

Meeting Date: Tuesday 8 March 2016
Location: Committee Room 2, Level 5, Civic Centre, 1 Devlin Street, Ryde
Time: 5.00pm

NOTICE OF BUSINESS

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1 CONFIRMATION OF MINUTES - Meeting held on 9 February 2016

Report prepared by: Senior Coordinator - Governance**File No.:** CLM/16/1/3/2 - BP16/109

REPORT SUMMARY

In accordance with Council's Code of Meeting Practice, a motion or discussion with respect to such minutes shall not be in order except with regard to their accuracy as a true record of the proceedings.

RECOMMENDATION:

That the Minutes of the Planning and Environment Committee 1/16, held on 9 February 2016, be confirmed.

ATTACHMENTS

1 MINUTES - Planning and Environment Committee Meeting - 9 February 2016

ITEM 1 (continued)

ATTACHMENT 1

**Planning and Environment Committee
MINUTES OF MEETING NO. 1/16**

Meeting Date: Tuesday 9 February 2016

Location: Committee Room 2, Level 5, Civic Centre, 1 Devlin Street, Ryde

Time: 5.02pm

Councillors Present: Councillors Simon (Chairperson), Chung, Etmekdjian, Pendleton, Pickering and Yedelian OAM.

Note: Councillor Pickering arrived at the meeting at 5.04pm and was not present for the consideration of Items 1 and 2.

Apologies: Nil.

Staff Present: Acting Director – City Strategy and Planning, General Counsel, Senior Coordinator – Development Assessment, Senior Development Engineer, Planning Consultant (Creative Planning Solutions), Senior Coordinator – Governance and Governance, Risk and Audit Coordinator.

DISCLOSURES OF INTEREST

Councillor Simon declared a Less than Significant Non-Pecuniary Interest in relation to Item 3 – 87 Bowden Street & 2 MacPherson Street, Ryde for the reason that he is an acquaintance of one of the objectors as they are football team mates.

1 CONFIRMATION OF MINUTES - Meeting held on 8 December 2015

Note: Councillor Pickering was not present for the consideration and voting on this Item.

RESOLUTION: (Moved by Councillors Yedelian OAM and Pendleton)

That the Minutes of the Planning and Environment Committee 16/15, held on 8 December 2015, be confirmed.

Record of Voting:

For the Motion: Unanimous

Note: This is now a resolution of Council in accordance with the Committee's delegated powers.

ITEM 1 (continued)

ATTACHMENT 1

- 2 490 VICTORIA ROAD RYDE. LOT B DP 319817. Applications pursuant to Section 96(1A) of the Environmental Planning and Assessment Act, 1979 to amend two (2) approved applications in relation to introduction of fill into the rear yard area, various retaining wall works, and increased height of approved shed.**

Note: Councillor Pickering was not present for the consideration and voting on this Item.

RESOLUTION: (Moved by Councillors Chung and Pendleton)

- (a) That the Section 96(1A) applications to modify Local Development Application No. MOD2015/0083 & MOD2015/0084 at 490 Victoria Road, Ryde being LOT B DP 319817 be approved subject to the amendment of the conditions in **Attachments 1 and 2.**
- (b) That the persons who made submissions be advised of Council's decision.

Record of Voting:

For the Motion: Unanimous

Note: This is now a resolution of Council in accordance with the Committee's delegated powers.

Note: Councillor Pickering arrived at the meeting at 5.04pm.

- 3 87 BOWDEN STREET & 2 MACPHERSON STREET, RYDE - LOT 17 DP663261 AND LOT 1 DP 327005. Development Application for demolition, and construction of a new part three/part-two storey child care centre with basement car park. LDA2015/0283.**

Note: Amal Gittany (objector), Suellen Hazell (objector), Alan Holroyd (objector), Justyn Ng (objector), Doriana Donnelly (objector) and Michael Staunton (on behalf of the applicant) addressed the meeting in relation to this Item.

Note: Anthony Gahan (objector) was called to address the Committee, however was not present in the gallery.

Note: Councillor Simon declared a Less than Significant Non-Pecuniary Interest in relation to this Item for the reason that he is an acquaintance of one of the objectors as they are football team mates.

Note: A submission dated 2 February 2016 from Derek and Marie Styles was tabled in relation to this Item and a copy is ON FILE.

ITEM 1 (continued)

ATTACHMENT 1

Note: A document from Doriana Donnelly containing ten (10) photographs was tabled in relation to this Item and a copy is ON FILE.

RESOLUTION: (Moved by Councillors Yedelian OAM and Pendleton)

That the meeting resolve into Closed Session to discuss this matter.

Record of Voting:

For the Motion: Unanimous

CLOSED SESSION

ITEM 3 - 87 BOWDEN STREET & 2 MACPHERSON STREET, RYDE

Confidential

This item is classified CONFIDENTIAL under Section 10A (2) of the Local Government Act, 1993, which permits the meeting to be closed to the public for business relating to the following: (g) advice concerning litigation, or advice as comprises a discussion of this matter, that would otherwise be privileged from production in legal proceedings on the ground of legal professional privilege.

Note: The Committee closed the meeting at 5.56pm and Committee members held a confidential discussion in Committee Room 1, Level 5, Civic Centre, 1 Devlin Street, Ryde.

OPEN SESSION

RESOLUTION: (Moved by Councillors Yedelian OAM and Pendleton)

That the Committee resolve itself into open Session.

Record of Voting:

For the Motion: Unanimous

Note: Open Committee resumed at 6.20pm.

ITEM 1 (continued)

ATTACHMENT 1

3 87 BOWDEN STREET & 2 MACPHERSON STREET, RYDE - LOT 17 DP663261 AND LOT 1 DP 327005. Development Application for demolition, and construction of a new part three/part-two storey child care centre with basement car park. LDA2015/0283.

RECOMMENDATION: (Moved by Councillors Chung and Yedelian OAM)

- (a) That LDA2015/283 at 87 Bowden Street and 2 MacPherson Street, Ryde being LOT 17 DP663261 and LOT 1 DP 327005 be refused for the following reasons:
1. Insufficient information has been submitted to enable Council to make a full and proper assessment of the application. Specifically, a Heritage Impact Statement has not been submitted with the application, and therefore Council is unable to make a proper assessment of the impact on nearby heritage items, or on the possible heritage significance of the existing dwelling on the subject site.
 2. The development is unacceptable in terms of non-compliance with Ryde Development Control Plan 2014. Specifically:
 - (a) Signed undertaking regarding compliance with the Childrens Services Regulation 2004 or the requirements of DOCS;
 - (b) Preferred locations for larger centres in residential areas;
 - (c) Crime Prevention through Environmental Design (CPTED) principles;
 - (d) Height requirements in for child care centres in low density residential areas;
 - (e) Built form controls in residential areas:
 - Height
 - Setbacks
 - Acoustic privacy (elevated play areas)
 - Underground parking;
 - (f) Play areas within the front setback;
 - (g) Centre facilities (cot rooms);
 - (h) Waste Management Plan and waste storage arrangements;
 3. The proposal is unacceptable in terms of traffic issues, specifically, traffic generated from the proposed development and also impacts of vehicle movements on the local road network during peak periods.
 4. The proposal is unacceptable in terms of the amount and extent of excavation proposed, specifically regarding the basement level carpark.

ITEM 1 (continued)

ATTACHMENT 1

5. The proposal is unacceptable in terms of the number of children proposed in the centre, specifically which will lead to unacceptable amenity impacts on neighbouring properties (in particular noise), as well as excessive traffic generation and vehicle movements during peak periods.

(b) That the persons who made submissions be advised of Council's decision.

Record of Voting:

For the Motion: Unanimous

Note: This matter will be dealt with at the Council Meeting to be held on **23 FEBRUARY 2016** as substantive changes were made to the published recommendation and Councillor **SALVESTRO-MARTIN** requested that the matter be referred to the next Council Meeting.

The meeting closed at 6.22pm.

CONFIRMED THIS 8TH DAY OF MARCH 2016.

Chairperson

-
- 2 68 BLAXLAND ROAD, RYDE. LOT 17 DP 9692, LOT 16 DP 9692.
Application pursuant to Section 96(2) of the Environmental Planning and Assessment Act, 1979 to amend the approved trading hours of the Royal Hotel. LDA1988/3707. Section 96 Application No. MOD2015/0100.**

Report prepared by: Senior Town Planner

Report approved by: Acting Manager - Assessment; Acting Director - City Strategy and Planning

Report dated: 18/02/2016

File Number: GRP/09/5/6/2 - BP16/149

1. Report Summary

Applicant: Doar (NSW) Pty Ltd.

Owner: Patrick John Gallagher & Richard Pegum.

Date lodged: 25 June 2015.

A Section 96 application has been received seeking modification to the Development Consent Number 3707 dated 15 June 1988 which was issued for the enlargement of the hotel at No. 68 Blaxland Road. The premises is occupied by "The Royal Hotel" and currently provides facilities such as general bar area, TAB, restaurant, gaming room, beer garden and function spaces. Condition No. 7 of the above Development Consent identified the following trading hours:

Monday to Saturday - 10:00am to 12:00 midnight
Sundays - 10:00am to 8:00pm

The application seeks to modify Condition No 7 to extend the trading hours of the Royal Hotel to the following:

Monday to Saturday - 10:00am to 2:00am
Sundays - 10:00am to 12:00 midnight

Various additional measures and restrictions are also to apply during the extended hours. Some of these measures include, the premises to operate in accordance with an updated comprehensive Venue Management Plan, no entertainment with loud music to be provided at the premises after midnight, certain areas of the premises to be closed off to the patrons after midnight, provision of security officer to be present from 10:00pm, provision of functional CCTV cameras, the maximum number of patrons in the hotel after midnight be restricted to only 50, drink restrictions to apply from 11:30pm, no sale or supply of liquor after 12:00 midnight and exit and entry to the hotel after midnight will be restricted to the Blaxland Road entrance.

