the draft LSPS) and the development of a Macquarie Park Masterplan (Action M1.1 of the draft LSPS). It will also be considered as part of the Centres and Places Strategy (section 3.2.6 of the draft LSPS).</p> <p>It is not considered necessary to ensure the strategies are complete before the draft LSPS is adopted as consultation on the strategies will be undertaken and they will further set the strategic direction of the draft LSPS.</p>

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Trim Ref	Submission Summary	Planning Response
		<p>The actions which impose moratoriums on planning proposals will also only be in place until the above strategies are in place. It is anticipated that they will be completed by mid- 2020 and it is important that any additional residential development is appropriately supported by local infrastructure (schools, open space, transport, and community facilities).</p>
<p>20. North Ryde Public School P&C Association</p>		
<p>D19/149037</p>	<p>The North Ryde Public School P&C Association requests that Council recommence a Cox’s Road Masterplan as a matter of urgency.</p> <p>They applaud and thank Council for recent public infrastructure projects completed by Council, including outdoor playground upgrades and the Eastwood mall.</p>	<p>This submission will be considered as part of the preparation of the Housing Strategy (Action H1.1 of the draft LSPS) and the need for a Cox’s Road Masterplan will be considered on completion of that strategy.</p>

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3. Macquarie University Submission and Responses

Macquarie University provides general comments but also makes comments on sections of the draft LSPS. These are provided in the tables below along with a response.

General Comment	Planning Response
<ul style="list-style-type: none"> • Macquarie University broadly supports the recommendations of the draft statement and support the <i>Draft Strategy for Waterloo Road, Macquarie Park 2019</i> in the establishment of the ‘Linear Park’. This development will add to the amenity and vibrancy of the main thoroughfare of Macquarie Park. • The potential for Macquarie Park represents much more than just a commercial business park, as implied by the draft LSPS. • The LSPS should consider the recommendations of the <i>Ryde Assurance Review</i>, in particular the development of a shared vision for Macquarie Park. • The development of a shared vision and terminology for Macquarie Park as an innovation district would assist in building an aspirational sense of purpose. • The draft LSPS should consider how it interacts with and supports the vision of Macquarie Park as described in City of Ryde’s <i>Macquarie Park Marketing Plan 2019-2023</i>. • Council should ensure consistency between the draft LSPS and the <i>Macquarie Park Marketing Plan 2019-2023</i> so that the planning framework can support the implementation of its marketing objectives. For example, targets for future commercial space should consider an allocation for affordable space required by SMEs and start-ups. • The concept of an innovation district is a useful and impactful way of aligning the stakeholders in Macquarie Park around a strategy to boost regional economic competitiveness. The upcoming Master Planning exercise and the reinvigoration of the Macquarie Park Strategic Assessment present an opportunity for the stakeholders to collaborate and ‘think big’. Macquarie University has demonstrated its commitment to this district with the recent relocation of its School of Engineering to Waterloo Road. The University also provides the space for Venture Café Sydney to operate its entrepreneurial community building programs, which are crucial to the development of an effective ecosystem. 	<p>The general comments are noted, including the support for Waterloo Road Linear Park Strategy.</p> <p>The remaining comments will be considered as part of the preparation of the Employment Land and Creative Industries Strategies (Actions EM3.3 and M2.1 of the draft LSPS), the Infrastructure Strategy (Action IN5.1-IN5.3 of the draft LSPS), the development of a Macquarie Park Masterplan (Action M1.1 of the draft LSPS) and other relevant actions of the draft LSPS.</p>

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Sections of LSPS		
LSPS Section	Comments	Planning Response
<i>Part 3: Liveability</i>		
3.2.3	The University agrees with these as they would be supported by an innovation district model.	The comments in relation to liveability will be considered as part of the preparation of the Housing Strategy (Action H1.1 of the draft LSPS), Employment Land and Creative Industries Strategies (Actions EM3.3 and M2.1 of the draft LSPS), the Infrastructure Strategy (Action IN5.1-IN5.3 of the draft LSPS) and the development of a Macquarie Park Masterplan (Action M1.1 of the draft LSPS).
3.2.4	These targets could include a more aspirational vision for the Macquarie Park as an innovation district.	
3.2.5	The University supports enhancing connectivity but note the need for “intra” district connectivity within Macquarie Park. It is a large space and would benefit from short-trip transport options around the park, including great walkability.	
3.2.5	The University supports planning priority C5 actions that encourage investment and build the night-time economy.	
3.2.5	The University supports planning priority C6 in respect of improving liveability.	
3.4.6	This action refers to the proposed discussions with Macquarie University and TAFE NSW to investigate the feasibility of a digital design education centre/incubator within the LGA or an innovation/creative industries incubator. The University welcomes discussions about this kind of facility in Macquarie Park, in addition to other types of spaces. Affordable space for SMEs and start-ups is a critical enabler of the innovation ecosystem.	
3.5	The University supports excellence in design and would suggest that the suitability also be considered from the perspective of an innovation district	
3.5	The University suggests that place-making is enhanced by a sense of innovation – an environment that encourages collaboration leads to higher economic performance. Easy travel around the Park, co-working, retail spaces, night-time economy, and maker spaces all assist this.	
3.2.3	The University agrees with these as they would be supported by an innovation district model.	
3.2.4	These targets could include a more aspirational vision for the Macquarie Park as an innovation district.	
3.2.5	The University supports enhancing connectivity but note the need for “intra” district connectivity within Macquarie Park. It is a large space and would benefit from short-trip transport options around the park, including great walkability.	

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Sections of LSPS		
LSPS Section	Comments	Planning Response
<i>Part 4: Productivity</i>		
4.1	The University agrees with the key challenges. Innovation districts are known to promote accelerated economic development. The lack of incubator space and risk capital could be addressed if there was a stakeholder endorsed vision of Macquarie Park as an Innovation district. The Sydney Innovation and Technology Precinct (Central to Eveleigh) has done this, and the steps to address the challenges would be much clearer with an agreed vision statement.	<p>The comments in relation to productivity will be considered as part of the preparation of the Housing Strategy (Action H1.1 of the draft LSPS), Employment Land and Creative Industries Strategies (Actions EM3.3 and M2.1 of the draft LSPS), the Infrastructure Strategy (Action IN5.1-IN5.3 of the draft LSPS) and the development of a Macquarie Park Masterplan (Action M1.1 of the draft LSPS).</p> <p>Comments made in relation to the vision are agreed with and it has been updated to include discussion in relation to collaboration.</p> <p>The submission will also be forwarded to the Department of Planning, Industry and Environment for consideration in the Macquarie Park Strategic Investigation.</p>
4.2	<p>The University believes that Macquarie Park can be more than the vision for Macquarie Park suggests. Rather than simply have links to universities and research, the vision for Macquarie Park could be one of an innovation district fostering collaboration between the corporate, government, academic, SME, start-up and residential communities. The boundaries within an innovation district are blurred, as these key stakeholders co-locate and inter-mix.</p> <p>The University notes that they have already moved approximately 600 staff down into Macquarie Park at facilities along Waterloo Road. They also note that talent retention is a key issue for corporates and this blending of worlds is key to the creation of a vibrant and diverse environment.</p>	
4.2.2	The University acknowledges that the City of Ryde has been a key member of the MPID (Macquarie University, Industry and Property Developers). However, the vision for Macquarie Park (p111) might be more compelling if it incorporated more of the principle of innovation districts. The vision is based around an image of a successful corporate park, which does not fully leverage the potential of the collaboration between the corporates, university, CSIRO, SMEs and start-ups. This collaboration is core to all innovation districts, and synonymous with high economic output, growth in highly skilled jobs growth and talent retention.	
4.2.2	The snapshot table of assets might reference the close proximity of CSIRO's Linfield facility, which is one of the largest industrial research sites in Australia and readily accessible by businesses in Macquarie Park.	
4.2.3	The key challenges section references the city shaping role of Macquarie Park "Its performance as a connected centre of innovation and employment is crucial to improving the connection between strategic centres across Greater Sydney". The vision on p111 is not consistent with this view.	
4.2.3	The University supports the need for better cohesion/collaboration between government agencies. The investment by State Government in improved transport in Macquarie Park has been most welcomed, but better coordination between agencies such as the Department of Planning, Industry and the Environment, Transport for NSW, NSW Treasury and local government might achieve more comprehensive outcomes in economic development.	

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Sections of LSPS		
LSPS Section	Comments	Planning Response
4.2.5	Planning priority M1 and action M1.2 – Health and education are vitally important to the region, however there is additional potential in other sectors including renewable energy, defence, electronics and cyber security. The University supports the continuation of collaboration with the City or Ryde to leverage the strengths of Macquarie Park and would suggest that a critical next step is that the key stakeholders develop a vision for the Macquarie Park Innovation District.	See comments above.
4.2.5	Planning Priority M2 – The University notes that the language used in Planning Priority M2 could suggest that retention of the current economic strength is enough. An aspirational vision for an innovation district should look to grow and diversify the economic base.	
4.2.5	<ul style="list-style-type: none"> • Action M2.1 – The University supports an employment strategy that creates diverse opportunities and a resilient local economy. • Action M2.2 – The University notes and supports that this recognises the broader potential of Macquarie Park in technology. 	
4.2.5	<ul style="list-style-type: none"> • Planning Priority M5 – The University supports the actions and the positive impacts they would have on providing opportunities for people to meet and build a sense of community. • Planning Priority M7 – A walkable environment is critical to enhancing Macquarie Park as a place to work, live and play. 	
4.2.6	The University supports the completion of the Macquarie Park Strategic Investigation.	

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4. Site Specific Submissions and Responses Table

Trim Ref	Submission Summary	Planning Response
1. Land at rear of 365 – 367 Victoria Rd, Gladesville		
D19/111183	<p>The owner of the two properties states that although their land at 365-367 Victoria Road has been zoned for future apartment buildings, the houses backing onto these properties have not and should be included for future apartments for the following reasons:</p> <ul style="list-style-type: none"> • It would be more appealing for developers and residents of Eltham Street. • The existing houses would not then have apartments looking directly into their backyards and taking away their privacy. • This would allow for the creation of more greenspace as lots could be amalgamated and apartments then built with larger setbacks. 	<p>This submission will be considered as part of the preparation of the Housing Strategy (Action H1.1 of the draft LSPS).</p>
2. 2-4 Lyonpark Road, Macquarie Park		
D19/124415	<p>The Trustee for The Local Government Property Fund state that they support the general principles and directions of the LSPS as they relate to Macquarie Park but seek the following outcomes as part of the final adopted version of the LSPS:</p> <ul style="list-style-type: none"> • A clear commitment and sense of urgency to complete the Macquarie Park Strategic Review. • Recognition of the west side of Lyonpark Road (between Shrimptons Creek) as a potential extension of the Herring Road mixed use precinct (including housing). • Recognition of the opportunities for new built form that is responsive to the State Significant Development Concept Plan proposal for the Ivanhoe Estate. • The opportunity to enhance public space, access to community facilities and activity along the Shrimptons Creek corridor. • Recognise that while the planning framework for Macquarie Park should support its primary focus on employment and economic development, it must do so in manner that promotes a diverse, vibrant and sought-after precinct. 	<p>This submission will be considered as part of the preparation of the Housing Strategy (Action H1.1 of the draft LSPS), the Employment Land and Creative Industries Strategies (Actions EM3.3 and M2.1 of the draft LSPS) and the development of a Macquarie Park Masterplan (Action M1.1 of the draft LSPS).</p> <p>The submission will also be provided to the Department of Planning, Industry and Environment for consideration in the Macquarie Park Strategic Investigation.</p>

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Trim Ref	Submission Summary	Planning Response
<p>D19/123937 D19/126080</p>	<p>3. Ryde-Eastwood Leagues Club</p> <p>The Ryde-Eastwood Leagues Club (RELC) has key strategic land holdings in West Ryde. All their land is within 800m of the train station and forms a significant proportion of the eastern side of the West Ryde Town Centre. The RELC recommend in their submission that Council engage with them as a significant land holder and key asset servicing the centre.</p> <p>The RELC make the following comments in relation to their land and the draft LSPS:</p> <ul style="list-style-type: none"> • RELC support the proposed master planning and revitalisation of the West Ryde Town Centre with regards to parking, commercial floor space and employment. • The West Ryde Town Centre East is not afforded any development potential through the draft LSPS, and as a result may deter additional investment. Given that the RELC has key strategic land holdings on the eastern side of the town centre, there is a real opportunity to harness sustainable and high quality development outcomes to rejuvenate an unutilised and inactive side of the Town Centre. • The Revitalisation strategy presents opportunities for growth of the West Ryde Town Centre however the target is lower than other transport-oriented centres. • West Ryde presents a unique circumstance for significant growth being in close proximity to a major bus and train interchange. • With additional land holdings within the Town Centre, they can assist in activating the public domain. The Town Centre East has significant public open space in ANZAC Park, but as identified in the LSPS would benefit from improved connection quality. RELC is willing to explore opportunities with Council and work with neighbouring landholders to provide amenity and assist with public domain enhancements, where viable. • The RELC understand that the LSPS and the West Ryde Revitalisation Strategy is the first step in the renewal of West Ryde Town Centre as a key strategic centre within the LGA. To realise the potential to accommodate both sustainable housing and employment growth within a substantial transport node, particularly on the eastern side of the town centre, RELC respectfully request that any future investigations for the Town Centre be carried out by Council collaboratively with RELC and other major stakeholders and local businesses. • RELC will undertake their own master planning exercise which will seek to respond to the key directions of the LSPS and as part of this process, will consult with Council to realise a sustainable vision for the eastern side of the Town Centre. The master plan is likely to focus on renewal and expansion of the RELC and its services in line with the strategic direction of the LSPS. <p>Note: A separate submission has been made in relation to the RELC land at 4-14 Terry Road and 127-133 Ryedale Road, West Ryde and is addressed below.</p>	<p>The submission will be considered as part of the preparation of the West Ryde Revitalisation Strategy.</p>

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Trim Ref	Submission Summary	Planning Response
D19/123939 D19/126081	<p data-bbox="91 244 1321 268">4. Ryde-Eastwood Leagues Club land at 4-14 Terry Road and 127-133 Ryedale Road, West Ryde</p> <p data-bbox="271 276 1456 395">The Ryde-Eastwood Leagues Club (RELC) state in their submission that they support the key objectives of the draft LSPS. However, they request that the existing planning proposal for a Seniors Living Development at 4-14 Terry Road and 127-133 Ryedale Road, West Ryde be assessed on its own merits independent of the LSPS process.</p> <p data-bbox="271 432 896 456">In summary, they also make the following comments:</p> <ul data-bbox="271 464 1473 1366" style="list-style-type: none"> <li data-bbox="271 464 1473 552">• The draft LSPS remains silent on the needs of an ageing population and seniors living is critical in assisting the social and economic outcomes (allowing smooth life transitions and ensuring accessibility to services). <li data-bbox="271 560 1473 703">• The Housing Issues Paper which supports the draft LSPS does not mention seniors housing as a gap within the housing needs for Ryde, resulting in a significant proportion of the Ryde community not captured within the draft LSPS. It is recommended that Council address the ageing population and the future demand for seniors housing as part of the LSPS process and to inform the next iteration of the Local Environmental Plan. <li data-bbox="271 711 1473 823">• The above mentioned planning proposal submitted to Council provides a positive community outcome in close proximity to essential services and transport options in accordance with the <i>Housing for Seniors or People with a Disability State Environmental Planning Policy 2004</i> (Seniors SEPP). <li data-bbox="271 831 1473 887">• The planning proposal aligns with the key objectives of the LSPS and provides housing options to accommodate for an ageing population. <li data-bbox="271 895 1473 983">• The site subject to the planning proposal is located in a highly accessible location, close to major rail and bus infrastructure in addition to necessary amenities and services, including the West Ryde Town Centre and Ryde Hospital. <li data-bbox="271 991 1473 1110">• The Ryde-Eastwood Leagues Club is located adjacent to the site less than 30 metres to the south on the opposite side of Terry Road and offers a range of facilities and services equivalent to a normal registered club. The co-location of seniors housing with registered clubs helps provide facilities and services within close proximity to seniors. <li data-bbox="271 1118 1473 1206">• The synergy of registered clubs and seniors housing is envisaged under the Seniors SEPP. Co-location is further re-enforced given that any future senior's housing development will be facilitated and managed by RELC predominately for its members. <li data-bbox="271 1214 1473 1366">• The planning proposal is commensurate with the transitional objectives set out in the LSPS and the West Ryde Revitalisation Strategy. The use of seniors and the transition in height to the corner of Terry and Ryedale Road will allow for an appropriate interface and transition between the peripheral edge of the town centre and the existing established R2 Low Density Residential zone. <p data-bbox="271 1398 1456 1447">Note: A separate submission has been made in relation to RELC land in general and is addressed in the row above.</p>	<p data-bbox="1503 276 2101 363">The planning proposal is required to be processed in accordance to the NSW State Government's Gateway Process.</p> <p data-bbox="1503 400 2112 520">The submission will be considered as part of the preparation of the Housing Strategy (Action H1.1 of the draft LSPS) and the West Ryde Revitalisation Strategy.</p>