It is proposed that the extension of hours be granted for an initial trial period of 12 months so that the operator of the hotel can demonstrate that it can operate the hotel during the extended hours without any undue adverse impact.

ITEM 2 (continued)

The Application was also referred to the NSW Police for comments. Ryde Local Area Command has raised no objections to the proposed extension of trading hours subject to an amended Venue Management Plan and a trial period of 12 months as proposed in the application.

The proposed modifications are considered to be substantially the same development in terms of the relevant provisions of the Environmental Planning and Assessment Act, 1979. The proposal has been reviewed for its compliance with Council's requirements and has been found to be satisfactory.

The Section 96 application was advertised and notified (within an extended area) for a period of 14 days from 8 July 2015 ending on 22 July 2015. During this period, a total of fourteen (14) submissions were received comprising nine (9) letters of objection and five (5) letters of support.

A Class1 Appeal has been lodged by the proponent at the Land & Environment Court on 2 February 2016 in relation to the deemed refusal of this application. The appeal has been listed for directions hearing on the 2 March 2016.

Reason for referral to Development Committee: Nature of application and the number of submissions received.

Public Submissions: Fourteen (14) submissions were received comprising nine (9) letters of objections and five (5) letters of support.

SEPP 1 (or clause 4.6 RLEP 2010) objection required? No.

Value of works? N/A

RECOMMENDATION:

- (a) That the Section 96 application No. MOD2015/0100 at 68 Blaxland Road, Ryde being LOT 17 DP 9692 to modify Development Consent No. 3707 be modified in the following manner:
 1. That Condition Numbers 7 be deleted and replaced by the following:
 7. **Trading hours.** The Hotel shall only operate within the hours specified under this condition:
 - (a) The hours of operation of the premises are restricted to between 10:00am to 12:00 midnight Mondays to Saturdays and 10:00am to 10:00pm on Sundays.

ITEM 2 (continued)

- (b) Notwithstanding (a) above, the premises may operate until 2:00am on Tuesday to Sunday mornings and until midnight on Sundays for a trial period of twelve (12) months commencing from the grant of an extended trading authorisation by the NSW Independent Liquor and Gaming Authority. The applicant shall as soon as reasonably possible, furnish Council with documents to confirm commencement of the trial period.
 - (c) At the expiration of the trial period the opening hours shall revert to the hours approved under (a) above.
 - (d) The operator may seek a review of the opening hours through a separate Section 96 Application being made to Council prior to the expiry of the trial period. A decision to make the hours permanent may include (but not limited to) factors such as:
 - Evidence to be furnished by the operator as to whether the trial has actually occurred;
 - Any justified complaints received and investigated by the Police and or the Council;
 - Comments and advice received from the Ryde Local Area Command as a result of the new Section 96 Application being referred to them;
 - The performance of the operator during the trial period with respect compliance with the Venue Management Plan;
2. That the following additional condition be imposed:
- 14. **Offensive noise** – The use of the premises must not cause the emission of offensive noise as defined in the Protection of the Environment Operations Act 1997.
 - 15. **Venue Management Plan (VMP)**. The business must be operated at all times in accordance with the Venue Management Plan dated February 2016 approved under this development consent. Any changes to the Venue Management Plan must be agreed upon in writing by the Ryde Local Area Commander and City of Ryde.
 - 16. **Restriction on entertainment**. No live music, entertainment provided by DJ or other performer is to be provided at the Hotel after midnight. Any music if provided is to be limited to background music only.
 - 17. **Maximum number of Patrons after 12:00 midnight**. On any morning that the Hotel trades after midnight, no more than 50 patrons are to be in the Hotel at any one time after midnight.

ITEM 2 (continued)

18. **No sale or supply of liquor after midnight.** There shall be no sale or supply of liquor after 12:00 midnight.
19. **Security guard.** On the nights that the Royal Hotel trades past midnight, at least one licensed security officer shall be provided at the premises from 10:00pm and must ensure patrolling in the vicinity of the hotel until 30 minutes after closing time. The conduct and duties of the security personnel is to be in accordance with the details provided in the Venue Management Plan.

(b) That the persons who made submissions be advised of Council's decision.

ATTACHMENTS**1 Venue Management Plan**

Report Prepared By:

Sanju Reddy
Senior Town Planner

Report Approved By:

Sandra Bailey
Acting Manager - Assessment

Liz Coad
Acting Director - City Strategy and Planning

ITEM 2 (continued)

2. Site (Refer to attached map.)

Address : 68 Blaxland Road, Ryde



- Site Area** : 858m².
Frontage 28.14m to Blaxland Road & 30.4m to Edward Street.
- Topography and Vegetation** : The site has a slight cross fall to Edward Street.
There is no vegetation on the site.
- Existing Buildings** : 2 storey hotel building currently operating as “The Royal Hotel”.
- Planning Controls**
- Zoning** : B4 – Mixed Use
- Other** : Ryde Local Environmental Plan 2014
Ryde Development Control Plan 2014
Environmental Planning & Assessment Act, 1979.

3. Councillor Representations:

Name of Councillor: Councillor Maggio.

Nature of the representation: Emailed on behalf of the proponent seeking resolution of the DA immediately.

Date: 28 January 2016.

ITEM 2 (continued)

Form of the representation (e.g. via email, meeting, phone call): Email.

On behalf of applicant or objectors? On behalf of the applicant.

Any other persons (e.g. consultants) involved in or part of the representation: No.

4. Political Donations or Gifts

Any political donations or gifts disclosed? None disclosed.

5. Proposal

The Section 96 application seeks to modify the Development Consent Number 3707 dated 15 June 1988 to allow an extension of the trading hours for the Royal Hotel. The hotel was approved with the following trading hours as per Condition No. 7:

Monday to Saturday - 10:00am to 12:00 midnight
Sundays - 10:00am to 8:00pm

The application seeks to modify Condition No 7 to extend the trading hours of the Royal Hotel as follows for a trial period of 12 months to that as shown proposed below:

Current hours:

Monday to Saturday - 10:00am to 12:00 midnight
Sundays - 10:00am to 10:00pm

Proposed hours:

Monday to Saturday - 10:00am to 2:00am
Sundays - 10:00am to 12:00 midnight

6. Background

- In 1982, the Liquor Licensing Court approved an application to extend the trading hours of the hotel to the following:
 - 10:00am to midnight on Monday to Saturday;
 - 10:00am to 8:00pm on Sundays.
- In 1988, Development consent was granted to Development Application no. 3707 which proposed an enlargement to the hotel. Condition 7 of this approval imposed restriction of trading hours consistent with the above. The Condition 7 reads as follows:
 - *The hours of operation being restricted to between the hours of 10:00am to 12 midnight Monday to Saturday and 10:00am to 8:00pm Sunday.*

ITEM 2 (continued)

- Council has subsequently received several applications for this site seeking extension of trading hours for the hotel:
 - In 1994, Development Application No. 424/94 sought to extend the hours of operation of the hotel from 10:00am to 3:00am Monday to Saturday, and 12:00 noon to 10:00pm on Sundays. This application was refused on 30 September 1994.
 - In 1995, Development Application No. 433/95 sought to extend the hours of operation of the hotel to 5:00am – 3:00am Monday to Saturday, and 10:00am – 12:00 mid-night on Sundays. This application was refused on 5 October 1995 based on the reasons that it would result in noise and amenity impact.
 - On 2 November 1995, an appeal was lodged with the Land & Environment Court against Council’s refusal of DA433/95. The appeal was subsequently discontinued by the applicant prior to the hearing.
 - On 8 February 2000, a Section 96 Application No. 1582/99 seeking extended trading hours (to 3:00am daily) was refused by Council for the reasons that the extended hours would result in noise and impact on amenity.
 - On 11 May 2004, another Section 96 Application No. 3707.2/1988 seeking to extend the opening hours to 3:30am Monday to Saturday, 12:00 midnight on Sundays was refused by Council.
 - On 17 January 2005, a Section 82A Review Application was submitted to Council in respect of the above refusal. On 21 June 2005, Council at its Committee of the Whole meeting resolved that the refusal of Section 96 Application No. 3707.2/1988 at 68 Blaxland Road, Ryde on 11 May 2014 be reaffirmed.
- The current Section 96 Application was lodged on 25 June 2015.
- The Section 96 Application was advertised on 8 July 2015 in the Northern District Times. The public notification of the application ended on 22 July 2015. During this period, a total of fourteen (14) submissions were received comprising nine (9) letters of objections and five (5) letters of support.
- The application was referred to NSW Police for comments. The Ryde Local Area Command recommended approval subject to 12 months trial period as proposed and an amended Venue Management Plan. The Venue Management plan has been amended by the applicant as requested by the Police.
- On 2 September 2015, copies of all submissions were sent to the applicant for consideration.

ITEM 2 (continued)

- On 25 September 2015, the applicant was requested to provide additional information in support of the application. The following was requested:
 - The S96 Application did not indicate which consent and conditions were proposed for modification. The applicant was requested to provide this information;
 - An amended Venue Management Plan with the recommended changes suggested by the NSW Police;
- On 2 November a reminder letter was sent to the applicant seeking the information earlier requested.
- Additional information was received by Council on 25 November 2015.