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Trim Ref	Submission Summary	Planning Response
5. AMP Capital Land		
D19/124956	<p>AMP Capital state that the civic heart of Macquarie Park should be located around Macquarie University Station and Macquarie Centre to achieve a successful, safe and vibrant 18-hour economy.</p> <p>They also make the following additional recommendations in relation to the draft LSPS:</p> <ul style="list-style-type: none"> • The Ryde LSPS should provide clear numerical targets for dwellings and jobs across the LGA, both to 2021 and beyond. • Table 18 (Centres Hierarchy, page 57) should be reviewed once technical studies are prepared to inform future housing and employment capacity. The table should identify the quantitative measurements used (thereby providing greater transparency and clarity of numbers). The public should have an opportunity to review the revised targets and provide comment prior to the finalisation of the LSPS. • Building on previous detailed City of Ryde strategic investigations, Council should urgently finalise the proposed controls and masterplan for Macquarie Park. • The Ryde LSPS should provide clarity on land use definitions, such as ‘mixed use/ commercial’ and how it will translate to the review of the Local Environmental Plan. • Technical studies need to be prepared before the finalisation of the Ryde LSPS and masterplan. A programme for delivery of these plans should be established, communicated to the public and made publicly available for comment to ensure transparency for LEP Review and prior to the finalisation of the LSPS. • Sustainability water minimisation actions are supported but further clarification is requested to understand how they will be implemented across the corridor, including the impact on landowners and strategies required to fund this undertaking. • It is imperative for technical studies to be completed as soon as possible to inform the site-specific planning proposal guidelines to provide clarity to landowners in the City of Ryde on the appropriate planning pathways for development. Council needs to advise if there will be any transitional arrangements on the site-specific planning proposal guidelines. • The Waterloo Road Corridor Strategy can be incorporated as Macquarie Park evolves. • The City of Ryde needs to clarify role of Partners in infrastructure delivery and should consult with the public and industry to identify collaborative options to fund infrastructure across the LGA. • They seek clarification on how Council’s Affordable Housing Policy is proposed to operate and recommend that the Greater Sydney Commission review the affordable housing targets set by each LGA and provide consistency across Greater Sydney. • Actions in the LSPS should include investigating the role of private operators and landowners in commuter car parking. • The City of Ryde already has an independent urban design review panel and process in place to provide design guidance for proposed developments. It is recommended that the current design excellence process remain unchanged as competitive design processes add significant additional time and costs to development processes. 	<p>Support for a pedestrian friendly environment in Waterloo Road is noted. The comments will be considered in the implementation of the Waterloo Road Linear Park Strategy (Action M3.5 of the draft LSPS).</p> <p>This submission will be considered as part of the preparation of the Housing Strategy (Action H1.1 of the draft LSPS), the Employment Land and Creative Industries Strategies (Actions EM3.3 and M2.1 of the draft LSPS), Infrastructure Strategy (Action IN5.1-IN5.3 of the draft LSPS) and the development of a Macquarie Park Masterplan (Action M1.1 of the draft LSPS).</p> <p>The submission will also be considered in the completion of the following actions of the draft LSPS:</p> <ul style="list-style-type: none"> • Action C2.2 - Commuter parking; • Action E4.1 - Water sustainability; • Actions D2.2 and D2.3 - Design excellence; <p>It is noted that further consultation will also be undertaken with the community and stakeholders in undertaking all of the above actions.</p>

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Trim Ref	Submission Summary	Planning Response
<p>6. 159–165 Balaclava Road, Macquarie Park</p>	<p>BaptistCare state that Council should note that the BaptistCare landholding at 159-165 Balaclava Road, Macquarie Park is equipped to provide additional seniors housing and further residential development, given its location within the Macquarie University Station Precinct and close proximity to the University and public transport.</p> <p>The following comments were also made:</p> <ul style="list-style-type: none"> • In-principle support is provided for the strategic vision of the Draft Ryde LSPS and for following important priorities and actions: <ul style="list-style-type: none"> - Review of housing supply to identify gaps in housing diversity (Planning Priority H3) - Development of housing types to meet the community profile (Action H5.2) - Consideration of higher densities within key areas such as the Macquarie University Station Urban Activation Precinct, which are located in close proximity to existing and planned infrastructure. • As part of this strategic vision, Council should consider the important role that aged care and seniors housing providers play in the LGA. Accordingly, BaptistCare would support Priority or Action which reinforces the findings of the Ryde Housing Study in terms of the need for additional seniors housing. • As a not-for-profit organisation, BaptistCare is conscious about the potential impact that a competitive design process may have on the feasibility of future development at 159 – 165 Balaclava Road. Therefore, they recommend that any LEP amendment to require a competitive design process would also include waivers for defined circumstances (such as the consent authority is satisfied that the architect responsible has an outstanding reputation, etc.). 	<p>This submission will be considered as part of the preparation of the Housing Strategy (Action H1.1 of the draft LSPS) and the development of a Macquarie Park Masterplan (Action M1.1 of the draft LSPS). It will also be provided to the Department of Planning, Industry and Environment for consideration in the Macquarie Park Strategic Investigation.</p> <p>The design excellence comments will be considered in the drafting of the design excellence provisions and controls outlined by Actions D2.2 and D2.3 of the draft LSPS. It is noted that further consultation on the provisions and controls will be undertaken prior to finalisation.</p>

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Trim Ref	Submission Summary	Planning Response
D19/125627 D19/126065	<p data-bbox="271 245 1480 272">7. Wicks Road Civic Quarter</p> <p data-bbox="271 277 1480 331">Frank Knight prepared a submission on behalf of a group of Wicks Road landowners and recommend that the draft LSPS identify and confirm:</p> <ul data-bbox="271 336 1480 746" style="list-style-type: none"> <li data-bbox="271 336 1480 496">• The potential of the Wicks Road Civic Quarter as an appropriate location for a mix of uses that complement Macquarie Park. Those uses are: <ul data-bbox="315 400 1480 496" style="list-style-type: none"> <li data-bbox="315 400 1480 432">· A range of housing types including affordable housing; <li data-bbox="315 437 1480 469">· Employment including commercial, local retail, start up spaces and health; and <li data-bbox="315 474 1480 496">· Community uses, including open space and public realm. <li data-bbox="271 501 1480 587">• The potential of the Wicks Road Civic Quarter to develop as a transit orientated precinct by supporting a density of development in housing and jobs that takes full advantage of being within a walkable distance of North Ryde Metro station. <li data-bbox="271 592 1480 651">• The potential of the Wicks Road Civic Quarter to create a high quality new community based on the ‘great place’ urban design principles adopted by State Government. <li data-bbox="271 655 1480 746">• That the Wicks Road Civic Quarter is in a unique position (both in terms of location and land ownership) to support and deliver many of the priorities and actions of State Government and Council. 	<p data-bbox="1494 277 2112 427">This submission will be considered as part of the preparation of the Housing Strategy (Action H1.1 of the draft LSPS) and the Employment Land and Creative Industries Strategies (Actions EM3.3 and M2.1 of the draft LSPS).</p>

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Trim Ref	Submission Summary	Planning Response
8. 6-8 Byfield Street, Macquarie Park		
D19/125742	<p>The Owners Corporation for 6-8 Byfield Street (SP 47413) make the following recommendations in relation to the LSPS:</p> <ul style="list-style-type: none"> • Council should broaden the vision of Macquarie Park to include redevelopment opportunities outside the urban activation precincts, including 6-8 Byfield Street. • The Ryde LSPS should provide clear numerical targets for dwellings and jobs across the LGA, both to 2021 and beyond. • Any investigation on housing supply beyond 2021 should consider 6-8 Byfield Street as an opportunity to provide additional homes and contribute to meeting the vision for Macquarie Park and to contribute positively towards various liveability actions. • Council should build on previous City of Ryde and NSW Government strategic investigations to urgently finalise the proposed controls and masterplan for Macquarie Park. • The Ryde LSPS should provide clarity on land use definitions, such as 'mixed-use/commercial' and how it will translate to the review of the Local Environmental Plan. The Owners Corporation is supportive of adopting a B4 Mixed Use zone for our site (from B7 Business Park). • Council needs to complete the technical studies needed to prepare the site-specific planning proposal guidelines as soon as possible. These guidelines need to be prepared as soon as possible and the public should be informed of when they are anticipated to be completed. In order to reduce spot rezonings across the LGA, the guidelines and technical studies need to identify precincts to support the growth anticipated for the next 20 years. • 6-8 Byfield Street provides an opportunity for Ryde LGA to accommodate growth and meet the actions and vision identified in the draft LSPS. This Precinct should be nominated as a future investigation area and undergo a precinct planning review. • The City of Ryde needs to clarify the role of partners in infrastructure delivery and consult with the public and industry to identify collaborative options to fund infrastructure across the LGA. 	<p>This submission will be considered as part of the preparation of the Housing Strategy (Action H1.1 of the draft LSPS), the Employment Land and Creative Industries Strategies (Actions EM3.3 and M2.1 of the draft LSPS) and the development of a Macquarie Park Masterplan (Action M1.1 of the draft LSPS). It will also be provided to the Department of Planning, Industry and Environment for consideration in the Macquarie Park Strategic Investigation.</p>

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Trim Ref	Submission Summary	Planning Response
<p>9. North Ryde RSL Club, 27-41 Magdala Road, North Ryde and TG Millner Field, 150 Vimiera Road, Marsfield</p> <p>D19/125910</p>	<p>North Ryde RSL make the following recommendations in their submission in relation to the above land:</p> <ul style="list-style-type: none"> • The City of Ryde needs to communicate with each landowner to which these actions directly affect their site and provide guidance on the future land use implications. If a compromise is not reached, the structure plan needs to be updated to reflect the discussion's outcomes. • The City of Ryde should investigate public-private partnership to assist in achieving desired outcomes, such as additional open space balanced with development outcomes. • The Ryde LSPS should provide clear numerical targets for dwellings and jobs across the LGA, both to 2021 and beyond. • The draft Ryde LSPS should investigate housing for seniors across the LGA. • The Housing Study should investigate the opportunities of North Ryde RSL in providing aged care housing for residents within the LGA. • Any investigation on housing supply beyond 2021 should identify opportunities outside of the urban activation precincts to provide additional homes and contribute to meeting the vision for Ryde. • City of Ryde needs to provide clarity on when it is anticipated for technical studies to be completed to inform the site-specific planning proposal guidelines. These guidelines need to be prepared as soon as possible to provide clarity to landowners in the City of Ryde on the appropriate planning pathways for development. • The City of Ryde needs to clarify the role of partners in infrastructure delivery and the City of Ryde should consult with the public and industry to identify collaborative options to fund infrastructure across the LGA. 	<p>This submission will be considered as part of the preparation of the Housing Strategy (Action H1.1 of the draft LSPS), the Employment Land and Creative Industries Strategies (Actions EM3.3 and M2.1 of the draft LSPS) and Infrastructure Strategy (Action IN5.1-IN5.3). Council's Open Space Planners are currently preparing an Open Space Provision Plan and the submission will be provided to them for consideration in its preparation.</p> <p>It is noted that in the preparation of the above strategies, Council will be consulting with relevant land owners.</p>

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Trim Ref	Submission Summary	Planning Response
10. 436-484 Victoria Road, Gladesville (Lot 2, DP 539330)		
D19/125927	<p>Dexus Projects Pty Ltd make the following recommendations in relation to the draft report in relation to the land:</p> <ul style="list-style-type: none"> • Amend the draft LSPS by deleting <i>Action IN6.2</i> and acknowledge that planning proposals can continue to be lodged and subsequently assessed according to their strategic and site specific merit. • Council should identify the site as an opportunity site and incorporate the site within the Mixed use/Commercial corridor in the Gladesville Town Centre Structure Plan, given its proximity to Monash Road and the Victoria Road corridor. • Council should reconsider the relevance of a blanket application of strategies that are more appropriately focussed on key major growth areas such as Macquarie Park and North Ryde. • The draft LSPS should be amended to specifically acknowledge and identify suitable sites, such as the Site at 436-484 Victoria Road Gladesville, to provide for mixed employment residential development which would contribute to multiple planning priorities in the draft LSPS. • <i>Action EM3.1</i> should be amended so that it is clear that planning proposals seeking to rezone employment land from one employment type to another (e.g. industrial to mixed use) can still proceed subject to an assessment of strategic and site-specific merit, including economic and employment benefits, without being delayed until the completion of the employment land capacity and demand analysis and review. 	<p>This submission will be considered as part of the preparation of the Housing Strategy (Action H1.1 of the draft LSPS), the Employment Land and Creative Industries Strategies (Actions EM3.3 and M2.1 of the draft LSPS) and the development of a Macquarie Park Masterplan (Action M1.1 of the draft LSPS). It will also be provided to the Department of Planning, Industry and Environment for consideration in the Macquarie Park Strategic Investigation.</p> <p>It is considered necessary for Action IN6.2 to be retained in the draft LSPS to ensure that site specific planning proposals are informed and assessed against Housing, Infrastructure, Centres and Places Strategies and identified growth parameters.</p> <p>Action EM3.1 of the draft LSPS states that planning proposals to rezone employment land to non-employment uses should wait until the Employment Lands Strategy has been completed and Action IN6.2 states that site specific planning proposals should be suspended until they can be assessed against Housing, Infrastructure, Centres and Places Strategies and identified growth parameters. It is considered necessary for both actions to be retained in the draft LSPS to ensure there is adequate employment land to meet future demand prior to considering any proposals for other uses and this will be identified in the preparation of the strategies.</p>

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Trim Ref	Submission Summary	Planning Response
<p>D19/125995 D19/127710 D19/127709 D19/125947</p>	<p>11. 2 Byfield Street, 4 Byfield Street, 6-8 Lyonpark Road and 10 Lyonpark Road, Macquarie Park</p> <p>Shrimptons Creek Precinct Landowners Group (represented by Stirling Property Funds) made the following recommendations in relation to above land:</p> <ul style="list-style-type: none"> • Broaden the vision of Macquarie Park to include redevelopment opportunities on the periphery of the urban activation precincts, including Shrimptons Creek Precinct. • The Ryde LSPS should be clear in future targets for dwellings and jobs across the LGA. There is limited numerical guidance beyond 2021 for both housing and employment. • Any investigation on housing supply beyond 2021 should consider Shrimptons Creek Precinct, as an opportunity to provide additional homes which meets the objectives of the draft LSPS and the vision for Macquarie Park. • Building on previous City of Ryde and NSW Government strategic investigations, Council should urgently finalise the proposed controls and masterplan for Macquarie Park. • The Ryde LSPS should provide clarity on land use definitions, such as 'mixed-use/ commercial' and how it will translate to the review of the Local Environmental Plan. They are supportive of adopting a B4 Mixed Use zone for the Shrimptons Creek Precinct. • City of Ryde should consider Shrimpton Creek Precinct on merits of liveability. It positively contributes to a series of actions identified in Macquarie Park to meet its vision. • City of Ryde needs to provide clarity on when it is anticipated for technical studies to be completed to inform the site-specific planning proposal guidelines. These guidelines need to be prepared as soon as possible to provide clarity to landowners in the City of Ryde on the appropriate planning pathways for development. In order to reduce spot rezonings across the LGA, the guidelines and technical studies need to identify precincts to support the growth anticipated for the next 20 years. • Shrimptons Creek Precinct provides an opportunity for Ryde LGA to accommodate growth and meet the actions and vision identified in the draft LSPS. This Precinct should be nominated as a future investigation area and undergo a precinct planning review. • The City of Ryde needs to clarify the role of partners in infrastructure delivery and City of Ryde should consult with the public and industry to identify collaborative options to fund infrastructure across the LGA. 	<p>This submission will be considered as part of the preparation of the Housing Strategy (Action H1.1 of the draft LSPS), the Employment Land and Creative Industries Strategies (Actions EM3.3 and M2.1 of the draft LSPS) and the development of a Macquarie Park Masterplan (Action M1.1 of the draft LSPS). It will also be provided to the Department of Planning, Industry and Environment for consideration in the Macquarie Park Strategic Investigation.</p>

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Trim Ref	Submission Summary	Planning Response
12. 45-61 Waterloo Road, Macquarie Park		
D19/126033	<p>John Holland Group made a submission in relation to the above site and make the following suggestions that they believe would assist in achieving the future vision of the draft LSPS for Macquarie Park:</p> <ul style="list-style-type: none"> • <u>Introduction of a mixed-use zoning including residential</u> - A mixed-use zoning would better support Council’s vision of achieving an 18-hour economy and greater activation within the commercial centre. Alternatively, residential land uses could be permitted on specific sites to assist with overcoming some of the key challenges identified in the draft LSPS such as the above average ratio of jobs to residents, above average congestion issues and greater patronage of Macquarie Park station outside of business hours. • <u>Competing interests of different government authorities and Macquarie Park</u> - John Holland Group share Council’s vision of creating a permeable pedestrian friendly environment, particularly along Waterloo Road. However, greater co-ordination is needed between the different authorities to improve permeability through the area and pedestrian amenity. • <u>Realisation and activation of the new road network</u> - Council has set out its structure plan for the Macquarie Park commercial core and the location of future roads. Whilst these roads are not serving their ultimate purpose, Council should consider allowing alternative temporary uses which would better activate these otherwise “dead end” spaces and provide security through passive surveillance (e.g. the provision of valet parking for existing developments). 	<p>Support for the vision for a pedestrian friendly environment in Waterloo Road is noted. The comments will be considered in the implementation of the Waterloo Road Linear Park Strategy (Action M3.5 of the draft LSPS).</p> <p>This submission will be considered as part of the preparation of the Housing Strategy (Action H1.1 of the draft LSPS), the Employment Land and Creative Industries Strategies (Actions EM3.3 and M2.1 of the draft LSPS) and the development of a Macquarie Park Masterplan (Action M1.1 of the draft LSPS).</p> <p>The submission will also be provided to the Department of Planning, Industry and Environment for consideration in the Macquarie Park Strategic Investigation.</p>

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Trim Ref	Submission Summary	Planning Response
13. 2-6 Chatham Road, West Ryde		
D19/126043	<p>The proponent for the planning proposal at 2-6 Chatham Road, West Ryde provided a submission stating that the planning proposal is consistent with the draft LSPS and that given the strategic fit, the amount of consultation already undertaken for the planning proposal and its significant progression, they are seeking Council's support for its finalisation.</p> <p>They also state that the planning proposal is consistent with the draft LSPS for the following reasons:</p> <ul style="list-style-type: none"> • It maintains the City of Ryde's current strategic planning direction to focus the majority of residential growth within town centres. • The planning proposal is almost entirely consistent with Councils future planning for West Ryde and as the LSPS acknowledges West Ryde is in desperate need of renewal and the role of catalyst opportunity sites such as this one is clearly recognised in the plan. • It is noted that the planning proposal is consistent with the draft West Ryde Revitalisation Strategy of the draft LSPS. • The mapping of the subject site as an opportunity site for renewal in the West Ryde Structure Plan of the draft LSPS is consistent with the planning proposal. • Their planning proposal and exhibited Voluntary planning Agreement is consistent with Council's commitment to providing affordable housing, including through its Affordability Housing Policy and its intention to amend the Ryde LEP to include an affordable housing contribution. 	<p>On 14 May 2018, the Minister for Planning gave instruction to relevant planning authorities that planning proposals for residential developments in the City of Ryde would not be assessed until such time as an appropriate strategy was in place to ensure local infrastructure (schools, open space, transport, and community facilities) is sufficient to support any increase in population arising from additional residential development.</p> <p>To implement the instruction, the Greater Sydney Commission on 6 June 2018 recommended that Council resolve not to accept any planning proposals involving a residential use until the earlier of 1 July 2020 or the completion of the new city-wide housing and infrastructure strategy through the LEP review process. Council made a resolution consistent with this on Tuesday 26 June 2018.</p> <p>In accordance with the above, the planning proposal cannot be progressed until either 1 July 2020 or the completion of Council's Housing Strategy (Action H1.1 of the draft LSPS) (whichever is sooner).</p> <p>It is noted that the planning proposal for 2-6 Chatham Road, West Ryde, aimed to amend the floor space and height controls for the subject site to allow additional dwelling yield.</p>

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Trim Ref	Submission Summary	Planning Response
14. 36-40 Waterloo Road, Macquarie Park		
D19/126048	<p>Winten Group supports Council's vision to create a globally competitive centre at Macquarie Park with a vibrant and accessible CBD that balances work, recreation and entertainment. However, they raised a number of issues with the realisation of this vision and would like to put forward the below suggestions that they believe will benefit the future of Macquarie Park and their landholding:</p> <ul style="list-style-type: none"> • <u>Roadblocks to the '18-hour economy'</u> - One of the key identified challenges to activating Macquarie Park is the greater than average ratio of jobs to residents, meaning the majority of this precinct closes after business hours and on the weekends. Repositioning Macquarie Park as a vibrant '18-hour' centre will require a mixed-use approach where residential, retail and employment generating development is supported in accessible locations. • <u>Additional capacity for growth in the right locations</u> - Additional growth and capacity should be investigated and supported at key transport nodes. There is a wide dispersal of incoming workers coming into Macquarie Park including locations where there are no efficient public transport links, leading to dependency on private cars to get to work. Enabling greater capacity that already benefits from key transport networks will assist in addressing this key constraint identified in the Draft LSPS. • <u>Competitive design</u> - There should be careful consideration of valid exceptions to the mandated competitive design process. Council should also ensure there is an appropriate mechanism in place to offset the substantial time and cost associated with design competitions. As is standard in other LGAs, this could comprise awarding additional height and/or floor space if design excellence is achieved as a result of a competitive design process. We would also request that Council make sure that it creates sufficient dedicated resources to run its design excellence processes. 	<p>This submission will be considered as part of the preparation of the Housing Strategy (Action H1.1 of the draft LSPS), the Employment Land and Creative Industries Strategies (Actions EM3.3 and M2.1 of the draft LSPS) and the development of a Macquarie Park Masterplan (Action M1.1 of the draft LSPS). It will also be provided to the Department of Planning, Industry and Environment for consideration in the Macquarie Park Strategic Investigation.</p> <p>The design excellence comments will be considered in the drafting of the design excellence provisions and controls outlined by Actions D2.2 and D2.3 of the draft LSPS. It is noted that further consultation on the provisions and controls will be undertaken prior to finalisation.</p>

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Trim Ref	Submission Summary	Planning Response
D19/126089	<p>15. 203-215 Cox's Road, North Ryde</p> <p>The owners of the above property, Enrico Bietola Pty, stated in their submission that the draft LSPS is supported but that consideration should be given to the following:</p> <ul style="list-style-type: none"> • While centres such as Cox's Road are identified as an emerging hub/retail centre the draft LSPS, particularly in relation to planning priorities and actions, the LSPS focuses heavily on the City of Ryde's five town centres. The LSPS fails to adequately consider the support smaller centres can provide to the city's liveability, productivity and sustainability and the cumulative impact they have on the 20-year vision for the city. • The draft LSPS fails to adequately address the planning priorities for liveability set out in the North District Plan, particularly in relation to improving people's quality of life by providing a range of housing types in the right locations that enable people to stay in their neighbourhoods and communities as they transition through life. Cox's Road centre is identified in the North District as being in Sydney's economic corridor and the right location to provide for improved liveability. • Council should provide targets in the LSPS for the preparation of master plans for emerging hubs such as Cox's Road, because: <ul style="list-style-type: none"> - The draft LSPS is meant to set out the 20-year vision for land-use in the local area and this timeframe should include any future planning for Monash Road and Cox's Road; - Emerging hubs at Monash Road and Cox's Road are much smaller in scale and impact than the five town centres, so the preparation of master plans for the hubs can be owner/developer lead, working in conjunction with Council. This will lessen the burden on Council resources and funding allocations. - Decisions on Council infrastructure such as the expansion or relocation of North Ryde Library are best made in conjunction with a master planned approach to the redevelopment of the Cox's Road centre. 	<p>This submission will be considered as part of the preparation of the Housing Strategy (Action H1.1 of the draft LSPS) and the need for a Cox's Road Masterplan will be considered on completion of that strategy.</p>

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Trim Ref	Submission Summary	Planning Response
D19/126120	<p>16. 15 Talavera Road, Macquarie Park</p> <p>ESR Australia, the owner of the above property, make the following recommendations in their submission:</p> <ul style="list-style-type: none"> • That Council specifically define “mixed use/commercial use” and provide specific uses and definitions for each centre within the Macquarie Park Precinct. Notwithstanding this, ESR Australia supports the intended use of the site for mixed use/commercial purposes. • Council should, when considering the implementation of the masterplan, recognise the opportunity to establish Macquarie Park as a CBD location that can compete with other strategic centres. By introducing heightened controls up front, it will facilitate the growth of Macquarie Park to become the next big office CBD with the market incrementally responding to the new controls. • The commercial core and ‘civic heart’ should be centred at the Macquarie Park station. • Council should, when considering the implementation of the masterplan, investigate the potential for Talavera Road to function as a secondary main street within the Macquarie Park Precinct. • Council should continue consultation with key landowners in the Macquarie Park Precinct as the masterplan for the Macquarie is prepared (due for completion in December 2021) to ensure that an appropriate land use mix and density is achieved. 	<p>This submission will be considered as part of the preparation of the Housing Strategy (Action H1.1 of the draft LSPS), the Employment Land and Creative Industries Strategies (Actions EM3.3 and M2.1 of the draft LSPS) and the development of a Macquarie Park Masterplan (Action M1.1 of the draft LSPS). It will also be provided to the Department of Planning, Industry and Environment for consideration in the Macquarie Park Strategic Investigation.</p>

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Trim Ref	Submission Summary	Planning Response
17. Holy Spirit	Catholic Parish and School site located at 191-195 Coxs Road, North Ryde	
D19/126131	<p>The Catholic Archdiocese of Sydney would like to redevelop the above land and believe they can contribute positively to Council’s vision for the revitalisation of Cox’s Road as an emerging hub/retail area.</p> <p>In summary:</p> <ul style="list-style-type: none"> • They are seeking a land use zoning change that would facilitate the range of uses envisioned under the community precinct model, or expansion of the permissible uses within the SP2 zoning. These uses include: <ul style="list-style-type: none"> · Place of Public Worship; · Educational Establishment; · Early Childhood Service; · Seniors Living and Aged care; · Business premises (such as physiotherapist, psychologist, chiropractors); and · Retail. • Redevelopment under the current planning framework for the site is too restrictive and cannot facilitate renewal of the site. • The draft LSPS has identified Cox’s Road as an emerging hub and retail centre where the site is centrally located. However, the masterplan exercise has been deferred by Council until 2025. • They are in support of a master plan for the Cox’s Road emerging hub and retail centre, and would like to be involved with its creation. In light of the significant changes anticipated at the site, we request that the LSPS be amended to include a masterplan designation for the site and identify the site as an appropriate location for renewal in support of the emerging hub. Delaying the masterplan to the next iteration of the LSPS in 2025 is too late for an area that requires much needed attention to increase its diversity and vibrancy, and should not be delayed. 	<p>This submission will be considered as part of the preparation of the Housing Strategy (Action H1.1 of the draft LSPS) and the need for a Cox’s Road Masterplan will be considered on completion of that strategy.</p>

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Trim Ref	Submission Summary	Planning Response
18. 269 Lane Cove Road, Macquarie Park		
D19/126133	<p>Mirvac made the following recommendations in their submission:</p> <ul style="list-style-type: none"> • Council should acknowledge the benefits of some residential uses within Macquarie Park, particularly in immediate proximity of the stations. • Council should include a Planning Priority and set of actions in the draft LSPS to investigate opportunities for an appropriate amount of residential development within the core of Macquarie Park in order to achieve the objectives for the precinct. Council should consider the site at 269 Lane Cove Road, Macquarie Park as a site which can deliver a mixed-use outcome (including commercial and residential uses) and identify this in the draft LSPS. • Council should remove <i>Action EM3.1</i> and <i>Action IN6.2</i> from the LSPS. Instead, Council should develop an approach with the industry to identify, investigate and implement a pathway to plan for and re-imagine sites with strong rezoning potential and opportunity. Council should recognise within the draft LSPS the potential of site-specific Planning Proposals to unlock the potential of particular sites. • Council should prepare its Local Housing Strategy as soon as possible, and prior to the finalisation of the draft LSPS. The draft LSPS should incorporate the findings of the Local Housing Strategy in order to ensure the LEP review and any future Planning Proposal can give effect to the housing objectives of the LSPS. Both the Local Housing Strategy and the draft LSPS should plan for the accommodation of high-density dwellings well beyond the 2016-2021 timeframe. Council should remove the moratorium on residential Planning Proposals as supply required in the next cycle should be planned for now. • Council should review the draft LSPS with consideration of the cumulative impact contributions and design review requirements have on the cost of development. Furthermore, care should be given to the wording of these commitments to avoid increasing barriers to Build-to-Rent development. • A new 'Action' is recommended to give effect to the above. It is recommended that Council's draft LSPS acknowledge that future planning controls should accommodate for this housing typology, and appropriate density incentives that encourage best practice design and construction procedures. Council should include an action to investigate Build-to-Rent models in commercial zones, consistent with the treatment of certain residential uses such as hotels. 	<p>Action EM3.1 of the draft LSPS states that planning proposals to rezone employment land to non-employment uses should wait until the Employment Lands Strategy has been completed and Action IN6.2 states that site specific planning proposals should be suspended until they can be assessed against Housing, Infrastructure, Centres and Places Strategies and identified growth parameters. It is considered necessary for both actions to be retained in the draft LSPS to ensure there is adequate employment land to meet future demand prior to considering any proposals for other uses and this will be identified in the preparation of the strategies.</p> <p>This submission will be considered as part of the preparation of the Housing Strategy (Action H1.1 of the draft LSPS), the Employment Land and Creative Industries Strategies (Actions EM3.3 and M2.1 of the draft LSPS) and the development of a Macquarie Park Masterplan (Action M1.1 of the draft LSPS). It will also be provided to the Department of Planning, Industry and Environment for consideration in the Macquarie Park Strategic Investigation.</p> <p>New Section 7.11 and 7.12 Developer Contributions Plans are being prepared to address the City of Ryde's local infrastructure needs and Council resolved to place them on exhibition in November 2019. Mirvac will be able to review the draft plans and provide comment during exhibition.</p> <p>The design excellence comment will be considered in the drafting of the design excellence provisions and controls outlined by Actions D2.2 and D2.3 of the draft LSPS. It is noted that further consultation on the provisions and controls will be undertaken prior to finalisation.</p>