7. Submissions:

The proposal was advertised and notified in accordance with Development Control Plan 2014 - Part 2.1, Notification of Development Applications. The application was advertised on 8 July 2015. Notification of the proposal was from 8 July 2015 until 22 July 2015 to all residents within 200m radius of the Royal Hotel. During this period, a total of fourteen (14) submissions were received comprising nine (9) letters of objections and five (5) letters of support.

The issues raised in the submissions are discussed below:

- a) *The extended hours will result in increased violence & vandalism in the quiet neighborhood.*

Assessment Officers comments

In relation to the possible increase in violence and crime risk, Council sought comments from the Ryde Local Area Command. The Police have not raised any objections to the extended trading hours subject to conditions. The applicant's response was also sought with respect to the matter raised in the submission. These matters are discussed below.

The applicant provided the following response in relation to this issue:

Ryde suburb has rates of crime that are well below NSW averages. The Bureau of Crime Statistics and Research (BOCSAR) rates (per 100,000 of population) in respect of NSW and Ryde suburbs are as shown in the table below:

ITEM 2 (continued)

Indicator	NSW	Ryde suburb
Non-DV assault	431.8	222.2
DV assault	398.2	123.9
Alcohol-related non-DV assault	158.2	34.2
Alcohol-related DV assault	132.9	25.6
Disorderly conduct	312.6	85.4
Malicious damage to property	931.7	628.0

It was further disclosed in the Statement of Environmental Effects, a recent review of hotspot mapping on BOCSAR's website revealed that the Ryde CBD, including the location of the Royal Hotel did not comprise a hotspot for alcohol related assaults.

To ensure that this matter is reviewed further, it is proposed that any application to extend the hours initially be granted for a trial period so that the applicant can demonstrate that the Hotel can be operated during the extended hours in an acceptable manner. Further, it is proposed that a number of additional restrictive conditions be imposed to further minimise the likelihood of any adverse impacts during the extended hours. Those restrictive conditions/measures include:

- *The requirement for the premises to operate in accordance with an updated comprehensive Venue Management Plan (incorporating amended provisions recommended by the Police);*
- *That no entertainment with loud music be provided at the premises (after midnight);*
- *Certain areas of the premises to be closed off to the patrons after midnight (as shown on the ground floor layout plan attached to the Venue Management Plan);*
- *Provision of security officer – to be present from 10:00pm and up until half an hour after closing time;*
- *Provision of functional CCTV cameras;*
- *That the maximum number of patrons in the Hotel after midnight be restricted to only 50;*
- *That various drink restrictions apply from 11:30pm in accordance with the amended Venue Management Plan;*
- *There will be no sale or supply of liquor after 12:00 midnight;*
- *Exit and entry to the hotel after midnight will be restricted to the Blaxland Road entrance as shown in the layout plan;*

ITEM 2 (continued)

On balance, the extent to which such mitigation measures can prevent violence and vandalism will depend on the continued strict application by the hotel's management of the VMP and enforcement measures by the LAC (Local Area Command). The VMP has been amended to the satisfaction of the NSW Police as per advice from the Ryde Local Area Command and can be incorporated in the condition of consent should this application be approved. The updated VMP conditions and a trial period are a good compromise that will enable extended trading to occur while also allowing the Ryde Local Area Command to closely monitor the updated VMP and any changes to the rates of local crime and anti-social behavior over time.

Advice from the NSW Police:

Council has consulted the Ryde Local Area Command in relation to this matter. The Police have confirmed that following discussions with the applicant, the Venue Management Plan (referred above) has been updated to incorporate additional procedures and measures that would apply on the nights when the hotel trades after midnight, with the aim of minimising the potential for adverse impacts. The Police do not object to the proposed extended trading hours for a trial period of 12 months subject to two conditions, that is:

- *The business must be operated at all times in accordance with the Venue Management plan.*
- *Any changes to the Venue Management Plan must be agreed upon by the Ryde Local Area Commander and Ryde Council.*

In light of the above comments, it is recommended that the application be approved for an initial trial period of 12 months. Additional new conditions have been recommended (refer to recommendation section of this report) requiring the above.

It is recognised that within Ryde LGA there is currently no evidence of relatively high crime rates. Nevertheless, the expectation, based on the evidence of research, would be that an extension to trading hours would result in an increase in adverse social impacts. However the applicant has incorporated a wide range of pro-active measures to minimise adverse social impacts into the amended Venue Management Plan as mentioned above.

- b) *The extended hours will increase the noise levels and the amount of people loitering about streets to the early hours of morning. Intrusive noise levels emanating from the hotel, resulting from vehicles arriving and departing between 5:00am to 2:00am 6 days of the week and to midnight on Sundays. This will be in the form of noise from patrons and entertainers performing at the hotel.*

ITEM 2 (continued)Assessment Officers comments

The opening time of the hotel is 10:00am. The proposed modification seeks extension of trading hours to 2am Mondays to Saturdays and to midnight on Sundays. Patrons would vacate the premises by 2am and at no circumstances will be in the hotel by 5:00am.

The proposal will ensure reasonable surveillance of the public domain area is maintained at all time. The CCTV cameras and adequate surveillance mechanism will be incorporated within the design to the satisfaction of the Ryde Local Area Command.

Detailed measures to kerb anti-social behaviour have been provided in the Venue Management Plan as discussed earlier. Adequate measures will be put in place to ensure any potential noise impact is minimised. It is considered that the proposed management measures included within the Venue Management Plan will minimise any anti-social behaviour and ensure that any incidents are isolated and, dealt with promptly by the staff or contractors of the premises. The NSW Police was consulted in relation to this matter and have raised no objection subject to requirement for a Venue Management Plan that will become part of the approval (see Condition 15).

The proposed extended hours is likely to result in staggered exit of patrons from the Royal Hotel with patrons gradually leaving the premises up to and including the 2:00am close time. According to the applicant, by allowing for the progressive dispersal, the lengthier hours may actually reduce the potential for noise and other alcohol-related disturbances than if larger numbers of patrons are otherwise required to leave, at once, at midnight. This assertion is consistent with the Land & Environment Court judgement in McHugh Holdings Pty Ltd v Sydney City Council [2007] NSWLEC 194.

It is further noted that the proposed hours are not inconsistent with other similar facilities in Ryde. For example, the Landmark Hotel in Eastwood closes at 3:00am, North Ryde RSL closes around 1:00am – 2:00am and Eastwood Hotel closes at around the similar time.

The Ryde Local Area Command has not raised any issues in relation to the potential disturbances to the peace of the locality based on the current operations. The Police have advised that if this application were to be approved for the 12 month trial period, then it should be subject to compliance with the revised Venue Management Plan. This will enable the Police to make a thorough assessment of compliance matters and any potential negative impacts to the local community. Therefore, this report recommends that if Council were mindful to approve this S96 Application, then it should be in accordance with the recommendation of the Ryde Local Area Command.

ITEM 2 (continued)

- c) *With respect to apartment buildings adjoining the site, the residents should not be made to endure a permanent loss in their quality of life, which will in the long term result in the loss in health and well-being arising from stress and anxiety.*

Assessment Officers comments

Subject to the additional restrictions enshrined in the Venue Management Plan and the reduced number of patrons during the extended time period, it is considered unlikely that the extended trading hours will result in any unacceptable level of impact.

- d) *The proposal is contrary to the overall general trend in Sydney to restrict trading hours of clubs and hotels. Similar pubs elsewhere do not have such ridiculous operating hours.*

Assessment Officers comments

On the contrary many similar facilities in Ryde are open until late well beyond the 12:00 midnight restriction that currently applies to the Royal Hotel. Council records indicate that a number of pubs in Eastwood have been approved to operate till 2:00am Monday to Saturday.

The following response has been received from the applicant:

We submit that what differentiates this application from any made previously is the suite of restrictive and security –based measures that are proposed to be implemented after 12:00 midnight, including the proposal that there be no sale or supply of liquor during that period. These measures which have been devised following consultation with Police, should be very effective in minimizing any impact on the amenity of the area in the early hours of the morning.

- e) *The proposal will result in the decrease of value of adjoining properties.*

Assessment Officers comments

The applicants have a right, under the EP& A Act, to the orderly and economic use and development of land, and that possible decreases in surrounding property values do not constitute a reasonable ground for refusal of this application.

- f) *The surrounding area of the Royal Hotel is a family oriented suburb with a primary school, child cares and park nearby; prospective buyers i.e. single couples who want to start a family and/or young families will not consider buying around the area if the operating hours are extended to 2:00am.*

ITEM 2 (continued)Assessment Officers comments

The proposed trading hours are not inconsistent with the opening hours of majority of other similar licensed premises located throughout Ryde. The proposed changes to the opening hours will be subject to restrictions via the Venue Management Plan as recommended by Ryde Local Area Command. Measures which have been devised following consultation with Police should be effective in minimising any impact on the amenity of the area. Subject to this, the change in trading hours is unlikely to impact on the surrounding real estate or the buying behaviour of young families.

- g) *The proposal is incompatible with the residential character of the locality.*

Assessment Officers comments

The application does not propose any alteration to the existing architectural character of the building or the streetscape; neither does it proposed any changes to the proposed use of the premises. The above two aspects remaining unchanged, it is unlikely that the proposed extension of trading hours subject to amended Venue Management Plan, will result in any significantly change to the character of the locality.