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Trim Ref	Submission Summary	Planning Response
19. Goodman properties, Macquarie Park		
D19/127541	<p>Goodman is a major landholder within the Macquarie Park Corridor with its holdings valued at approximately \$2.0 billion, extending to 30.5 hectares of land and in excess of 280,000m2 of buildings being 22% of all employment generating floor space (excluding the Macquarie Centre).</p> <p>Goodman state in their submission that they are generally supportive of the draft LSPS and vision identified by the City of Ryde Council for the Ryde LGA, sharing Council’s objectives for the Ryde LGA. Goodman recommend the following be considered by Council prior to the finalisation and implementation of the draft LSPS:</p> <ul style="list-style-type: none"> • That Macquarie Park can confidently achieve its commercial and development targets under existing planning controls. • The importance of residential accommodation in the Macquarie Park Corridor to achieve the 18-hour city for Macquarie Park. There is a clear nexus between insufficient residential accommodation and urban centres which fail to deliver the requisite levels of activity beyond the end of the working day to support business which operate after hours. • Identify the Macquarie Park corridor as a “future investigation area”. Whilst parts of the corridor area considered to be contextually appropriate for residential accommodation (in the form of transit oriented mixed-use development), further investigations are necessary to solidify and endorse such planning directions and outcomes. • Goodman - as a large landowner and active contributor to employment activity in the Ryde LGA - wishes to constructively collaborate in the next phase of investigations. They suggest that without doing so, the objectives of the draft LSPS would be severely diminished. 	<p>This submission will be considered as part of the preparation of the Housing Strategy (Action H1.1 of the draft LSPS), the Employment Land and Creative Industries Strategies (Actions EM3.3 and M2.1 of the draft LSPS) and the development of a Macquarie Park Masterplan (Action M1.1 of the draft LSPS). It will also be provided to the Department of Planning, Industry and Environment for consideration in the Macquarie Park Strategic Investigation. It is noted that all land owned by Goodman is within the investigation area.</p>

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Trim Ref	Submission Summary	Planning Response
20. Land contained by North Ryde Station, Epping Road, Delhi Road and the Lane Cove River		
D19/127686	<p>Oakstand and ISPT make a submission in relation to land generally contained by North Ryde Train Station to the west, Delhi Road to the north, Epping Road to the south and the Lane Cove River to the east. They are one of the majority landowners in the precinct.</p> <p>They propose that residential uses should be permissible on the land for the following reasons:</p> <ul style="list-style-type: none"> • The land has the ability to satisfy ongoing dwelling demand beyond the five year dwelling targets in the draft LSPS. • Dwellings in that location would assist in reinvigorating Macquarie Park. • The land is identified as part of the Macquarie Park corridor. However, it is physically disconnected from the primary economic activity centre. • Where much of Macquarie Park is experiencing sustained economic activity, the land has experienced sustained decrease in economic activity. • The land is contained and has great access to public transport and open space, whilst being on the fringe of one of Sydney's largest employment markets. 	<p>This submission will be considered as part of the preparation of the Housing Strategy (Action H1.1 of the draft LSPS) and the development of a Macquarie Park Masterplan (Action M1.1 of the draft LSPS).</p> <p>The land is also situated on land subject to the Macquarie Park Strategic Investigation. The submission will be provided to the Department of Planning, Industry and Environment for consideration in the Macquarie Park Strategic Investigation.</p>

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Trim Ref	Submission Summary	Planning Response
21. Ivanhoe Estate		
D19/129934 D19/129642	<p>The submission prepared by Frasers Property Australia (FPA) relates to the Ivanhoe Estate.</p> <p>The FPA states that they have no objection in principle to the identification of social and community infrastructure within the Ivanhoe Estate and intends to proportionately contribute to the community facility under a Voluntary Planning Agreement (VPA). However, as the community facility will serve the broader Macquarie Park area, FPA requests that the final LSPS acknowledge that the cost associated with the delivery of the community centre within the Site should be factored into as a cost and accounted for within any relevant Development Contribution Plan made under Section 7.11 of the Environmental Planning and Assessment Act 1979.</p>	<p>New Section 7.11 and 7.12 Developer Contributions Plans have been prepared to address the City of Ryde's local infrastructure needs and Council resolved to place them on exhibition in November 2019.</p> <p>Regardless, the final location of such a facility will be dependent on the approved staged development application for the Ivanhoe site and other opportunity sites that may arise suitable to house such a facility to meets the needs of Macquarie Park. Until there is more certainty around the final structure of Ivanhoe Estate, it is premature for Council commit to such facility on the site at this time. Council needs to be sure the facility will meet Council's functional requirements in terms of size and accessibility for whole community of Macquarie Park.</p>

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Trim Ref	Submission Summary	Planning Response
22. 642-678 Victoria Road, Ryde		
D19/131739	<p>Willow Tree Planning on behalf of Calvary Health Care (Calvary) state that the provision of seniors housing, retirement living, and residential care services should be identified as a key challenge and priority within the LSPS. They state that the planning priorities and respective actions of the draft LSPS should subsequently be amended to address the ageing demographic of Ryde and the need to accommodate an older growing population in a built form and style that will be desirable for future ageing residents. In this respect, specific direction and consideration for increased height and density within 642-678 Victoria Road should reasonably be considered in the LSPS and Top Ryde Strategic Priorities.</p>	<p>This submission will be considered as part of the preparation of the Housing Strategy (Action H1.1 of the draft LSPS).</p>

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Trim Ref	Submission Summary	Planning Response
23. 144 Wicks Road, Ryde		
D19/134963	<p>Woolworths owns a site at 144 Wicks Road, Ryde. In their submission Woolworths:</p> <ul style="list-style-type: none"> • State that they intend to lodge a planning proposal to correct a zoning anomaly related to the split B3/B7 zoning on the site. This planning proposal will seek to adjust the zone boundary to better align with the intended subdivision pattern and road alignment on the site. It is noted that this planning proposal would not reduce the amount of employment land across the site but allow the site to be developed in a co-ordinated manner, improve site access and result in a development that better facilitates a building layout that is desirable for commercial and retail uses which generate employment. • Recommended that Council amend the draft LSPS as follows: <ul style="list-style-type: none"> ○ <i>Action EM3.1</i> be amended to allow planning proposals that maintain or increase the amount of employment land continue to be considered. At present, the draft LSPS is silent on this and states that planning proposals seeking to reduce the amount of employment land will not be supported until the employment industries analysis and review is completed. Woolworths have stated that inserting this into the draft LSPS would be consistent with Council’s objectives to promote and protect employment lands throughout the LGA. ○ LSPS be amended to designate the site an ‘emerging hub / retail centre’ on the Centres structure plan. ○ Woolworths has commissioned Location IQ to prepare an Economic Benefit Assessment for the proposed site which found that population and market growth in the area would mean that the viability of no one centre would be impacted by the development of the site, as all shopping centres in the area would benefit from said growth. Woolworths state that developing the site as a hub would deliver a range of benefits to the local community, without unduly impacting the viability of other retail centres in the area. 	<p>The intention to submit a planning proposal is noted. Action EM3.1 of the draft LSPS will not preclude the consideration of the intended planning proposal, as it relates to the proposed rezoning of employment land to a non-employment land zoning and the proposed boundary change relates to two employment land zonings (i.e. the B3 and B7 zones). The intention of the Action is also considered clear.</p> <p>It is noted that Council has commenced preparation of the Employment Lands and Creative Industries Strategies (Actions EM3.3 and M2.1 of the draft LSPS) and proposes to develop a Macquarie Park Masterplan (Action M1.1 of the draft LSPS). The land is also situated on land subject to the Macquarie Park Strategic Investigation. The matters raised in relation to the suitability of the land as an emerging hub will be considered in the preparation of those strategies, investigation and plan.</p> <p>The submission will be provided to the Department of Planning, Industry and Environment for consideration in the Macquarie Park Strategic Investigation.</p>

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5. Agencies Submissions and Responses Table

Agency/ Trim Ref	Submission Summary	Planning Response
1. Office of Sport		
D19/120627	<p>The Office of Sport supports the draft LSPS, acknowledging and supporting the following targets:</p> <ul style="list-style-type: none"> • No net loss of active public open space in the City of Ryde. • All dwellings will be within 400 metres of active public open space greater than 1,500 m2 in size. • There will be a network of recreational corridors, links and connections running through the City of Ryde. • Local flora and fauna will be effectively conserved, and the Powerful Owl will have returned to Ryde. <p>The Office of Sport is currently working in collaboration with a range of partners to develop District Sport Facility Plans. This initiative, identified by the Greater Sydney Commission in its District Plans will provide a strong foundation for future facility provision and participation in sport and active recreation. The Office of Sport recommends that Council consider including an additional action within the most relevant planning priority to support and assist in the implementation of the District Sport Facility Plans (once released).</p>	<p>The Office of Sport's support is noted. A review of the District Sport Facility Plans will need to be undertaken prior to an action being inserted into the draft LSPS.</p>

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Agency/ Trim Ref	Submission Summary	Planning Response
2. Airservices		
D19/123271 D19/129159	<p>Airservices has not identified any significant issues and support the draft LSPPS.</p> <p>They also stated the proposed use of any plant and/or cranes required for the construction of any proposed developments associated with this LSPPS will require separate consultation between any potentially affected airport, the proponent(s) and Airservices, prior to construction commencing, to ensure there are no impacts on Airservices facilities or operations.</p>	Noted.

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Agency/ Trim Ref	Submission Summary	Planning Response
<p>D19/125027 D19/74319</p>	<p>3. NSW Health - Northern Sydney Local Health District</p> <p>Northern Sydney Local Health District (Health Promotion) state that the draft LSPS sets an excellent vision and framework for a broad range of priorities and actions that if realised, and will have positive health benefits for the people of Ryde LGA. They look forward to further collaborations with the City of Ryde on strategic planning projects and make the following comments regarding specific sections of the draft LSPS:</p> <ul style="list-style-type: none"> • Part 1: Introduction <p>About the City of Ryde (page 6)</p> <ul style="list-style-type: none"> ○ Health Promotion recommends that Australia’s First People be included in the introduction. ○ They also recommend that the following be noted in the introduction: Compared to the rest of the Northern Sydney Region, Ryde LGA has... <ul style="list-style-type: none"> ▪ The highest percentage of children in low-income, welfare recipient families; ▪ Pockets of disadvantage with a higher percentage of people living in social housing; ▪ The highest projected increase in the over 65 population between 2016 – 2036; ▪ Higher rates of mental-health related hospitalisations which is trending upward; and ▪ A higher percentage of people living with severe or profound disability. <p>Our 20 year Vision (Page 15)</p> <ul style="list-style-type: none"> ○ Health Promotion commends Council for explicitly stating the importance of health in its vision statement. <ul style="list-style-type: none"> • Part 2: Infrastructure and Collaboration – Key Challenges (Page 30) <ul style="list-style-type: none"> ○ Health Promotion commend the target for all homes to be within 400 m of active open space, but recommend an additional target: “all high density residential areas (over 60 dwellings/ha) are within 200m of quality public open space”. ○ They recommend including the following action: “Pursue opportunities to collaborate with neighbouring councils and relevant state agencies for infrastructure and transport planning.” 	<p>Comments made by Health Promotion are addressed by the draft LSPS. However, the following comments are made:</p> <ul style="list-style-type: none"> • The Wallumedegal Clan of the Dharug people are included in the introduction of the draft LSPS (page 5). • The additional details requested to be included in the introduction will be considered in the completion of the actions of the draft LSPS and as such it is not considered that they need to be listed. • The additional target of 200 m of quality public open space for all high density residential areas may not be feasible. It may also result in the creation of pocket parks that are not in accordance to Council’s Integrated Open Space Strategy. However, the proposed target and other comments made in relation to housing will be considered with the preparation of a Housing Strategy (Actions H1.1-H4.4) and Infrastructure Strategy (IN5.1-IN5.3) which are actions of the draft LSPS. • Council will continue to collaborate with adjoining Council’s and relevant state agencies for infrastructure and transport planning. • The comments in relation to active transport will be considered in relation to the preparation of the Active Transport Strategy which is an action of the draft LSPS (Action C1.1), the development of a Macquarie Park Masterplan (Action M1.1 of the draft LSPS) and in the completion of the walking and cycling actions of the draft LSPS (C4.1-4.8) for centres. • Comments made in relation to the public domain of centres (including pet friendly areas, smoke and alcohol free zones, etc.) will be considered with the completion of relevant public domain actions of the draft LSPS (Actions C6.1-C6.3). • Removing regulatory barriers to encourage events such as farmers markets is addressed by Action CW6.1 of the draft LSPS.

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Agency/ Trim Ref	Submission Summary	Planning Response
	<ul style="list-style-type: none"> • Part 3: Liveability <p>Liveability - 3.1 Housing supply, affordability , diversity and amenity (Page 48 and 53)</p> <ul style="list-style-type: none"> ○ Health Promotion commend Council for prioritising access to open space and public transport for all homes. However, they recommend the inclusion of the high density-200m target as above. ○ They also recommend planning controls that ensure private developments incorporate movement networks that prioritise pedestrians and cyclists and improve connectivity. ○ They suggest that dwellings of between 45-175 per-hectare is achievable without high rise buildings (i.e. within up to 6 storeys) and may be more beneficial than high rise for population subgroups such as young families and the elderly. <ul style="list-style-type: none"> - Re: <i>Planning Priority H5 Housing Affordability</i> Amendments to the LEP should ensure that affordable housing supply will be strategically located near public transport hubs and employment centres. - Re: <i>Planning Priority H6 Housing Design and Amenity</i> They commend the prioritisation of street tree planting. - Re: <i>Planning Priority H7 Design Excellence and Planning controls</i> They support residential planning controls which encourage universal design and applying Apartment Design guides to meet community's needs. <p>Liveability - 3.2 Centres and Placemaking</p> <ul style="list-style-type: none"> - <i>Centres (Page 61)</i> They support the planning priorities outlined to improve connectivity and access between key centres through public transport and cycle ways. - <i>Liveability and vitality of public spaces (Page 64-65)</i> They recommend an action to consider the potential for pet friendly public spaces as this can support social interaction and have a positive impact on wellbeing. - <i>Structure Plans – Development near main roads (Page 71 -81)</i> They recommend that planning controls consider the negative health impacts of excess noise and nitrogen oxide exposure (caused by proximity to busy roads and railways) when locating high density housing and ensure that building designs protect residents from such pollutants through measures such as adequate setbacks and greening. 	<ul style="list-style-type: none"> • Health Promotion will be consulted in the completion of all relevant actions of the draft LSPS.

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Agency/ Trim Ref	Submission Summary	Planning Response
	<p>Liveability - 3.3 Heritage Health Promotion support <i>Planning Priority HE2</i> (i.e. the protection and enhancement of Aboriginal cultural heritage in consultation with local Aboriginal groups.)</p> <p>Liveability - 3.4 Culture and Wellbeing (Page 89-91) Health Promotion note that the action areas under ‘culture and wellbeing’ primarily focus on cultural and community facilities. They recommend:</p> <ul style="list-style-type: none"> - Including actions and more specific targets on wellbeing, e.g. advocating for Voluntary Planning Agreements and Development Contribution Plans to include social infrastructures which support active living, place making and strategic co-location of facilities near public transport - Including policies on smoke-free and alcohol free zones in planning controls in the interest of public health. - Including actions relating to access to healthy food to inform future land use and planning controls which: <ul style="list-style-type: none"> - Ensure residents have access to fresh food outlets within 800m walk. - Encourage developments to provide space for fresh food retail outlets, urban agriculture, community gardens, rooftop gardens, edible vegetation where appropriate. - Create and retain flexible public spaces for farmers markets, pop-up fruit stalls to encourage local food production and enhances culture and identity. - Minimise advertising of unhealthy foods and limits density of alcohol outlets - Protect existing land for food production <p>• Part 5: Sustainability</p> <p>Sustainability - 5.1 Open Space and active recreation (Page 130)</p> <ul style="list-style-type: none"> - Health Promotion support Council’s aspiration and actions to ensure there are adequate quality green open spaces. They note that the NSW Government Architect’s Greener Places draft policy sets out criteria which industry can use to embed greening approach in future projects and developments. - As mentioned under Part 2 above, they recommend the targets on page 130 explicitly state that high density dwellings will be within 200m of quality green open space. 	

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Agency/ Trim Ref	Submission Summary	Planning Response
	<p>Sustainability - 5.2 Environment (Page 137)</p> <ul style="list-style-type: none"> - <i>Re: Planning Priority E2 - Increase Urban Tree Canopy</i> They support the actions and targets to increase urban tree canopy. This aligns well with the Premier's Priority to improve green infrastructure. - <i>Re: Planning Priority E3 – Reduce carbon emissions</i> They recommend including actions which aim to reduce emissions from private vehicles. Active transport strategies and planning controls should aim to improve air quality and limit exposure to air pollutants from main roads to residential areas and schools. - <i>Re: Planning Priority E4 - Protect and improve the health and enjoyment of the City of Ryde's Waterways</i> They strongly support the Parramatta River Masterplan to provide safe swimming sites and river walks which will support physical activity. <p>Sustainability - 5.3 Resilience (Page 144) Health Promotion commends Council's action to develop a Local Resilience Plan which incorporates Community Health and Wellbeing and they would welcome engagement with the Council on this initiative in the future.</p> <ul style="list-style-type: none"> • Part 6: Implementation Monitoring (Page 147) Active Living NSW provide a range of resources to assist Councils in addressing active living and healthy eating principles and practices as they implement, monitor and review their Integrated Planning and Reporting (IP&R) frameworks. Health Promotion recommends consideration of these resources to further help to promote community health and well-being. 	
4. Civil Aviation Safety Authority (CASA)		
D19/125900	CASA stated it had reviewed the draft LSPS and noted that the Ryde Local Government Area is within the prescribed airspace for Sydney and Bankstown Airports. CASA recommended that the Council ensure that the National Airports Safeguarding Framework (NASF) guidelines are used when preparing and assessing developments on an in the vicinity of airports.	Noted.

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Agency/ Trim Ref	Submission Summary	Planning Response
5. NSW Department of Planning, Industry & Environment (DPIE)		
D19/126184	<p>DPIE state that Ryde plays an important role in the provision of social housing in the Sydney Region, noting that:</p> <ul style="list-style-type: none"> • There are 1,418 social housing properties in the LGA. • A significant amount of social housing is considered to be older (25% over 51 years old). • Social housing is typically dispersed across the LGA, but with concentrations in West Ryde, Ryde and Eastwood. • The Ivanhoe Estate Project will see the transformation of 259 social housing properties into a socially integrated neighbourhood of around 3000-3500 properties including over 950 social and 128 affordable rental apartments. <p>DPIE acknowledge Council's commitment to providing affordable housing, including through its Affordable Housing Policy and its intention to amend the <i>Ryde Local Environmental Plan 2014</i> (LEP) to include an affordable housing contribution. In addition, DPIE suggest that the LSPS be amended to include an action which acknowledges the NSW Government's Community Plus Program and Council's role in supporting the NSW Land and Housing Corporation (LAHC) in its implementation. The following wording is recommended:</p> <p><i>Council will continue to work with the NSW Land and Housing Corporation to support the renewal of social housing within the LGA, consistent with the Communities Plus program, including through facilitating changes to the planning framework for public housing assets.</i></p>	<p>The NSW Government's <i>Future Directions in Social Housing Strategy</i> was released in 2016. Under the strategy the LAHC will deliver the Community Plus Program (program).</p> <p>The program is one of the NSW Government's key initiatives to grow the social housing portfolio. The program proposes to deliver new and replacement social housing, affordable housing and private housing through the renewal of existing assets. The program also intends to develop new mixed communities where social housing is integrated with private and affordable housing and is largely indistinguishable from the surrounding housing.</p> <p>Council will continue to work with the LAHC in relation to social housing provision in the City of Ryde but will need to be briefed on any proposed changes to the planning framework prior to support being able to be provided.</p>
6. Lane Cove Council		
D19/129009	<p>Lane Cove Council provides in-principle support to the priorities and actions contained in the draft LSPS. However, they note that the Macquarie Park and St Leonards Strategic Centres, along with Chatswood, form part of the broader Eastern Economic Corridor which is one of the most significant economic corridors in Australia. Given this relationship, they state that there is potential opportunity for further collaboration with other Councils and stakeholders in the Eastern Economic Corridor to support and enhance its role and performance. This would be in accordance with <i>A Metropolis of Three Cities</i> objectives and <i>North District Plan</i> actions.</p>	Noted.

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Agency/ Trim Ref	Submission Summary	Planning Response
7. NSW Rural Fire Service (NSW RFS)		
D19/129110	<p>The NSW RFS states that it has reviewed the draft LSPS and advises that a bushfire assessment report should be prepared for any future planning proposals resulting from the LSPS. The NSW RFS further states that the assessment should identify the extent to which any proposal conforms with or deviates from the relevant provisions of <i>Planning for Bush Fire Protection 2006</i> and the Strategic Planning section of the soon to be released <i>Planning for Bushfire Protection 2019</i> (currently within the pre-release <i>Planning for Bushfire Protection 2018</i>).</p>	Noted.
8. NSW Police Force (NSW Police)		
D19/130173 D19/122959	<p>The NSW Police states the following in their submission:</p> <ul style="list-style-type: none"> • They would like the opportunity to make comment on any significant developments as plans become available. • A detailed CPTED (Crime Prevention Through Environmental Design) report should be included in all new development applications. • In large residential unit complexes theft from mail boxes within the Sydney Metropolitan Area is a growing concern. The NSW Police request that the mail boxes in unit complexes are designed in a particular way to reduce theft. • Police request that all buildings have CCTV installed both internally and externally around buildings. 	Noted.

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Agency/ Trim Ref	Submission Summary	Planning Response
9. TAFE NSW		
D19/130373 D19/125211	<p>TAFE NSW makes the following comments in relation to the draft LSPS:</p> <ul style="list-style-type: none"> • TAFE NSW would welcome the sharing of Council's local data and context work. This information would inform the planning of TAFE NSW services and educational delivery for both the TAFE NSW Ryde and Meadowbank sites. Of particular interest would be more information about the types of industries the additional 19,000 jobs (target in the draft LSPS by 2036) will come from, the localisation of these jobs and the possible future public or active transport relating to these jobs. • TAFE NSW is planning the redevelopment of the Meadowbank site to incorporate an active and equitable walking path through the campus to connect Rhodes Street and the station via upgraded entry points. This will provide access for the community, including an opportunity for the community to use the green space on the TAFE site. • TAFE NSW is interested to note Council's objective to investigate a design education centre/incubator or an innovative/creative industries incubator within the LGA and would welcome the opportunity to liaise further with Council regarding the initiative. • In relation to the Draft West Ryde Revitalisation Strategy, the Strategy notes that TAFE NSW Ryde is within 5 minutes' drive of West Ryde. TAFE NSW also notes that TAFE NSW Meadowbank, as part of the Meadowbank Education Precinct, is one station away from West Ryde or 6 minutes' drive. • In regards to the Shepherds Bay and Meadowbank station area proposals, the planned improvements to the entry to the TAFE NSW Meadowbank site will provide an improved address and access point to the College from these areas. 	<p>Employment Land and Creative Industries Strategies are currently being prepared and are actions of the draft LSPS (Actions EM3.3 and M2.1). These strategies are investigating the feasibility of future industries for the City of Ryde and possible localisation (including incubator). These strategies will be exhibited for comment and data shared with TAFE NSW at that stage.</p> <p>The remaining comments made by TAFE NSW are noted and considered consistent with the draft LSPS.</p>

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Agency/ Trim Ref	Submission Summary	Planning Response
10. Sydney Water		
D19/133410 D19/121536 D19/46706	<p>Sydney Water provides the following comments in relation to the following Planning Priorities of the draft LSPS:</p> <ul style="list-style-type: none"> • <i>Planning Priority E2 - Increase urban tree canopy cover and deliver 'Green Grid' connections</i> - Sydney Water supports Council's planned implementation of the City of Ryde's Street Tree Masterplan and Tree Management Policy. It is open to working with the City of Ryde Council and other Northern Sydney Councils to develop the regional Green Grid Masterplan and looks forward to collaborating with Council to achieve the intended increase of cool shade to 30% of the LGA. • <i>Planning Priority E3- Reduce Carbon Emissions and manage energy, water and waste efficiently</i> - Sydney Water supports Council's priority to manage water more efficiently, especially Council's proposal to review the water wise section of the Ryde Development Control Plan (DCP) 2014. Sydney Water is happy to provide advice to Council during preparation and exhibition of the DCP to ensure sustainable water outcomes can be met. • <i>Planning Priority E4 - Protect and improve the health and enjoyment of City of Ryde's waterways</i> - Sydney Water is supportive of and happy to provide input into Council's development of a Water Strategy for the City of Ryde Council. It recommends that Council continue collaborating closely with Sydney Water and other members of Parramatta River Catchment Group to achieve the Parramatta River Masterplan. • <i>Planning Priority C7 - Create a sense of Place and Promote Community Identify</i> - Sydney Water supports Council's intention to develop heritage interpretation programs for City of Ryde's Centres and would be interested in talking with Council about promoting awareness of Sydney Water's heritage sites including the West Ryde Pumping Station. • <i>Planning Priority OS3 - Future open space is delivered in a manner that maintains a healthy natural environment</i> - Sydney Water supports Council's priority to deliver open space in a manner which maintains a healthy natural environment and sees this as an opportunity to collaborate with Council on how Water Sustainable Urban Design principles could be incorporated into the planning, design and management of open space. 	<p>The supportive comments from Sydney Water are noted. Council will consult, collaborate or continue to collaborate over the matters requested by Sydney Water in their submission.</p>

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Agency/ Trim Ref	Submission Summary	Planning Response
	<ul style="list-style-type: none"> • <i>Planning Priority IN1.1 - Provide sufficient infrastructure to support current and future population growth</i> - Sydney Water commends Council's commitment to identify gaps between current infrastructure and future need, so as to appropriately service population growth. Sydney Water requests that Council continue to regularly engage Sydney Water to provide updates of any changes to projected population, dwelling and employment data. <p>Sydney Water also requests that Council consider appropriate land use zoning for water related operational infrastructure and will provide further advice to Council on appropriate zoning of its infrastructure within the local government area as part of the formal consultation for future amendments to the LEP.</p>	

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Agency/ Trim Ref	Submission Summary	Planning Response
11. Environmental Protection Authority		
D19/136274	<p>The NSW Environmental Protection Authority (EPA) provides the following comments in relation to the following matters:</p> <ul style="list-style-type: none"> • Air Quality <ul style="list-style-type: none"> ○ Although Council's draft LSPS identifies access to clean air as a challenge, it does not directly consider air pollution in its priority and actions for resilience (5.3.6). Air quality is an additional matter for inclusion in Council's proposed Resilience Strategy. ○ Council can use its commitment to Design Excellence to help protect its growing community from poor air quality. This can include: <ul style="list-style-type: none"> ▪ supporting clean and efficient heating in new developments (as domestic wood heaters are a major source of fine particle pollution), ▪ ensuring new residential and other sensitive developments are sited and designed to minimise exposure to traffic emissions, and ▪ creating development controls, policies and guidelines that address the management of air quality and help prevent land use conflicts. ○ Council's LSPS and associated plans can address opportunities to support electric vehicles, in particular through charging infrastructure. Supporting green and blue grid and increasing tree cover are also important in directly improving air quality including opportunities to improve active transport networks. 	<p>The comments of the EPA are noted and the following changes to the draft LSPS are recommended:</p> <ul style="list-style-type: none"> • Air quality and noise will be part of Council's resilience plan and it is therefore appropriate to recommend that both be added as additional matters of consideration in the draft LSPS (Action R1.1 and Table 48 of the draft LSPs). The draft LSPS has been updated accordingly. • Air quality (including possible infrastructure for electric vehicles) will be addressed as part of the development of design excellence controls as per Action D2.2 of the draft LSPS. • The noise issues raised in relation to the night-time economy and events will be considered in the development of a Macquarie Park Masterplan (Action M1.1 of the draft LSPS) and in the review of the approval process with respect to public events (Action CW5.1 of draft LSPS). • There are actions in relation to developing appropriate planning controls across all residential development types (Actions H7.1-H7.3) and other types of developments (Action E4.1) that will address the noise and water quality issues raised by the EPA. • EPA guidance notes on Waste and Resource Recovery will be considered in the undertaking of Action E7.1 to investigate new and alternative methods of resource recovery and it is not considered necessary to have further content in the final LSPS to strengthen waste-related actions and resource recovery outcomes.

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Agency/ Trim Ref	Submission Summary	Planning Response
	<ul style="list-style-type: none"> • Noise <ul style="list-style-type: none"> ○ The Draft LSPS highlights the importance of the night time economy and includes supporting actions to investigate and remove barriers for its delivery. These actions would benefit from a noise study to help develop appropriate mitigation and management approaches. This is particularly relevant to areas undergoing mixed use development. ○ Planning Priorities <i>EM1</i> and <i>EM2</i> relate to land use intensification, diversification and employment land protection. <p>EPA recognises that these business, commercial and surrounding residential lands require careful planning to avoid land use conflicts, especially with regard to hours of operation.</p> <p>Any actions to review these lands would benefit from the inclusion of supporting approaches to address the following action (Action 81) of the North District Plan:</p> <p><i>Avoid locating new urban development in areas exposed to natural and urban hazards and consider options to limit the intensification of development in existing urban areas most exposed to hazards.</i></p> <ul style="list-style-type: none"> ○ <i>Planning Priority CW5</i> recommends reviewing the approvals process with respect to public events. It is important that any such review include supporting noise management controls. ○ To support high amenity and liveability outcomes in the midst of future ongoing mixed use development, Council may want to undertake a review of any noise pollution related planning controls or supporting codes, to assess if they are contemporary and are able to meet the community expectation for these new places. 	