- h) *With the increase in customers due to the extension of the operation hours, the street parking will be in demand; which affects any residents who have more than one vehicle and lives in Edward Street. As a result more and more parked vehicles will block resident's driveways.*

Assessment Officers comments

The change in opening hours does not create additional demand for parking. The parking demand between 12:00 midnight and 2:00am will be relatively low given that it is off peak time and there are not many businesses that will be open at that time of the night. As there will be no sale of liquor after 12:00 midnight the extended hours are unlikely to result in additional people entering the hotel after 12:00 midnight. This S96 is unlikely to have any significant impact on local parking.

- i) *My unit faces the street, so any customers leaving the Royal Hotel in the middle of the night who parked on Edward Street will create noise and light pollution which will affect light sleepers like me. Sleep is very critical for me, as I work in a highly stressed environment.*

ITEM 2 (continued)Assessment Officers comments

The applicant has agreed that only the Blaxland Road entry to the hotel may remain open in the midnight to 2:00am period.

A security guard is also proposed during the extended hours which should ensure limited noise from patrons leaving the premises. Based on the information provided, the impact to the surrounding residents should be acceptable. To ensure the impacts of the extended hours are acceptable, it is proposed to restrict the extended hours to a 12 months trial. During this period, the NSW Police, residents and Council can monitor the premises to determine if there have been adverse impacts to the surrounding neighbourhood. After 1 year trial period, the applicant would be required to reapply to Council to make these hours permanent.

- j) *The extended hours will provide important alternative for shift works and persons with different lifestyles.*

Assessment Officers comments

Noted.

8. SEPP1 Objection received? No.

9. Policy Implications**Relevant Provisions of Environmental Planning Instruments etc:****Matters for consideration pursuant to Section 96(2) of EPA Act:**

In accordance with Section 96(2), Council may consider a modification of development consent provided:

- *The proposed development is substantially the same as the approved.*

Assessment Officer's Comment:

It has been established that the development is substantially the same as that previously approved. No changes are proposed to the designated use and approved built form on the site.

ITEM 2 (continued)

- *Any concurrence authority has been consulted and has not objected.*

Assessment Officer's Comment:

Concurrence from any other public authority is not required for the proposed changes.

- *The application for modification has been notified in accordance with the regulations; and*

Assessment Officer's Comment:

The application for modification was notified & advertised in accordance with Council Notification Policy for a period of 14 days.

- *Council has considered any submissions regarding the proposed modification.*

Assessment Officer's Comment:

A number of submissions were received which have been considered in the assessment of this application.

In the above regard, it is considered that the application satisfies the requirements under the above provisions.

Other matters for consideration pursuant to Section 79C of EP& A Act:

Section 96(3) requires Council to consider relevant matters referred to in Section 79C(1) in assessing and application for modification of development consent. The matters of consideration have been discussed below.

Local Environmental Plan 2014

Zoning

The site is zoned Mixed Use - B4 and the development is permitted in the zone.

The zone objectives for the B4 zone are as follows:

- *To provide a mixture of compatible uses.*
- *To integrate suitable business, office, residential, retail and other development in accessible location so as to maximise public transport patronage and encourage walking and cycling.*
- *To ensure employment and educational activities within the Macquarie University campus are integrated with other businesses and activities.*

ITEM 2 (continued)

The development provides continued use of the site as a hotel close to the town centre. The development is consistent with the objectives of the zone.

Clause 4.3(2): Height of Buildings

The height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map.

The proposed modification of trading hours will not affect the approved height of the building on the site.

Clause 4.4(2): Floor Space Ratio (FSR)

The maximum floor space ratio for a building on any land is not to exceed the floor space ratio shown for the land on the Floor Space Ratio Map.

No changes are proposed to the approved floor space on the site.

Relevant State Environmental Planning Policy

N/A

Any draft Local Environmental Plan

N/A

Any Development Control Plan

Ryde Development Control Plan 2014

The above DCP applies to the site. However, there are no provisions under the DCP that specify or restrict trading hours for such a facility.

10. Likely impacts of the Development

(a) Built Environment

The proposed change to the trading hours will not result in any changes to the built environment and therefore no additional impact on the built form is anticipated as a result of the proposed changes to the opening hours.

(b) Natural Environment

The proposed modifications do not impact on the landscaping and other measures included in the original consent.

ITEM 2 (continued)

(c) Social Impact

It is accepted that the City of Ryde is shown to be an area with a low level of crime. However, it is not unreasonable to assume that some level of antisocial behavior may arise occasionally from patrons departing the premises. To address this, adequate abatement measures proposed in consultation with the Ryde Local Area Command will be implemented to minimise any potential amenity impact. It is the responsibility of the Police to enforce compliance with liquor, gaming and some aspects of environmental planning legislation. The Ryde Local Area Command has provided comments to Council and will oversee the efficiency of the Venue Management Plan (VMP) which has been developed for this proposal to mitigate potentially adverse effects should it arise as a result of the extended trading hours. The VMP will be implemented through a condition of consent.

Additional measures include the CCTV system with specific requirements proposed at the request of the Ryde Local Area Command to supplement existing on-ground and camera surveillance. Further, the proposal will be subject to amended licensing requirements from the Office of Liquor, Gaming and Racing (OLGR).

It is accepted that these safety measures appear to be well planned to mitigate most incidents of crime and anti-social behaviour which could otherwise arise. While there will remain a risk of such activities, the proposed measures should work to deter or minimise anti-social behaviour.

The revised VMP and a 12 month trial period are a good compromise that will enable extended trading to occur while also allowing Police to closely monitor the updated VMP and any changes to the rates of local crime and anti-social behaviour over time.

(d) Noise Impact

The hotel does not propose any loud music during the proposed extended hours, thus the potential for excessive noise is eliminated. Given the location of the site in the town centre and the peak demand for the hotel being at evening/ night, it is unlikely that the level of noise from patrons and traffic will cause any significant impact on the local residents.

It is unlikely that the level of noise emanating during the extended trading hours would be more than the noise before the extended opening hours.

This matter of proposed extended trading hours has been reviewed by Council's Environmental Health Officer and no objections have been raised.

ITEM 2 (continued)

11. Suitability of the site for the development

An assessment of site suitability was carried out prior to the issue of the Development Consent. The site is still considered suitable for the proposed development in terms of the impact on both the existing natural and built environments.

12. The Public Interest

Having regard to the assessment contained in this report including the comments received from the NSW Police, it is considered that approval of the development for a 12 month trial period would be in the public interest.

13. Consultation – Internal and External

Internal Referrals

Environmental Health Officer: No objection raised to the proposed changes to trading hours subject to the following condition:

- Offensive noise – The use of the premises must not cause the emission of offensive noise as defined in the Protection of the Environment Operations Act 1997.

The above condition has been included in the recommended conditions (see Condition 14).

External Referrals

NSW Police: The following comment was received from the Ryde Local Area Command:

Police do not object to this application provided the following condition is endorsed on the consent.

- *“The business must be operated at all times in accordance with the Venue Management Plan.”*
- *“Any changes to the Venue Management Plan must be agreed upon by the Ryde Local Area Commander and Ryde City Council.”*

The above conditions have been included in the recommended conditions (see Condition 15).

14. Critical Dates

There are no critical dates to be met.

ITEM 2 (continued)

15. Financial Impact

Now that the applicant has lodged an appeal to the Land & Environment Court there are cost implications which vary according to how Council determines the Section 96 application. If the S96 application is approved then the applicant would discontinue the appeal which would end the matter relatively quickly and thus would minimise the cost implication for Council.

If Council refuses the S96 then costs would be incurred in Council's defence of the appeal. Past experience indicates that this could be up to \$20,000 depending on whether or not external consultants need to be engaged to assist Council in the appeal process.

16. Other Options

As noted earlier in this report, the development is meritorious based on the assessment carried out in accordance with Section 79C of the Environmental Planning & Assessment Act. For this reason the application is being recommended for approval.

The proposal shows that significant measures will be put in place as recommended by Ryde Police. This arrangement is not dissimilar to other hotels operating during extended hours in Ryde. In light of the above, the following options are provided for Council's consideration:

1. Refuse the MOD2015/0100 for the reasons outlined in the submissions including noise and amenity impact on the residents.
2. Approve the development application subject to the recommended conditions recommended in this report. If this option is adopted, the General Counsel should also be instructed to seek a withdrawal of the appeal.

17. Conclusion

The proposed modification contained in the Section 96(2) Application has been assessed in accordance with the statutory requirements and is considered satisfactory for approval subject to additional conditions of consent.

ITEM 2 (continued)

The adoption and implementation of the VMP has been effective in minimising adverse effects of hotels and clubs. Should modifications to the VMP be necessary, these will also be undertaken in consultation with the NSW Police and require the approval of Council. It is considered that the proposal has been developed in a way that will minimise the potential for social impacts. The many legislative arrangements governing the licensing and gaming approvals and operation of such premises, and the proposed VMP (including the presence of security personnel and CCTV monitoring), should provide a high level of scrutiny of the proposed development and minimise the potential for anti-social behaviour and other effects discussed earlier in the report. The NSW Police who will be the main authority overseeing the compliance matters and social order have placed a great emphasis on the VMP. The VMP has been amended by the applicant to meet the requirements of the NSW Police and the Ryde Local Area Command have not opposed the proposed extended trading hours outright, they have recommended a 12 month trial period.