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Agency/ Trim Ref	Submission Summary	Planning Response
	<ul style="list-style-type: none"> ○ The Draft LSPS could provide a mechanism to review key roadways or transport corridors where future change in traffic growth is predicted. It could also set appropriate noise controls early to guide future development in the vicinity of these transport corridors. ○ Councils proposed Resilience Strategy (Planning Priority R1) would also benefit inclusion of potential noise impact and where practicable, consideration should be given to identifying, creating, and preserving areas of quiet amenity, particularly in urban areas to improve liveability. ● Water Quality <ul style="list-style-type: none"> ○ The Draft LSPS includes planning priorities to protect and improve the health and enjoyment of the City of Ryde's waterways. To help strengthen and deliver on these priorities, Council should review any existing WSUD or stormwater controls, policies and guidelines to help deliver key waterway health outcomes. <p>Council may also wish to collaborate with adjoining Councils in the catchment and work on joint initiatives to help improve waterway health.</p> <p>Council may also wish to have a conversation with Sydney Water regarding the role of treated wastewater and stormwater as part of an investigation into promoting integrated water cycle management.</p> ○ Any review of contribution or funding approaches should include stormwater infrastructure and associated water quality devices. Consideration should also be given to the maintenance of these WSUD systems and controls. ○ Council may wish to explore and promote the use of green building ratings tools, such as NABERS, Green Star Communities and the Sustainability Advantage program. 	

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Agency/ Trim Ref	Submission Summary	Planning Response
	<ul style="list-style-type: none"> • Waste and Resource Recovery <ul style="list-style-type: none"> ○ EPA suggests that Council review the EPA guidance notes on Waste and Resource Recovery and incorporate further content into its final LSPS to strengthen waste-related actions and resource recovery outcomes. • Contaminated Land <p>Council may consider reviewing current planning approaches for the management of contaminated land. Council may also consider further developing its policies and planning controls for development applications for sensitive land-uses (such as schools) and areas with pre-existing contamination.</p> <p>The EPA also referred to their planning guidance notes that have been prepared to assist the Greater Sydney Commission as part of their assurance process, as well as Councils when developing their LSPSs to help deliver key sustainability planning priorities and actions in District Plans.</p> 	
<p>12. Property NSW (within the Housing and Property Group of the Department of Planning, Industry and Environment)</p>		
D19/138634	<p>The submission is in relation to Macquarie Hospital which is located at 25-37 Wicks Road, North Ryde and owned by Property NSW.</p> <p>The hospital is run by NSW Health, serves as a stand-alone mental health facility, is 43 hectares in size and is within the Northern Sydney Local Health District. The site also comprises the North Rye Common which is parkland subject to a long-term lease to City of Ryde hosting various events throughout the year.</p> <p>Property NSW have advised that they are currently working with NSW Health to undertake a review of the future use of the site and are generally supportive of the draft LSPS. However, they have also stated that they believe that the site has the potential to contribute significantly to the achievement of the Council's vision should alternate uses be contemplated within the draft LSPS.</p>	<p>Actions of the draft LSPS require the preparation of a Housing Strategy (Actions H1.1-H4.4) and Employment Lands and Creative Industry Strategies (Actions EM3.3 and M2.1). Comments from Property NSW will be considered in their preparation and Property NSW will also be consulted during the exhibition of those strategies.</p>

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Agency/ Trim Ref	Submission Summary	Planning Response
D19/185633	<p>13. Heritage NSW</p> <p>The submission congratulates Council on its strong recognition of heritage, culture and diversity within the draft LSPS. Support was also stated for the heritage initiatives within the vision, structure plans, planning priorities and actions of the draft LSPS.</p> <p>Heritage NSW also suggested Council that could consider the following when finalising the LSPS:</p> <ul style="list-style-type: none"> • Consider how Aboriginal cultural heritage and cultural landscapes can be protected in the Ryde Local Environmental Plan 2014; • Consider the linkages between culture, heritage and tourism, and the opportunities culture and heritage bring for economic growth; • Clearly articulate heritage as it relates to the character of the city, including potentially identifying clusters of places and items which contribute to the significant character of the place; and • Consider the linkages between actions and priorities, for example the ways in which heritage and culture contribute to an attractive and liveable city, as well as local employment and community wellbeing. <p>They also stated that in addition to items of local heritage significance listed under the Ryde Local Environmental Plan 2014, the Ryde Local Government Area contains 10 State Heritage Register items and 73 Recorded Aboriginal Sites. Heritage NSW noted that care must be taken to avoid impacts on these items and sites, and consideration needs to be given as to how to mitigate any impacts where they are unavoidable.</p> <p>Heritage NSW also prepared some general guidance and quoted publications that could assist Council in drafting the LSPS (including Government Architect NSW's recent publications <i>Design Guide for Heritage</i> and <i>Designing with Country</i>).</p>	<p>Noted.</p> <p>This will be addressed by Action HE2.1 of the draft LSPS.</p> <p>This will be addressed by Action HE1.7 and HE2.2 of the draft LSPS.</p> <p>This will be addressed through the preparation of character statements (refer to Section 1.2.3 of the draft LSPS).</p> <p>This is addressed through the priorities HE1 and HE2 and actions HE1.1 – HE1.7 and HE2.1 – HE2.3 of the draft LSPS.</p> <p>This will be addressed by Actions in section 3.3.5 of the draft LSPS.</p> <p>The Draft LSPS was drafted such that the general guidance provided has already been considered and/or will be addressed by the Actions provided in section 3.3.5 of the draft LSPS.</p>

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6. Transport for NSW Submission and Responses

Transport for NSW (TfNSW) is the lead agency of the NSW Transport cluster and has provided a detailed submission by collecting comments on the draft LSPS from agencies across the cluster. The cluster includes:

- Transport for NSW;
- State Transit;
- Roads and Maritime Services;
- Sydney Trains;
- Sydney Metro;
- NSW Trains; and
- Sydney Buses.

The comments have been divided into comments made in relation to sections of the exhibited draft LSPS, Attachment 4 – Making it happen and the draft West Ryde Revitalisation Strategy. A table for general comments is also provided.

The ‘Making It Happen’ sections of the draft LSPS and Attachment 4 – Making it happen have been deleted. The content has been included in the actions of the main draft LSPS document to simplify and make the draft LSPS more concise. Comments made by TfNSW have been addressed given that much of the content has been moved or is already addressed by the actions in the main body of the draft LSPS.

Sections of LSPS		
LSPS Section	Comments	Planning Response
1.1.4 Ryde Community Strategic Plan 2018 Challenges and Opportunities	TfNSW agree on the need to make sure appropriate infrastructure is planned and delivered to support major developments, noting the need for Council to ensure that the contributions plans adequately cost and fund the required infrastructure proposed in the structure plans so there is no shortfall in infrastructure provision.	Noted. However, some types of infrastructure, such as schools, health and transport facilities, will be provided by state government agencies and as such are not inclusions for Council contribution plans. It is noted that Council resolved to exhibit two contribution plans in November 2019 and that Council is currently preparing an Infrastructure Strategy as per the requirements of the draft LSPS (Actions IN5.1-IN5.3).

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Sections of LSPS		
LSPS Section	Comments	Planning Response
1.2.2 Future City of Ryde Structure Plans Figure 10 - Transport Structure Plan	<p>Council has suggested a number of transport projects that have not been identified in Future Transport 2056, which are also not consistent with the District and Region plans. TfNSW recommends that these projects be shown as council-led initiatives and that Council considers how it aligns its planning with Future Transport initiatives. TfNSW will note these projects and will work with Ryde Council to explore the strategic transport planning necessary to support integrated land use transport outcomes. Projects that Ryde Council have identified that are NOT identified in Future Transport 2056 include:</p> <ul style="list-style-type: none"> • the Light Rail extension to West Ryde which appears to be an extension of the Parramatta Light Rail. • Light Rail/Mass Transit Link between Epping and Macquarie Park, which is now serviced by North West Metro. Future Transport 2056 identifies a potential future link between Epping and Parramatta, as an On-Street Rapid Transit Corridor (Light Rail/Rapid Bus). • Light Rail/Mass Transit includes Rapid Bus Services, and the maps should reflect this either by the dashed line to a high frequency local bus service/city serving bus service. • Light Rail / Mass Transit Link from West Ryde towards Sydney CBD following Victoria Road. Future Transport 2056 defines a Victoria Road public transport improvement (Committed initiative 0-10 years) and is not specific in relation to a light rail or mass transport solution. 	<p>To address these comments, an additional map has been inserted in the draft LSPS to clearly differentiate which transport projects are in Future Transport 2056 and what are Council investigation initiatives (refer to Figures 10 and 11 of the draft LSPS at Attachment 1).</p>
	<p>Corridors for a number of projects identified in Future Transport 2056 have yet to be defined. Maps need to reflect that these routes are still undefined and should be shown as representative corridors and noted that these are representative. For example:</p> <ul style="list-style-type: none"> • the Hurstville to Hornsby City Shaping Corridor in Future Transport 2056 curves through Greater Parramatta and to the west of Epping and Macquarie Park • the Parramatta to Epping and Kogarah Mass Transit/Train Link is not necessarily close to the routes shown on the map • the City Shaping Network for investigation is between Rhodes and Epping - not Macquarie Park 	<p>As per the above, a separate figure has been prepared for the draft LSPS that shows the Future Transport 2056 projects and the figure has been prepared to address these comments.</p>
	<p>Clarification is sought on the public transport connection to Mona Vale proposed in Council's document. Future Transport 2056 identifies this as an initiative to be investigated within the next 10 years along the A3 corridor.</p>	<p>See comments above.</p>

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Sections of LSPS		
LSPS Section	Comments	Planning Response
2.1.2 Context and Key Challenges Table 2 Action IN1.1	<p>Table 2 indicates the dwelling delivery numbers for the North Ryde Station and Macquarie University Station Precincts (combined) with the total from 2016 to 2036 being 16,987 dwellings. This total far exceeds the previously approved statutory planning amendments (publically exhibited totals below for these Precincts) which were:</p> <ul style="list-style-type: none"> • Herring Road (Priority Precinct) – (Macquarie University Station) = 5,800 dwellings (by 2031) • North Ryde Priority Precinct = 3,900 dwellings • Combined Total = 9,700 dwellings <p>This difference in dwelling yields needs to be discussed in the LSPS and further reinforces the need for Action IN1.1 to be implemented across the LGA (including these Precincts) - <i>Identify current gaps in infrastructure and future infrastructure needs to appropriately service population growth</i>. The identified gaps needs to be linked to funding mechanisms (assisting in determining feasibility).</p>	<p>Herring Rd UAP now Macquarie University Station Priority Precinct (MUSPP) was exhibited in 2014 with an estimate of 5,800 dwellings being delivered in the precinct This included 2,500 dwellings within the redeveloped Ivanhoe Estate. This figure is not the development standard which are FSRs and Heights.</p> <p>Based on FSRs it is estimated that the total capacity of the MUSPP exceeds 13,400 dwellings although it is acknowledged that 100% will not be delivered. Development consent has been issued with respect to 3,249 dwellings between January 2015 and January 2019. This does not include approx. 3,500 dwellings being considered on the Ivanhoe Estate and 340 on the Macquarie University site.</p> <p>The North Ryde Station Priority Precinct has a total capacity of 2,400 dwellings. Development consent has been issued for 1278 dwellings.</p> <p>The difference will be discussed in the LSPS as suggested.</p>
2.2.2 Context - Funding	<p>Infrastructure is mentioned in the broadest sense for the growth of place and communities. It is suggested that important freight tasks need to be supported by appropriate infrastructure to manage the freight task in the economic centres. This could be included in planning priorities in planning priorities IN1 and IN2 of the draft LSPS.</p>	<p>Freight infrastructure is included in the transport section of the draft LSPS and has its own planning priority (T3 on page 47 of the draft LSPS). An action of the planning priority is to prepare a freight and logistics study that will consider freight management in Ryde centres. This comment will also be considered in the preparation of Infrastructure Strategy of the draft LSPS (Actions IN5.1-IN5.3).</p>

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Sections of LSPS		
LSPS Section	Comments	Planning Response
	The review of S7.11 and S7.12 Contributions plans should be done in consultation with state government agencies responsible for infrastructure development and delivery. This should aim to determine priorities and triggers for investment in local transport infrastructure to integrate with major projects such as footpaths, cycleways, wayfinding and other upgrades as needed.	<p>Infrastructure, such as education, health and transport facilities is provided by state government agencies. Council's contribution plans are drafted to ensure contributions are obtained for local infrastructure such as open space and recreation facilities, community facilities and local road and traffic infrastructure based on existing planning controls.</p> <p>Submissions will be able to be made to Council by state agencies during the exhibition of any contribution plans. It is noted that Council resolved to exhibit two contributions plans in November 2019.</p> <p>It is also noted that Council requested advice from government agencies with respect to incorporating infrastructure planning into the draft LSPS as part of the exhibition process.</p>
2.2.5 Planning Priorities and Actions (Infrastructure) IN3.2 and IN3.3	TfNSW needs to be included as an identified stakeholder for these two actions given the potential yield and infrastructure requirements of these precincts. TfNSW will continue to work with Council on these urban renewal projects and precincts.	Noted.
2.2.5 Planning Priorities and Actions (Infrastructure) IN4.1 and IN4.2	TfNSW suggests to edit Action: "Develop, with the assistance of the Greater Sydney Commission, a more collaborative approach between Council and Transport for NSW, for integrating land use change and growth with the transport network and the planning of major transport upgrades to ensure that all stakeholders are working with the same growth and capacity forecasts and timelines"	Given that the Roads and Maritime Services form part of Transport for NSW (TfNSW), the suggested change has been made.
2.2.7 Case Study – New Roads in Macquarie Park Figure 11	Error on map - Halifax Street and Jarvis Circuit. Lane Cove Road is marked as Epping Road.	Figure has been reviewed.

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Sections of LSPS		
LSPS Section	Comments	Planning Response
2.3 Transport	Given the proximity of Ryde Council area to both the Eastern Harbour City and Greater Parramatta, and the relative importance of the Macquarie Park area this section should include a discussion on the 30-minutes city in this section. This section could also identify the city shaping corridors and city serving corridors.	The vision for this section (section 2.3.1) has been updated to include discussion in relation to the 30-minute city.
	TfNSW suggests adding the following Action to align with both the Region Plan and the District plans: "We will work with Transport for NSW to support and implement travel behaviour change programs to help manage demand on the transport network, including by requiring new developments and businesses operating in key precincts to develop and implement travel plans to encourage the use of sustainable transport choices."	The 30 minute city is mentioned throughout the draft LSPS and it is not considered necessary to add to this section.
2.3.2 Context (Transport)	TfNSW suggests that the Northern Line Duplication for freight is referred to as a rail line amplification for both passenger and freight	The draft LSPS has been updated.
2.3.3 Key Challenges (Transport)	Additional key challenges to be considered for inclusion are: <ul style="list-style-type: none"> • The quantum and availability of car parking in the Macquarie Park precinct are a key attractor to private vehicle use • Limited road access points for car and on-road public transport to/from Macquarie Park • Balancing the needs of travel to/from Macquarie Park with the regional through traffic on key arterial roads 	The draft LSPS has been updated.
2.3.4 Targets (including 4.1.4 Targets and 4.2.4 Targets)	It is noted that Council's LSPS states the following target: "There is a 60/40 public transport/private vehicle modal split for all journeys to and from work in Macquarie Park". It is suggested that the LSPS provide greater clarity on the key actions and measures used to demonstrate how the target will be achieved. The actions / measures should be reviewed and be evidence based. Also details on timing of monitoring reporting should be clarified.	Council's Infrastructure Strategy (Actions IN5.1-IN5.3 of the draft LSPS) will consider opportunities for new controls to assist in reaching the target. This will include measures and monitoring reporting details and be informed by Connect.

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Sections of LSPS		
LSPS Section	Comments	Planning Response
2.3.5 Planning priorities and actions (Transport)	<ul style="list-style-type: none"> • Action T1.2 - Park and Ride facilities should be prioritised based on a number of factors such as the position on the rail network and at locations which do not contribute to town centre/local road congestion. • Action T1.6 - Suggested edit: "Complement land use development with parking policies that encourage public and active transport use, including limiting additional car parking in constrained precincts such as Macquarie Park" • Action T2.5 - TfNSW will work with Council on freight movements in the LGA including limitations on Heavy vehicle movements on local streets and limiting freight operating times and the Council's plans for a freight and logistics study (precinct based) as detailed on p42. The Movement & Place framework proposed on page 122 should also be included in the study. However TfNSW recommends that: <ul style="list-style-type: none"> ○ Spaces are designed that accommodate a diverse range of vehicles and activities that support the full life cycle of a precinct (such as during construction, maintenance, day-to-day deliveries, servicing, maintenance, renovations and repairs) ○ Council provides certainty to stakeholders and reduces conflict between essential freight, delivery and servicing work with the residents and businesses they serve by making provisions for freight activity in all land use zonings (including residential and mixed use developments) ○ Council take care to not neglect the role of freight, delivery and service work both now and in the future. This would increase pressure on these services and exacerbate urban conflict. • Action T3.2 – TfNSW suggests rephrasing this Action to discuss recommendations of the Ryde freight and logistic study with TfNSW to agree what/how agreed improvements can be made through planning controls. • Actions – Council should consider including an action which aims to "improve public transport bus stop facilities, including high quality shelters, lighting and active transport access to improve the attractiveness of public transport and make it more competitive to car travel." 	<p>The Action has been updated (now action T1.3)</p> <p>The Action has been updated (now action T1.7)</p> <p>The comments of TfNSW are noted and will be considered in the preparation of the freight and logistics study (Action T3.1 of the draft LSPS).</p> <p>Relevant government agencies, including TfNSW, will be consulted as part of the preparation of the freight and logistics study (Action T3.1 of the draft LSPS).</p> <p>This will be considered during the preparation of the Infrastructure Strategy (Actions IN5.1-IN5.3).</p>

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Sections of LSPS		
LSPS Section	Comments	Planning Response
2.3.6 Making it happen (Transport)	<ul style="list-style-type: none"> Consider adding an Action such as "improve pedestrian connections through measures such as footpaths and lighting improvements" Consider a total maximum number of parking spaces for the Macquarie Park precinct (and potentially other areas) so as to manage congestion in the precinct and limit any further private vehicle access in peak periods. It is recommended that a new action is added that states: in collaboration with TfNSW investigate locations and corridors for investment in bus priority infrastructure such as bus lanes. Under the Bus list, it is also recommended that the reference to T3 lanes is removed as these are difficult to enforce. Future Transport doesn't identify Parramatta to Macquarie Park Light Rail. Rather it identifies an On Street Rapid Transit Corridor in the interim between Parramatta to Epping, and then in the future it's proposed to be a mass transit corridor. Hence this proposal should not be in the strategy. Evidence needs to be supplied on why a direct rail connection between Parramatta and Macquarie Park is needed and it how it could support the connectivity and growth of the economic zone. Clarification is sought on introducing additional east-west services passing through Denistone, West Ryde and Meadowbank train stations in terms of either bus or train connections. Any investigation of bus service changes should be done in collaboration with TfNSW. 	<p>This section of the draft LSPS has been deleted. As discussed above, the making it happen sections of the draft LSPS were deleted and content included in the action sections of the document.</p> <p>The content is from Council's adopted Integrated Transport Strategy 2016-2031 (ITS). As discussed in the main body of the report, the approach to drafting the LSPS was to bring together Council's adopted exiting plans and strategies such as the ITS. These matters will be considered as part of any review of the ITS.</p>
3.1.5 Planning Priorities and actions (Housing design and amenity)	<ul style="list-style-type: none"> Action H6.1 - Any street trees proposed within the kerbside clear zone of arterial roads should be frangible for road safety reasons. The placement of street trees and awnings should consider appropriate clearances for transport purposes. The Movement and Place framework should support how the landscape interfaces with the road corridor. 	<p>Noted. These comments will be considered in any review of Council's Street Tree Master Plan 2013 and in the undertaking of other relevant public domain actions of the draft LSPS (refer to Section 3.2.5 of the draft LSPS).</p>

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Sections of LSPS		
LSPS Section	Comments	Planning Response
3.2.5 Planning priorities and actions (Centres)	<ul style="list-style-type: none"> • Planning priority C2 – TfNSW suggests adding a new point under C2 which states: "Commercial and retail strips should be planned such that they are supported by public and active transport access, and that the freight and servicing needs are planned to not conflict with place outcomes." • Action C2.2 – TfNSW recommends careful consideration of commuter car parking in relation to place based outcomes. They also recommend that any decision regarding additional car parking is tested against public and active transport access as higher order priorities. • Planning Priority C3 - TfNSW supports the proposed approach to freight and servicing outlined in the Vision (2.3.1), Planning Priorities T2 and T3 and section 2.3.6. For consistency, however, it is suggested that a clarification is made in this planning priority (C3) between off-street private v commercial vehicle parking - and specifically that sufficient off-street parking capacity is provided for freight and servicing vehicles, with a view to minimising the requirement to accommodate these movements on the kerbside. • Planning priorities - Planning priorities for managing car parking is critical for how this would affect freight/ servicing vehicles when combined with place considerations and amenity for the public. Council should consider off-street freight / servicing facilities in any medium to high residential or commercial development through their LEP update. • Actions - Council should consider enhancing bus stop facilities such as shelter and lighting at bus stops to improve the attractiveness of public transport. 	<p>Planning priority C2 and actions provide the detailed required covering this recommendation and it is not considered necessary to add.</p> <p>This would be undertaken as part of the investigation described in Action C2.2.</p> <p>Commercial vehicle parking for freight and servicing vehicles will be considered as part of the actions of the priority and it is not considered necessary to update.</p> <p>Freight infrastructure has its own planning priority (T3 on page 47 of the draft LSPS). An action of the planning priority is to prepare a freight and logistics study that will consider this matter.</p> <p>This will be consider during the preparation of the Infrastructure Strategy (Actions IN5.1-IN5.3).</p>
4.2.3 Key challenges (Macquarie Park)	<ul style="list-style-type: none"> • It is recommended that the following be added to the transport challenges: <i>The availability of parking (both on-street and off-street) in the precinct contributes to the high share of private vehicle travel</i> • It should be noted that the Macquarie Park Bus Interchange upgrade is currently under investigation to address capacity for more commuters and services. 	<p>The availability of parking is a challenge for Macquarie Park and has been added.</p> <p>Noted.</p>
4.2.4 Targets (Macquarie Park)	<p>This page discusses the need for a Masterplan for Macquarie Park to be prepared by December 2021. However it then mentions that a funded Infrastructure Strategy for Macquarie Park will be prepared by December 2020. It is suggested that that the Masterplan is completed first as this would "inform" the Infrastructure Strategy.</p>	<p>It is considered more appropriate to have an infrastructure strategy in place to inform the masterplan. If necessary, the infrastructure strategy can be updated as part of the masterplan process.</p>

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Sections of LSPS		
LSPS Section	Comments	Planning Response
4.2.5 Planning priorities and actions (Macquarie Park)	<ul style="list-style-type: none"> Waterloo Road is the main street in the area. It currently has a strong movement function which needs to be acknowledged. TfNSW will work with Council on determining movement; including the on-street public transport needs and place characteristics of the area and how to achieve this vision into the future. The proposed Waterloo Road Park Strategy should be done in collaboration with the Transport Cluster as there is a need to ensure that the land requirements needed to implement the Park Strategy do not compromise the outcomes of both the proposed Herring Road - Waterloo Road area multi-modal planning study and the Macquarie Park Bus Priority Implementation Plan (BPIP) Stage 2 and potentially to be delivered after these other studies that will inform it. It is suggested that Council remove the reference to the Carlingford section as this is not currently supported by Future Transport Figure 23 – Council needs to clarify the movement and place functions of Waterloo Road in collaboration with TfNSW. TfNSW suggests that the Macquarie Park future structure plan seeks development along key corridors outside of the Macquarie Park Precinct especially in locations that are close to existing transport options. It is also suggested that Freight and logistics are included in the Masterplan for Macquarie Park 	<p>Attachment 2 of the draft LSPS is a Draft Waterloo Road Linear Park Strategy (draft Strategy). The draft Strategy will be tested through further study and consultation with the community, stakeholders in Macquarie Park and government agencies.</p> <p>See comment above.</p> <p>This is a Council investigation in the draft LSPS and will be retained.</p> <p>See comment above. Further consultation on the draft Strategy will be undertaken. Note – the figure is now Figure 26.</p> <p>This will be addressed as part of the Macquarie Park Strategic Investigation and forwarded to the Department of Planning, Industry and Environment for their consideration.</p> <p>Noted.</p>

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Sections of LSPS		
LSPS Section	Comments	Planning Response
4.2.6 Making it happen (Macquarie Park)	<p>A Herring Road - Waterloo Road multi-modal planning study has already been completed and was completed prior to the development of the BPIP Macquarie Park project. The needs for the corridor were considered for all modes. If a study is to go ahead it is recommended that the BPIP Stage 2 project should be considered as the base case.</p> <p>The BPIP Stage 2 is currently the preferred option with other modes such as light rail and centre running rapid bus transit already having been ruled out as a result of the conflicts with place-planning in the area. It should be noted that advice on new left-in / left-out options has previously been supplied to the Ryde Council. There is a concern that additional left-out movements will potentially affect the congestion, reliability and safety of the road corridor.</p> <p>TfNSW does not support the addition of new parking in the precinct but would support the development of a holistic parking management system for the area. Instead the study should consider the gradual removal and the adaptability of parking in the Macquarie Park area as per the District Plan.</p>	<p>As discussed above, the making it happen sections of the draft LSPS were deleted and content included in the action sections of the document. In accordance to this, reference to the multi-modal planning study has been deleted as there are other actions in the draft LSPS that will investigate transport (refer to section 4.2.5 of the draft LSPS).</p> <p>It is noted that Council objected to BPIP Stage 2 and that it will not be considered as the base case for any Council lead investigations.</p> <p>The comments in relation to parking are noted and will be considered as part of completion of the Masterplan for Macquarie Park (Action M1.1 of the draft LSPS).</p>
5.2.5 Planning priorities and actions (Environment)	TfNSW suggest adding the following action to align with NCDP: "Transport demand management initiatives including working from home, improved walking and cycling, improved access to car sharing, carpooling and on-demand transport will also be considered in helping to achieve net-zero greenhouse gas emissions."	Included as an action for Planning Priority E3 of the draft LSPS (Reduce carbon emissions and manage energy, water and waste water efficiency).

General		
Subject	Comment	Planning Response
Freight	The LSPS needs to map key road and rail freight routes which may occur on local roads. These routes should consider freight links external to the area as well as internal.	This work will be undertaken as part of the freight and logistics study (refer to Action T3.1).
S7.11 and S7.12 Contributions plans	Review of S7.11 and S7.12 Contributions plans should be done in consultation with state government agencies responsible for infrastructure development and delivery. This should aim to determine priorities and triggers for investment in local transport infrastructure to integrate with major projects such as Sydney Metro West and WestConnex. E.g. footpath, lighting, cycleways, wayfinding upgrades needed.	See comments in relation Council's contributions plans above and below.

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General		
Subject	Comment	Planning Response
Restrictive Parking Rates	Council should consider restrictive parking rates for rezoned areas around Metro Station precincts so as to encourage no net increase in local area car parking.	The current residential rates are maximums and it has been intended that they would be reviewed post opening of the new Metro. A review of the parking controls of the Ryde Development Control Plan 2014 is slated to commence mid 2020.
Delivery of Transport Related Infrastructure	It is advised that Council considers proposed growth needs to be assessed in relation to transport capacity and work with TfNSW on planning and delivery of transport related infrastructure and services that is well integrated into land use planning so as to support the growth of the area and adequately distribute reliance on various transport modes.	Noted.
Surplus land	Council will need to liaise with the transport cluster to discuss alternate uses for its surplus land including any changes to land near railway stations. Council should consider how other Transport land in the Ryde LGA, including in Macquarie Park, could be utilised to support place making outcomes, enhance transport outcomes and meet local needs for dwellings and commercial space through the LEP review process.	Noted.

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General		
Subject	Comment	Planning Response
Sydney Trains HV Aerial Powerlines	Sydney Trains may have a number of HV aerial powerlines off corridor in the local streets which should be accounted for as they can impact on greater dwelling densities. Depending on the voltage, developments will need to be setback from these powerlines and this may affect development potential. Council should consider the collection of developer contributions to enable the undergrounding of the overhead powerlines, and possibly have this work done prior to development applications being lodged.	<p>S7.11 contributions have no nexus to the undergrounding of power lines and related power network infrastructure. S7.11 Contributions are levied for new local infrastructure that is directly related to the demand on infrastructure and services provided by Council. Council is not the provider of energy (electrical or gas) services and infrastructure within the City of Ryde LGA. As such Council has no power under s7.11 to levy for such works. Notwithstanding, Council usually requires developers to underground power to the frontage of a development site where practicable.</p> <p>Funding for power infrastructure relocation for rail corridors should come from the following:</p> <ul style="list-style-type: none"> • Energy providers; and/or • Rail Authority; and/or • State Infrastructure Contributions (SIC) Plan.
LEP Changes To Accommodate Density	Any changes in the LEP to accommodate the density changes or rezoning should cover setbacks from the rail corridor which are also taken into account for prospective new builds and adherence to FSRs etc. Council should also consider how future development sites will be serviced. Sydney Trains will not allow private party (i.e. developer/land owner) services to utilise its corridor (especially drainage) and requests that such matters be considered early in the process to ascertain the need for alternate solutions, collection of developer contributions or re-consideration of development potential. Sydney Trains is happy to discuss such items early in the process.	Noted. This will be considered in future master planning undertaken in accordance to the actions of the draft LSPS (e.g. master plan for West Ryde as per Action C5.3).