ITEM 2 (continued)

ATTACHMENT 1

HATZIS CUSACK LAWYERS
Liquor & Gaming Specialists

Our Ref: TH:HCM:01809

12 February 2016

Mr Sanju Reddy
Senior Town Planner - Major Development Team
Ryde Council

By email: SReddy@ryde.nsw.gov.au

Dear Mr Reddy,

**RE: ROYAL RYDE HOTEL, 68 BLAXLAND ROAD, RYDE - APPLICATION
MOD2015/107**

I refer to our telephone conversation Wednesday.

I **enclose** an amended Venue Management Plan (dated February 2016) as requested.

The only changes made to the Venue Management Plan previously submitted to Council in respect of Clauses 8 & 9 (the document now refers to an opening time of 10.00 am in lieu of 5.00 am) and the date has been updated to February 2016.

Yours faithfully,


Tony Hatzis
Solicitor - Director
Email: th@hatziscusack.com.au

Level 9
68 Pitt Street
Sydney NSW 2000

GPO Box 3743
SYDNEY NSW 2001

P (02) 9221 9300
F (02) 9233 1001
www.hatziscusack.com.au

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Hatzis Cusack Pty Limited
ABN 30 134 519 561

ITEM 2 (continued)

ATTACHMENT 1

Royal Hotel

**VENUE
MANAGEMENT PLAN**

68 BLAXLAND ROAD, RYDE

February 2016 (V2)

ITEM 2 (continued)

ATTACHMENT 1

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Appendices

- A Liquor Promotions Guidelines
- B Intoxication Guidelines

ITEM 2 (continued)

ATTACHMENT 1

1

Purpose

1. This Plan of Management is to ensure that the hotel is run at all times in a way that is consistent with good management, does not disturb the quiet and good order of the community, considers the community and meets the requirements and intents of the Environmental Planning and Assessment Act, the Liquor Act and the Gaming Machines Act. It provides a clear, concise and practical framework for the safe and proper management of the hotel.

In this plan, "*vicinity of the hotel*" means any public place within 50 metres of any part of the hotel building.

Responsibilities and Requirements

2. The licensee of the hotel is responsible for the implementation of, and adherence to, this plan.
3. A copy of this Plan shall be kept with the hotel's register of certificates of Responsible Service of Alcohol and Responsible Gaming Practices.
4. All staff and security officers employed at the hotel are to be familiar with the contents of this Plan.

Amenity of Neighbourhood

5. At all times the licensee shall consider the amenity of its neighbours and shall take all reasonable measures to ensure that adverse impacts on the surrounding area do not occur.
6. The licensee will take all reasonable measures to ensure that the behaviours of staff, security officers and patrons, when entering or leaving the hotel, do not detrimentally affect the amenity of the community.
7. The hotel shall be conducted so as not to interfere with, or materially affect, the amenity of the neighbourhood by reason of noise, vibration, smell, fumes, vapour, steam soot, ash, dust, waste water, waste products, grit, oil or otherwise.

Hours of trade

8. This updated Plan of Management has been prepared to accompany applications to Council to extend the current approved trading hours which are 10.00 am until 12.00 midnight on Mondays to Saturdays and 10.00 am to 10.00 pm on Sundays.
9. The proposed hours of trade of the Hotel are:

Monday to Saturday: 10:00am to 2.00 am on the following day

Sunday: 10:00am to 12.00 midnight.
10. It is proposed that any extension of hours past midnight on Mondays to Saturdays and past 10.00 pm on Sundays, initially be granted for a trial period.

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11. Staff or authorised persons may be in the hotel at any time.

Signage at and in the hotel

12. The hotel's name shall be displayed on the exterior of the hotel building.
13. The hotel is to display all internal signage required by the Independent Liquor and Gaming Authority, regarding the sale of liquor or the provision of gaming.
14. Signs are to be prominently displayed in the hotel requesting patrons to leave the hotel quietly, respecting the rights of neighbours and the neighbouring community to quiet and good order.
15. Outside the main entrance to the hotel, a plaque shall display a telephone number to which any complaints about the hotel or its patrons may be made whenever the hotel is trading.
16. At positions, agreed with the Ryde LAC of the NSW Police Force and Ryde City Council, signs will be displayed on the exterior of the hotel informing the public that its surrounds are under CCTV surveillance.
17. Signs shall be displayed inside the hotel notifying patrons that a CCTV system is operating at all times.

Footpaths

18. No signs, goods or obstructions (other than waste bins put out for collection) shall be placed on the footpath outside the hotel.
19. The footpath adjoining the hotel is to be swept daily and kept clean and safe for the public.

Noise

20. Activities in or at the hotel while it is open for trade shall not result in an LA10 noise level being emitted the background noise level in any octave band from 31.5Hz to 8000Hz centre frequencies inclusive by more than 5dB at the boundary of the nearest affected residential property.
21. The hotel shall not conduct entertainment after 12.00 midnight, other than background music.
22. Amplified speakers shall not be directed towards any footpath or face any external openings from Hotel boundary walls.

Behaviour of Patrons/Responsible Service of Alcohol/Responsible Conduct of Gaming

23. The licensee shall take all reasonable steps to control the behaviour of the patrons in, and as they enter or leave, the hotel.

ITEM 2 (continued)

ATTACHMENT 1

3

24. The licensee shall take all reasonable steps to ensure that there is no loitering in the vicinity of the hotel by persons who have been denied admittance to the hotel or removed from the hotel.
25. The licensee, as far as is reasonably possible, will endeavour to monitor the behaviour of prospective patrons approaching the hotel.
26. Patrons shall not be permitted to take glasses or other open containers of liquor out of the hotel.
27. Patrons shall not be permitted to drink beverages supplied by the hotel on the footpath outside the hotel.
28. The dress policy will be enforced at all times. Patrons are not to wear hats whilst on the premises.
29. All employees are to be trained to establish good customer relations in order to provide the highest standard of service. Regular meetings and training sessions will be held to maintain these standards.
30. The following operational policies for the responsible service of alcohol shall apply at all times, together with the NSW Office of Liquor, Gaming and Racing's "*Liquor Promotions Guidelines*" and "*Intoxication Guidelines*".
 - (a) All managers and staff employed at the hotel shall complete an approved course in the Responsible Service of Alcohol unless they have completed one within the last five years.
 - (b) The licensee shall not engage in any liquor promotion that is likely to promote the irresponsible service or consumption of liquor.
 - (c) No person who is intoxicated will be served alcohol in the hotel.
 - (d) No person who is already intoxicated will be permitted to enter the hotel.
 - (e) The hotel will promote the service of non-alcoholic beverages and food.
 - (f) The hotel will not permit intoxication or any indecent, violent nor quarrelsome conduct on the premises. The hotel will comply with Eastwood Gladesville Local Liquor Accord's Barring Policy Guidelines.
 - (g) No person under the age of 18 shall be served liquor in the hotel.
 - (h) No person under the age of 18 years shall be admitted to the hotel unless in the company of a responsible adult and then only into the part of the hotel which is subject to the minors area authorisation.

Production of photographic identification will be required where the age of a person seeking to enter the hotel is an issue. The only acceptable proof of age identification will be:

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ATTACHMENT 1

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- Photo driver's license;
Proof of age card (RTA); or
Current passport
- (i) Low-alcohol beer and non-alcoholic beverages will be available at all times when full-strength liquor is available in the hotel.
 - (j) Food will be available whenever liquor is available for consumption in the hotel.
 - (k) Staff will assist patrons in arranging safe transport from the hotel to home and will arrange for a taxi to collect any patron when he or she requests such a service.
 - (l) Staff will, on request, escort any patron to their vehicle parked in the vicinity of the hotel.
 - (m) The licensee will maintain a register containing copies of each certificate showing the satisfactory completions of the Responsible Service of Alcohol courses undertaken by the licensee or staff that are required to complete the course. That register shall be made available for inspection on request by a NSW Police officer or special inspector.
 - (n) All conditions imposed on the hotel's licence shall be met.

CCTV conditions

- 31. The licensee shall install and maintain surveillance cameras and recorders to monitor and record activities in:-
 - i. the public areas of the hotel including its entrances, bars and gaming areas; and
 - ii. the immediate vicinity of the hotel.Recordings are to be made continuously, half an hour before opening to half an hour after close.
- 32. The time and date must automatically be noted on all recordings. All recordings are to be kept for a period of thirty (30) days before they can be re-used or destroyed. Any recording (or a copy thereof) is to be provided to the Ryde LAC within a reasonable time following a request for it. Notwithstanding this requirement, should any recording exist, regardless of whether or not it falls within the thirty (30) day period, it must be supplied to Police or other regulatory officers following request.
- 33. If requested by Police or any regulatory officer, the licensee is to archive any recording until such time as it is no longer required by that officer or authority.

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34. Recordings are to be made in a common media format such as Windows Media Player or similar, or should be accompanied by applicable viewing software to enable viewing on any Windows computer.
35. The CCTV control system should be located in the office of the hotel and only be accessible to authorised personnel. At all times whilst the hotel is trading, there must be, on the premises, a person with access to the system and the ability to use the system in order to make copies of any recordings requested by Police or any other regulatory officer.
36. The CCTV system shall be maintained by a registered security surveillance company. If, at any time, the CCTV system is not in full operational condition, the licensee is to notify the Ryde LAC within a reasonable time of the fault being discovered.
37. If the CCTV system is not operational, immediate steps are to be taken by the licensee to ensure that it is returned to a fully operational condition as soon as possible.
38. At all times the premises is open for trade an employee will be present within the hotel who is capable of operating the CCTV system and is able to immediately provide Police a copy of the recordings upon request.