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General		
Subject	Comment	Planning Response
Movement and Place Approach	<p>Council should consider a movement and place approach to achieving both the transport (movement) and land use (place) aspects of the LSPS. This will highlight any key conflicts, trade-offs, decisions or opportunities for achieving your vision by:</p> <ul style="list-style-type: none"> • Establishing a vision to support successful places within your LGA (e.g. map desired future place improvements or place outcomes), • Mapping major movement corridors and identifying future transport needs to support the place vision, • Overlaying these two maps to identify key conflicts, trade-offs, decisions or opportunities for achieving the vision. <p>As Sydney grows, Council and TfNSW need to make better use of existing road space to move more people safely, reliably and efficiently. In consultation with stakeholders, TfNSW will develop and implement a Road Space Allocation Policy to establish clear principles for allocation road space. The policy will guide how Council and TfNSW better use existing capacity while ensuring the roads are contributing to successful places and network is meeting the needs of the community.</p> <p>Transport can provide assistance with applying a movement and place vision to the area through either advice or facilitating a workshop with relevant stakeholders.</p>	<p>Noted.</p> <p>The comments will also be forwarded to the Department of Planning, Industry and Environment for their consideration in the preparation of the Macquarie Park Strategic Investigation.</p>
Improving Road Safety	<p>TfNSW is committed to improving safety on our roads with Safety and Performance being one of the six key outcomes identified in Future Transport 2056. TfNSW will partner with local councils to further embed the safe system approach into planning and everyday operations which will assist councils in reducing road trauma in their communities. The future planning of local communities should consider and explore options to include safety upgrades at intersections to deliver safer and more controlled vehicle turning to reduce the risk of dangerous side impact crashes, especially in locations with older and vulnerable road users.</p>	<p>Noted. It is noted that the draft LSPS includes a planning priority and actions for road safety (Priority T2 and Actions T2.1 – T2.6).</p>

Attachment 4 – Making it happen		
Subject	Comment	Planning Response
General	<p>Council should note that the changes recommended in previous comments need to also be considered in this document.</p>	<p>As discussed above, this attachment has been deleted and content has been included in other sections of the draft LSPS.</p>
H2.1	<p>TfNSW will work with Council from an early stage in the masterplan preparation process.</p>	<p>Noted.</p>

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Attachment 4 – Making it happen		
Subject	Comment	Planning Response
M1.1	It should be noted that advice on new left-in / left-out options has previously been supplied to the Ryde Council. There is a concern that additional left-out movements will potentially affect the congestion, reliability and safety of the road corridor.	Noted. This action now forms part of the master planning process for Macquarie Park action (refer to Action M1.1).
M6.1	M6.1- “Undertake a Herring Road – Waterloo Road area multi-modal planning study” This needs to done in conjunction with the work already undertaken by State government, and hence Council should take BPIP Stage 2 proposal as the base case. M6.1 Any changes to bus operations in the area will need to done in collaboration with TfNSW. References to Light Rail are not supported by TfNSW as they are inconsistent with Future Transport 2056.	As discussed above, the making it happen sections of the draft LSPS were deleted and content included in the action sections of the document. In accordance to this, reference to the multi-modal planning study has been deleted as there are other actions in the draft LSPS that will investigate transport (refer to section 4.2.5 of the draft LSPS). As also discussed above, an additional map has been inserted in the draft LSPS to clearly differentiate which transport projects are in Future Transport 2056 and what are Council investigation initiatives (refer to Figures 10 and 11 of the draft LSPS at Attachment 1). This makes it clear that light rail references are not supported by TfNSW.
M6.3	TfNSW are not supportive of off-street parking/commuter parking stations within Macquarie Park due to the existing congestion issues, the future worsening of traffic congestion within Macquarie Park, and the access to public and active transport options to get to the Metro stations currently. Macquarie Park has very limited capacity to facilitate extra private vehicles trips to the area.	Noted. This will be considered when parking is investigated in accordance to Action M6.3 of the draft LSPS.
M6.4 and M7.1	This Item states: <i>“Address current access, footpath and cycle-way connectivity issues in Macquarie Park by acquiring land in the highest priority areas to/from public transport stops and investigate pedestrian links even without roadways”</i> . TfNSW note that Council will need to clarify who is responsible for these land acquisitions and when do they occur. RMS might be able to increase road scope to include cycle/pedestrian facilities but not acquire as stand-alone projects.	Noted. This will be further investigated in the preparation of the Infrastructure Strategy (Actions IN5.1-IN5.3 of the draft LSPS).

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Attachment 4 – Making it happen		
Subject	Comment	Planning Response
T1.2	Transport is supportive of the action T1.2. However, Council should note that this action is not reflected in current planning proposals including at 66-82 Talavera Road which includes a proposal for a large public car park.	<p>This action has been deleted from the draft LSPS as it is already addressed by the actions of the main body of the draft LSPS (Actions T1.1 - T1.8).</p> <p>The support of TfNSW is noted as is the comment in relation to the planning proposal.</p>
T1.3 & T1.4	The Lane Cove Road - Devlin Street corridor is a RMS asset and a Road Action plan is being considered. It is recommended that Council removes the reference to T3 lanes and have bus priority only. This corridor is part of the A3 corridor that links Sydney's North and South and one of a number of Primary Freight Routes, which doesn't have an alternative route. "Bus Priority on Epping Road between Lane Cove Road and Lane Cove River". There is existing bus infrastructure on this section of the road network already, and RMS are investigating altering or improving this, it is suggested that Council works with TfNSW before embarking on a bus priority study.	<p>This action has been deleted from the draft LSPS as it is already addressed by the actions in the main body of the draft LSPS (Actions T1.1-T1.8). It is also noted that reference to T3 lanes is not included in the draft LSPS document. Consultation would be undertaken with the community and government agencies (including TfNSW) in the preparation of any bus priority study.</p>
T1.5	Future Transport doesn't identify Parramatta to Macquarie Park Light Rail. Rather, it identifies an On Street Rapid Transit Corridor in the interim between Parramatta to Epping, and then in the future it is proposed to be a mass transit corridor. Hence, this proposal should not be in the strategy. Evidence should be supplied to support proposals that are inconsistent with Future Transport 2056, such as why a direct rail connection between Parramatta and Macquarie Park is needed. This could include how it would support the connectivity and growth of the economic zone.	<p>This action has been deleted from the draft LSPS as it is already addressed by the actions in the main body of the draft LSPS (Actions T1.1-T1.8).</p> <p>As discussed above, an additional map has been inserted in the draft LSPS to clearly differentiate which transport projects are in Future Transport 2056 and what are Council investigation initiatives such as the light rail (refer to Figures 10 and 11 of the draft LSPS at Attachment 1). This makes it clear that light rail references are not supported by TfNSW.</p> <p>Also, it is noted that all of Council's initiatives (or proposals) are for investigation and as such evidence will be sought during the investigations before any support for them is provided.</p>

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Attachment 4 – Making it happen		
Subject	Comment	Planning Response
T1.6	TfNSW are unlikely to support further commuter parking stations within Macquarie Park, in addition, TfNSW would be reluctant to install them in high “place” areas of Eastwood and West Ryde as this encourages private car trips to get to these locations which will increase the congestion on an already congested arterial road network.	This action has been deleted from the draft LSPS as public transport will be considered by the actions of the main body of the draft LSPS (Actions T1.1 - T1.8). It is noted that Council has been advised by TfNSW that it is considering enhancing the West Ryde Commuter Car Park. Council also opposed the construction of a commuter car park on Eastwood oval by TfNSW due to the heritage qualities of the oval and the need for open space.
T2.1	Clarity is sought on the potential locations where grade-separation or intersection improvements are sought.	This action has been deleted from the draft LSPS as it will be considered by the actions of the main body of the draft LSPS, i.e. during the development of a transport network strategy for the Ryde LGA (Action T2.1). Potential locations and need for future commuter carparks will be considered in its development.
T2.3	This Item states: <i>"Investigate the potential benefits and impacts of a T3 lane on Lane Cove Road (Victoria Road to M2)."</i> Future Transport 2056 identifies that TfNSW will invest future public transport along the Victoria Road Corridor. Council should also note that the Lane Cove Road corridor to the M2 is a key freight route through the area and options may be limited. TfNSW will work with Council on this corridor.	Noted.
T2.4	This item states: <i>"Development of a City of Ryde pinch point improvement program."</i> Council needs to provide further clarity on this item including the type of potential projects and how it will be funded.	This action has been deleted from the draft LSPS as it will be considered by the actions of the main body of the draft LSPS, i.e. during the development of a transport network strategy for the Ryde LGA (Action T2.1). Potential projects will be considered in its development.

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Draft West Ryde Town Centre Revitalisation Strategy		
Strategy Section	Comment	Planning Response
3.2 Connectivity	<ul style="list-style-type: none"> Blaxland Road is included in the “Vehicular Network & Road Hierarchy” map as a 'main road'. Suggest this be corrected as it should be classed as 'arterial road' given it provides north-south movement between Pennant Hills and Top Ryde via Eastwood, Epping and Beecroft Town centres. Statements made such as “<i>More north-south crossing points may potentially alleviate the pressure on the network</i>” or “<i>The lack of east-west vehicular connections in the area has contributed to Victoria Road being a ‘bottleneck’ for traffic flow</i>” need to be backed with evidence based data. The statement regarding cycling routes which states “<i>This is a result of the topography of West Ryde as level changes are less significant in a north-south direction.</i>” is not supported by the following topography map on page 28 which indicates that the topography changes significantly from lower to higher topography as you go north of Victoria Road. 	<p>Blaxland Road has been amended to be an arterial road in the Draft West Ryde Revitalisation Strategy (the draft Strategy) as per the advice of TfNSW.</p> <p>A traffic study is being prepared as part of the preparation of the draft Strategy. This will provide the evidence base and amendments to the draft Strategy will be undertaken as required if such statements cannot be backed.</p> <p>The statement has been amended in the draft Strategy.</p>
3.3 Natural Environment (Noise and Air Pollution)	In terms of potential development along the railway line, Council could reference the 'Development near rail corridors and busy roads' interim guideline (and any subsequent revisions).	Reference has been included in the draft Strategy.
3.6 Section Conclusion	Lack of active transport opportunities to access West Ryde Town Centre should also be listed as a weakness, which is summarised in the section on page 27.	This has been included in the draft Strategy.
4.1 Town Centre Precincts	In regards to bicycle infrastructure, separation should be sought between pedestrians, bicycle riders and motorists where possible – particularly within town centres where there is significant pedestrian movement.	Noted. This will be further considered as the draft Strategy and associated traffic study is progressed.
4.1 Town Centre Precincts	More information is needed in regards to the statement “ <i>active transport links to the Ryde Council’s Parramatta Riverwalk</i> ”.	This will be further considered as the draft Strategy and associated traffic study is progressed.
4.2 Height Strategies (Incentivised Scenario)	Regarding determining infrastructure requirements needed to support growth, the maximum incentives able to be achieved for 'desired public benefit' need to be identified. Careful consideration of transport impacts and mitigation measures is needed, linked to contributions to ensure funding is available.	This will be further considered as the draft Strategy and associated traffic study is progressed.

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Draft West Ryde Town Centre Revitalisation Strategy		
Strategy Section	Comment	Planning Response
4.5 Strategy 03: Movement Network	<ul style="list-style-type: none"> • Shared path to the Meadowbank Education Precinct - The statement “<i>Due to the limited passive surveillance, this link is recommended to be closed off during after-hours for safety reasons</i>” requires further investigation before concluding a recommendation. Cross agency work on the Meadowbank precinct is currently underway. • The strategy and recommendation of “Through-site link from Dickson Lane to Victoria Road” should be considered as pedestrian and cyclist movement only. • TfNSW is supportive of new service lanes behind Victoria Road. • “Investigating relocation of traffic lights from Adelaide Street to the Victoria Road / Bellevue Avenue / Riverview Street intersection”. Council is advised that the bus route 524 currently uses Adelaide Street. Removal of the traffic signals at Victoria Road / Adelaide Street and introduction of left-in / left-out would negatively impact this bus service. Any signal relocation will firstly need to satisfactorily address the need to re-route the 524 Bus Service via Bennett Street and Riverview Street. In addition, the signalised pedestrian crossing will also need to be relocated and the design of the relocated traffic signals to the Victoria Road / Bellevue Avenue / Riverview Street intersection may require localised widening to cater for the number of movements. • “Investigating signalising the Chatham Road / Dickson Avenue Intersection”. The Chatham Road / Dickson Avenue and Chatham Road / Victoria Road intersections are close to each other and there is a concern that signalising this intersection may result in queues extending back to Victoria Road causing localised network efficiency issues. Council should investigate further to see if another pedestrian facility option can be identified at/near this intersection. • TfNSW does not object to Council investigating the proposed signalisation of Herbert Street / Ryedale Road intersection and providing the necessary warrant data / information for further consideration. • “Investigating and preserving a new bus-only right turn from Victoria Road into West Parade.” Introduction of new Bus Only right turn phrase for this intersection is likely to hinder the network efficiency along Victoria Road. Traffic modelling would be required to investigate the impact of an introduced new Bus Only right turn phrase at this intersection, including queue length increases for eastbound traffic due to reduced “green time.” The design will require localised widening to facilitate a Bus Only right turn lane and will need to ensure that it does not preclude the ability for future widening along Victoria Road to facilitate 6 through lanes. 	<p>These matters will be further considered as the draft Strategy and associated traffic study is progressed.</p> <p>It is noted that in accordance to the Council resolution of 24 September 2019 (discussed in the main body of the report), the movement and place figure has been removed from the draft Strategy. The figure showing potential traffic improvements (Figure 37 of the draft Strategy) has also been amended to remove the potential signalised intersection at Bellevue Avenue and Victoria Road.</p>

Local Strategic Planning Statement Report
Attachment 7 - Submissions Summaries and Responses Table

Draft West Ryde Town Centre Revitalisation Strategy		
Strategy Section	Comment	Planning Response
4.5 Strategy 03: Movement Network	There is a lack of justification for the pedestrian and cycle bridge across Victoria Road. The connectivity across Victoria Road needs to be highlighted as an issue for active transport, or as a barrier for the future active transport network. Council is also advised that the proposed pedestrian and cycle bridge across Victoria Road will be investigated as part of the Victoria Road upgrade. This will also include details such as the preferred location to facilitate connectivity between the TAFE development and the Rail Station.	This will be further considered as the draft Strategy and associated traffic and feasibility studies are progressed. It will also be considered as part of the masterplan being prepared for the Meadowbank Employment Precinct.
4.6 Strategy 04: Movement and Place Strategy	The Movement and Place Framework provides priorities according to the Movement and Place classification, for improvement of travel time, connectivity and flow, loading and parking facilities, and general improvement of facilities. The strategies for priorities have been dictated before the Movement and Place classification and therefore there is a lack of alignment and justification for the priorities.	This section has been removed from the draft Strategy. See discussion above and main body of report in relation to Council's resolution of 26 September 2019.
4.7 Strategy 05: Landscape (Tree Coverage street planting Rydedale Road; Public Domain;	<p>Whilst TfNSW supports increasing tree canopy to provide shade along key walking and cycling routes and reducing the heat island effect, the species of vegetation and planting locations requires careful consideration. Any street trees proposed along Victoria Road in the strategy should be installed outside of the road corridor as there is not enough width in the corridor to facilitate the required 6 through lanes and adequate footway widths. Street trees, awnings and landscape features should be carefully located to ensure they do not obstruct driver sight lines to traffic signal lanterns and other critical road infrastructure and should be setback to allow for bus/heavy vehicle overhang (i.e. mirrors).</p> <p>Street trees and landscape features should not obscure driver sightlines to pedestrians on crossing facilities. Species with invasive roots should also be avoided to avoid impacts to utilities and lifting footpath pavement which can lead to trips and obstructions to people who use a wheelchair or people with prams.</p> <p>Street trees and species should also be carefully located to ensure that branches do not encroach into the minimum vertical height clearances over roadways and pedestrian/cycle paths as specified within the Austroads Guide to Road Design Part 3 - Geometric Design.</p>	This will be further considered as the draft Strategy and associated traffic and feasibility studies are progressed.
Future studies, evidence, modelling and funding sources	The proposed development uplift within West Ryde Town Centre will require Council to complete the necessary supporting studies / evidence / Town Centre (cumulative development/Masterplan) modelling to identify the respective road based / active transport based / public transport based infrastructure requirements and road widening reservations to support the uplift. Any proposed traffic/transport/active transport infrastructure upgrades suggested within the Strategy (or as part of further analysis) will require Council to implement an appropriate funding mechanism to fund such upgrades.	This will be further considered as the draft Strategy and associated traffic and feasibility studies are progressed.