Management/Security officers

39. (i) The licensee or a member of staff who is designated as a duty manager shall be on duty at all times the hotel is open for trade.
(ii) In addition to that person, the licensee shall arrange for the provision of security officers to be on duty at the hotel at times specified below.
40. Any security officer, other than that referred to in 46(i) working at the hotel shall:-
 - (a) Report to the licensee or duty manager before commencing duty to obtain a briefing on any specific duties to be addressed. Those duties may include patrolling in the vicinity of the hotel
 - (b) Request any hotel patron – in or in the vicinity of the hotel – to behave in a quiet and orderly manner and to have regard for nearby residents, if that request is considered necessary or appropriate.
 - (c) Prevent any person detected as intoxicated entering the hotel and bring to the notice of the licensee or duty manager any person in the hotel who might be considered intoxicated.
 - (d) Take all reasonable steps to prevent patrons leaving the hotel with open drinking containers.
 - (e) Record details of any incidents in a log book together with an hourly estimate of the number of patrons in the hotel.

ITEM 2 (continued)

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- (f) At the end of each shift bring any incidents recorded in the log book and the actions taken in response to them to the attention of the licensee or duty manager and ensure they are entered into the hotel's Incident Register.
 - (g) At closing time, monitor patron behaviour in the vicinity of the hotel until all patrons have left the vicinity of the premises, taking all practical steps to ensure the quiet and orderly departure of patrons.
 - (h) Security officers are to ensure that patrons leaving the premises do not loiter or linger in the area or cause nuisance or annoyance to the neighbourhood.
 - (i) Co-operate with Police and any other private security personnel operating in the vicinity of the hotel.
 - (j) On nights that the Royal trades past midnight, at least one licensed security officer will be provided from 10.00 pm until 30 minutes after close.
41. Each security officer is to have a communication device to allow communication with any other officer on duty, the licensee or duty manager and the Ryde LAC (if the LAC consents to that and appropriate technology is reasonably available).
42. The licensee shall keep an incident register in which all incidents recorded at or in the vicinity of the hotel which involved hotel patrons shall be recorded. The licensee shall make the incident register available to Police, Council officers or New South Wales Office of Liquor, Gaming and Racing (*OLGR*) officers upon receipt of a request to do so and will assist in identifying and resolving any incidents relating to any matters at, or in the vicinity of, the hotel.

Recording and reporting of incidents

43. Maintenance of an effective relationship with the Ryde LAC is essential to the provision of effective hotel security. That includes keeping the LAC informed of incidents. The licensee shall ensure that the following protocols are observed.
44. In the event of any **serious incident that requires the immediate attendance of Police**, staff or the security officer alerted is to report it, as soon as possible, to the duty manager and, if instructed to do so, to the Police or other emergency service.

Additional Measures to Apply when the Hotel Trades After Midnight

45. It is proposed that various additional measures and restrictions will apply on any days that the Hotel trades after midnight to minimise the likelihood of adverse impacts.

Patron Restriction

46. On any morning that the Hotel trades after midnight, no more than 50 patrons are to be in the Hotel at any one time after midnight.

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ATTACHMENT 1

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Closure of certain areas of the Hotel

47. The door to the gaming room from the TAB bar area must be locked at midnight to prevent patron access to the areas of the Hotel that are closed.

No Sale or Supply of Liquor

48. From 11.30 pm until 11.45 pm, there will be a limit of two alcoholic drinks per person.
49. From 11.45 pm until 12.00 midnight there will be a limit of one alcoholic drink per person.
50. There will be no sale or supply of liquor after 12.00 midnight.

Exit and entry from the Hotel

Exit from and entry to the Hotel after midnight will be restricted to the Blaxland Road entrance closest to Church Street.

Restriction on Entertainment

51. No live entertainment or entertainment provided by a DJ or other performer is to be provided at the Hotel after midnight. Music provided at the Hotel is to be limited to background music only.

Additional Security Requirements

52. On any evening that the Hotel trades past midnight, the following security requirements are to apply:-
- At least one licensed security officer is to be in attendance from 10.00pm and up until half an hour after close.
 - At least one manager must be in attendance from midnight until close. That manager must maintain radio contact with the security officer(s) at all times.
 - The guard will wear a vest with the word "security" prominently displayed. As is presently the case, the guard will have a communication device to allow communication with other security, the licensee or duty manager of the Hotel as well as the Ryde LAC.
 - At closing time, the guard(s) is/are to be stationed outside the Hotel to assist with the orderly dispersal of patrons and the licensee will liaise with the Police as to the most suitable location for these officers to be stationed from time to time.

Incident Register

53. Prior to commencing exercising the Hotel licence during any extended trading hours, the licensee will implement an incident register at the Hotel and upon the

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commencement of trading the extended hours any required incident will be recorded in that register.

Transport Options

54. There are various transport options available, including abundant parking available nearby.
55. The hotel is only metres away from a bus stop.
56. Management will provide a service of contacting taxi companies to collect patrons from the front of the hotel.

Maintenance

57. The hotel premises shall be kept in a clean and tidy condition and be regularly maintained to the reasonable satisfaction of Council both internally and externally.
58. Any graffiti found on the hotel building is to be removed as soon as possible at the hotel's expense.

Fire Safety

59. The licensee shall ensure that all exit signs and emergency lights are located in the appropriate places and kept in good order.
60. Nominated staff will be trained in Fire Safety and Occupational Health and Safety, and will be given regular training in these matters so as to ensure that the hotel is operated safely and can be safely evacuated in the event of an emergency.

House Policy

61. The hotel will be conducted in accord with a House Policy provided to Ryde LAC.
62. The House Policy will be periodically updated to reflect legislative requirements and Police, OLGR and industry recommendations.
63. A copy of the House Policy will be maintained in the register in which the certificates of completion of responsible service of alcohol course are filed.

Responsible Conduct of Gambling

64. The licensee and staff of the hotel shall comply with any measures specified by any legislation, regulation or code of practice adopted by the Australian Hotels Association, in relation to responsible gambling.

Operational Integrity

65. The licensee will undertake to ensure the integrity of the hotel's operations and compliance with this VMP by arranging for independent, periodic covert

ITEM 2 (continued)

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surveillance of its operation in the form of a formal surveillance report. Such reports shall be retained and shall be made available upon receipt of a request from an authorised person.

66. The licensee shall join, and be an active member of, the Eastwood Gladesville Local Liquor Accord.

Waste management

67. The licensee shall ensure that solid waste from the hotel is minimised and that as much as is reasonably possible will be recycled. To that end, waste shall be separated into putrescible, cardboard and paper and glass and cans.
68. All wastes shall be stored in the designated waste storage areas until removed for collection from the hotel.
69. All waste containers and storage areas shall be kept clean.
70. The licensee shall arrange for contractors to collect wastes from the hotel. All collections shall be made before 7am on any day.
71. Putrescible waste (in bins) may be placed on the footpath outside the hotel after the hotel closes but the emptied bins are to be taken inside the hotel before 7am.
72. Bins containing other wastes are to be collected by trucks standing in the hotel's loading dock.
73. Putrescible wastes shall be collected daily.
74. Other wastes shall be collected weekly.

Amendment to this Plan

75. If, in circumstances where experience shows that it is reasonable or desirable to modify any provision of this plan for the better management of the hotel, that modification shall be made to the plan after consultation with the Ryde LAC.

3 PLANNING PROPOSAL- 86 BLENHEIM ROAD AND 12A-14 EPPING ROAD, NORTH RYDE

Report prepared by: Senior Strategic Planner
File No.: LEP2015/4/7 - BP16/24

REPORT SUMMARY

Council has received a Planning Proposal (PP) for 86 Blenheim Road and 12A-14 Epping Road, North Ryde by Think Planners (known as “the site”) representing Alnox P/L, the owner of the properties. The PP seeks to rezone the site to allow high density residential use and to facilitate the development of the site for a 16 storey residential flat building containing approximately 100 units with ground floor retail.

This PP seeks to amend Ryde Local Environmental Plan 2014 (RLEP2014) as follows:

- Land Zoning Map from R2 Low Density Residential to R4 High Density Residential;
- Floor Space Ratio (FSR) Map- increase from 0.5:1 to 4.3:1; and
- Height of Buildings Map- increase the maximum height of buildings from 9.5m (2 storeys) to 45m (16 storeys).

The PP is **ATTACHED (ATTACHMENT 1)**.

This report recommends that Council not support forwarding the PP to a Gateway Determination as the Proposal:

- a) Does not support the principles of “A Plan for Growing Sydney” which aim to accelerate new housing in specific locations and concentrate additional development in close proximity train stations;
- b) The proposal constitutes an ad-hoc rezoning of the site in isolation of the intended strategic planning outcomes for the southern side of Epping Road;
- c) Lack of understanding of the traffic impacts on the local road system;
- d) Is not supported by any strategic land use study prepared by either Council or the Department of Planning and Environment;
- e) Does not constitute Transit Oriented Development due to the heavily compromised walking route to the station;

ITEM 3 (continued)

- f) Is premature to the finalisation of the North District Plan which will identify areas suitable for housing growth;
- g) Will have an unacceptable traffic impact on the intersection of Pittwater Road/ Blenheim Road and Pittwater Road/ Epping Road;
- h) Results in poor amenity for residents given its close relationship to Epping Road and the inability to provide adequate setbacks;
- i) Is not required to meet existing housing targets for growth in the City of Ryde;
- j) Is inconsistent with the development options for the site previously outlined to the proponent to develop the site for multi-dwelling housing (villas) or a lower scale residential flat development;
- k) The site does not form part of the Macquarie Park Corridor or the North Ryde Station Precinct and is geographically separated from these areas by significant road barriers, therefore achieving the same densities and height as these areas is not appropriate;
- l) Does not provide urban design rationale for high rise development in this low rise residential and parkland setting;
- m) Has overshadowing impacts on neighbouring Blenheim Park and Myall Reserve;
- n) Will have an unacceptable visual impact on surrounding low density residential areas; and
- o) The community benefits identified in the Voluntary Planning Agreement offer are inadequate.

The arguments presented by the proponent do not justify change to the current planning controls applying to the site. The proponent may elect to request a Pre-Gateway review process from the Department of Planning and Environment.

ITEM 3 (continued)**RECOMMENDATION:**

- (a) That Council not support the Planning Proposal for 86 Blenheim Road and 12A and 14 Epping Road, North Ryde to zone the site R4 High Density Residential under Ryde LEP 2014 proceeding to a Gateway Determination as the Proposal:
- (i) Does not support the principles of “A Plan for Growing Sydney” which aim to accelerate new housing in specific locations and concentrate additional development in close proximity train stations;
 - (ii) Constitutes an ad-hoc rezoning of the site in isolation of an agreed strategic vision for the southern side of Epping Road;
 - (iii) Lack of understanding of the traffic impacts on the local road system;
 - (iv) Is not supported by any strategic land use study prepared by either Council or the Department of Planning and Environment;
 - (v) Does not constitute Transit Oriented Development due to the heavily compromised walking route to the station;
 - (vi) Is premature to the finalisation of the North District Plan which will identify areas suitable for housing growth;
 - (vii) Will have an unacceptable traffic impact on the intersection of Pittwater Road/ Blenheim Road and Pittwater Road/ Epping Road;
 - (viii) Results in poor amenity for residents given its close relationship to Epping Road and the inability to provide adequate setbacks;
 - (ix) Is not required to meet existing housing targets for growth in the City of Ryde;
 - (x) Is inconsistent with the development options for the site previously outlined to the proponent to develop the site for multi-dwelling housing (villas) or a lower scale residential flat development;
 - (xi) The site does not form part of the Macquarie Park Corridor or the North Ryde Station Precinct and is geographically separated from these areas by significant road barriers, therefore achieving the same densities and height as these areas is not appropriate;
 - (xii) Does not provide urban design rationale for high rise development in this low rise residential and parkland setting;

ITEM 3 (continued)

- (xiii) Has overshadowing impacts on neighbouring Blenheim Park and Myall Reserve;
 - (xiv) Will have an unacceptable visual impact on surrounding low density residential areas; and
 - (xv) The community benefits identified in the Voluntary Planning Agreement offer are inadequate.
- (b) That the General Manager be delegated to investigate and action the acquisition of the land for open space to be incorporated into Blenheim Park.

ATTACHMENTS

- 1 Planning Proposal - Submitted Documentation
- 2 Letter from Ryde Council to Proponent - February 2013

Report Prepared By:

Lara Dominish
Senior Strategic Planner

Report Approved By:

Lexie Macdonald
Senior Coordinator - Strategic Planning

Meryl Bishop
Manager - Strategic City

Liz Coad
Acting Director - City Strategy and Planning

ITEM 3 (continued)

Discussion

This report contains a description of the site, a precis of the proposed LEP amendment and an appraisal of the subject Planning Proposal (PP). This appraisal forms the basis of a recommendation that Council not support the proposal.

On 18 June 2015 Council received a PP to amend controls within Ryde Local Environmental Plan (RLEP) 2014 as they apply to the following land (known as “the site”):

- 86 Blenheim Road (Lot C DP 410408)
- 12A Epping Road (Lot D DP 410408)
- 14 Epping Road (Lot E DP 410408), North Ryde.

The PP seeks to rezone the site to allow high density residential use and amend the planning controls to facilitate the development of the site for a 16 storey residential flat building containing approximately 100 units with ground floor retail.

This will require:

- Amending RLEP2014 Land Zoning Map for the site from R2 Low Density Residential to R4 High Density Residential;
- Amending RLEP2014 Floor Space Ratio (FSR) Map to increase the maximum FSR from 0.5:1 to 4.3:1; and
- Amending RLEP2014 Height of Buildings Map to increase the maximum height of buildings from 9.5m (2 storeys) to 45m (16 storeys).

Gateway Plan-Making Process

The preparation and submission of a Planning Proposal is the first of five main steps, summarised as follows:

- 1. Planning proposal** - this is an explanation of the effect of and justification for the proposed plan to change the planning provisions of a site or area which is prepared by a proponent or the relevant planning authority such as Council. The relevant planning authority decides whether or not to proceed to the next stage to seek a Gateway Determination.
- 2. Gateway** –determination by the Minister for Planning or delegate if the planning proposal should proceed, and under what conditions it will proceed, including the community consultation process and any additional studies.
- 3. Community Consultation** - the proposal is publicly exhibited (generally low impact proposals for 14 days, others for 28 days).

ITEM 3 (continued)

4. **Assessment** — the relevant planning authority considers public submissions. The relevant planning authority may decide to vary the proposal or not to proceed. Where proposals are to proceed, it is Parliamentary Counsel which prepares a draft local environmental plan — the legal instrument.
5. **Decision** — the making of the plan by the Minister (or delegate).

This proposal is at step 1 of the gateway process. Council is the relevant planning authority for this proposal which has been prepared by consultant planner Think Planners on behalf of the owner Alnox P/L. The proposal has been assessed by Council staff in respect of the information required to be included in a planning proposal.

The Site

The subject site consists of three properties 86 Blenheim Road and 12-14 Epping Road, North Ryde, legally known as Lots C, D and E DP 410408. Current development on the site includes three dwelling houses, 12A and 14 Epping Road being single storey and 86 Blenheim Road being 2 storey. 12A and 14 Epping Road have driveway crossings from Epping Road, and 86 Blenheim Road has vehicular access from Blenheim Road.



Figure 1: Site location

The site has a combined site area of 2004.5m² (86 Blenheim Road – 790.4m², 12A Epping Road – 607.03m², 14 Epping Road- 607.03m²). The site has a frontage of 41 metres to Epping Road. The site slopes away from Epping Road with a three metre crossfall to the rear boundary.

ITEM 3 (continued)



Figure 2: 12A Epping Road



Figure 3: 14 Epping Road



Figure 4: 86 Blenheim Road

86 Blenheim Road, 12A and 14 Epping Road under RLEP2014 are:

- Zoned R2 Low Density Residential;
- Maximum building height of 9.5m; and
- Maximum FSR of 0.5:1.

These controls in association with Ryde Development Control Plan 2014 (RDCP) allow a single two storey residential dwelling on each of these three sites or multi-unit housing in the form of villas.

Site context

The surrounding development consists of a variety of uses, including parkland, major roads and low density residential uses. The site immediately adjoins Blenheim Park to the north and west with the car park for Blenheim Park located adjoining the western boundary of the site. A number of mature trees are located in a landscaped area between the Blenheim Park car park and the site.

To the south of the site is Blenheim Road (which ends in a cul de sac) with Myall Reserve on the southern side of Blenheim Road.

ITEM 3 (continued)



Figure 5: Blenheim Park



Figure 6: 21, 21A, 23 and 23A
Epping Rd (opposite side of Epping
Rd)

To the north of the site is Epping Road (which is 8 lanes wide in this location) and the M2 Motorway cutting. On the opposite side of Epping Road are four single dwelling houses (21, 21A, 23 and 23A Epping Road) which are zoned R2 Low Density Residential and are bounded by Epping Road, the M2 Motorway and Bundarra Reserve. Beyond that is the North Ryde Station Precinct, which has heights between 30 metres and 75 metres and Floor Space Ratio controls generally between 2:1 and 2.3:1, apart from on major sites which are up to 3.5:1 with a number of sites currently under redevelopment. A pedestrian/ cycle path runs along the Epping Road frontage.

To the north-west of the site (approximately 175 metres away) is the “Tennis World” site which is used for private recreational facilities and is zoned RE2- Private Recreation.

History

During the preparation of RLEP2014, at its meeting held 12 March 2013 Council resolved that a PP be accepted for consideration by Council for a number of properties including the subject site. This was in response to a community workshop on the draft LEP. It is understood that the intention of the proponent at that workshop was to seek Council support to permit greater development opportunities on the land for high rise residential development up to 7 storeys in height (see Council’s letter at **ATTACHMENT 2**).

A Planning Proposal was lodged in June 2015 proposing to rezone the site from R2 Low Density Residential to R4 High Density Residential, with a height of 16 storeys and FSR of 4.3:1. Council officers expressed a number of concerns with high density residential development on the site and the bulk and scale proposed, and advised that the report to Council would be unlikely to support the PP.

In November 2015 supplementary information was lodged by the proponent indicating a reduction in the proposed FSR to 2.5:1 and the height of buildings to 22m, which would result in a building of 7 storeys with approximately 50 dwellings. The supplementary information outlined the benefits of the revised scheme, being:

- “... ensuring that the site better relates to the overall character of the area and integrates appropriately with its surrounds”;

ITEM 3 (continued)

Further, the revised PP included “... reduced height that better provides a transition between the heights to the north east of the site (up to 92m) and the 2 storey dwelling heights to the south west of the site”.

In January 2016 the proponent advised Council that they wished to proceed with the original proposal as submitted (i.e. with an FSR of 4.3:1 and 45m height limit) and this report therefore considers the original proposal.

Proposed changes to Ryde Local Environmental Plan 2014

The PP seeks to zone the site R4 High Density Residential and amend the Height of Buildings map and Floor Space Ratio (FSR) Map as shown below:

- Amending RLEP2014 Land Zoning Map for the site from R2 Low Density Residential to R4 High Density Residential;
- Amending RLEP2014 Floor Space Ratio (FSR) Map to increase the maximum FSR from 0.5:1 to 4.3:1; and
- Amending RLEP2014 Height of Buildings Map to increase the maximum height of buildings from 9.5m to 45m.

The PP would also require the amendment of the Lot Size Map to remove the current minimum lot size of 580m² as this Map only applies to sites zoned R2 Low Density Residential.

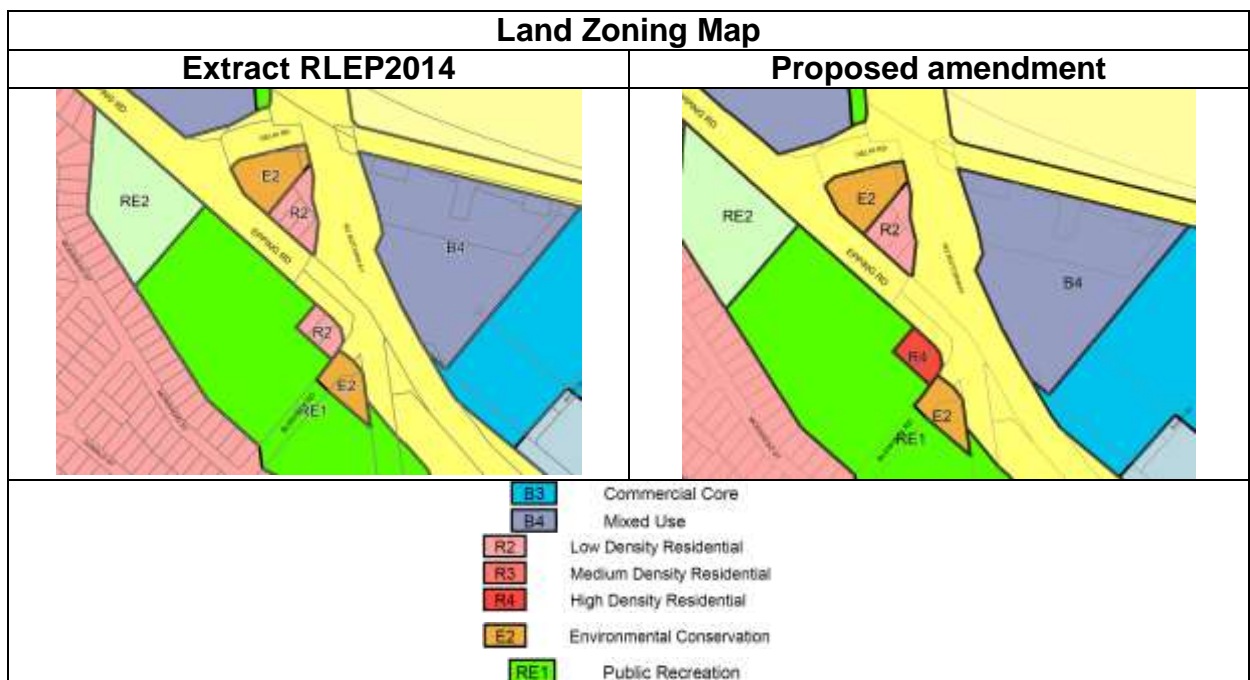


Figure 7: Land Zoning Map- proposed changes

ITEM 3 (continued)

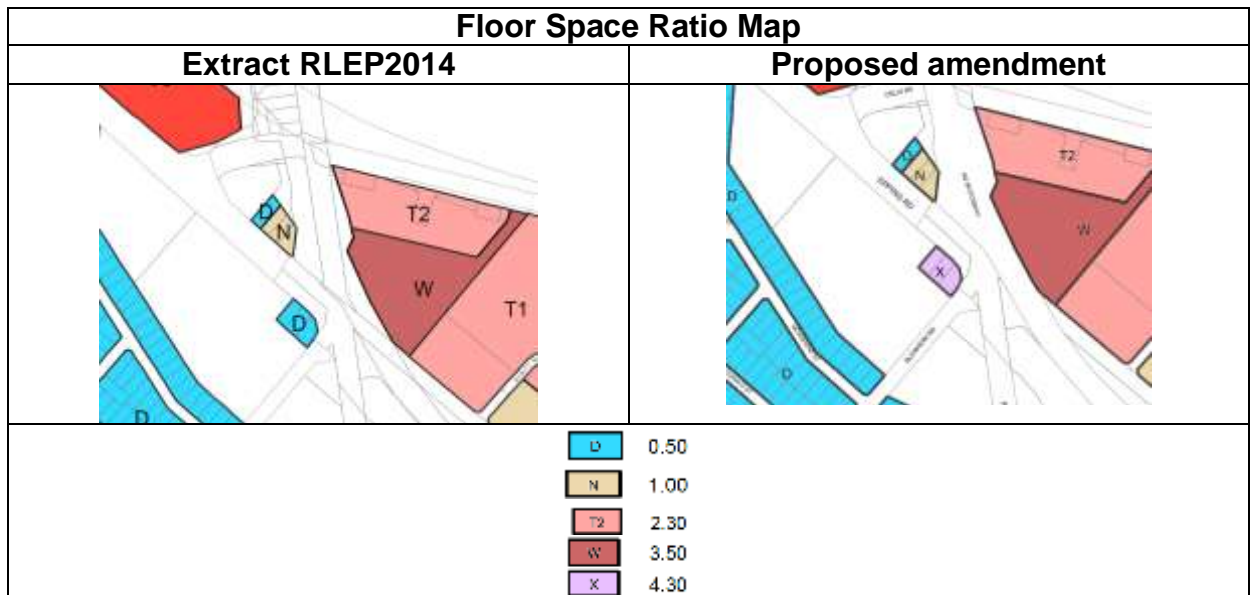


Figure 8: Floor Space Ratio Map- proposed changes

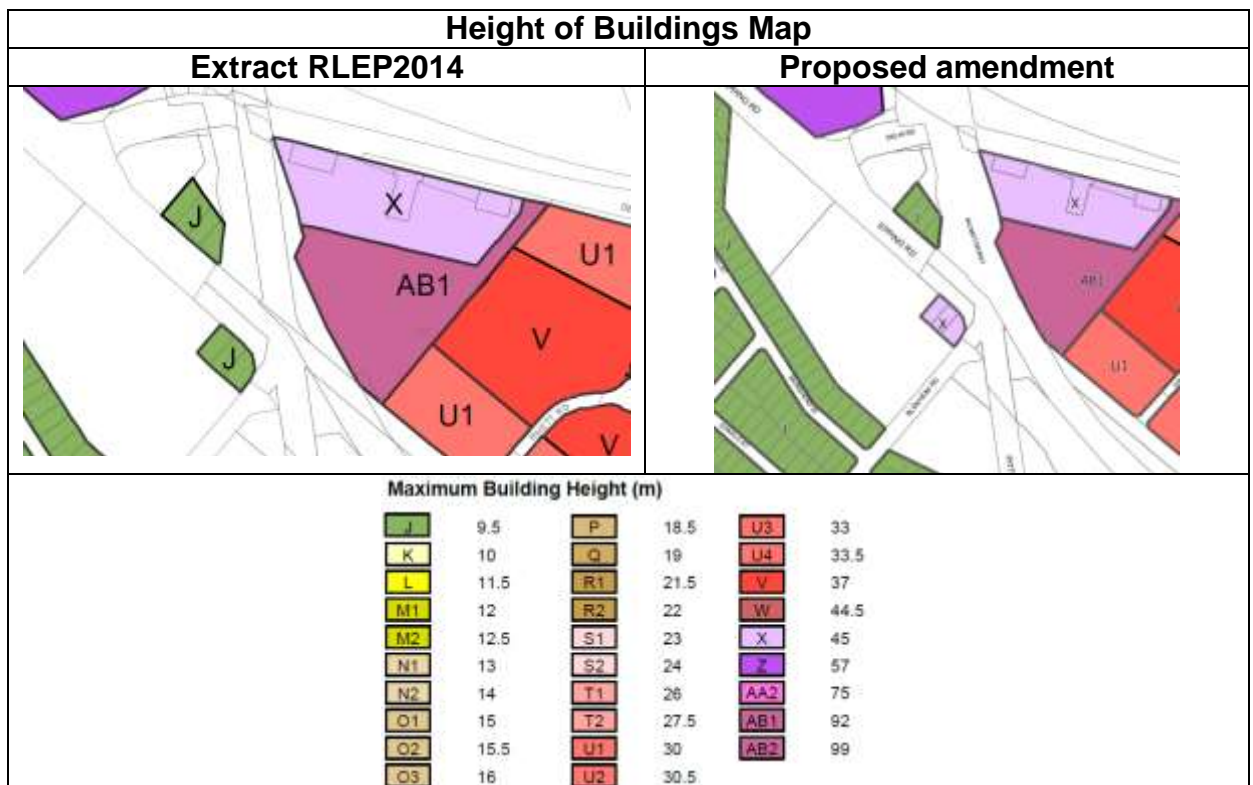


Figure 9: Height of Buildings Map- proposed changes

ITEM 3 (continued)

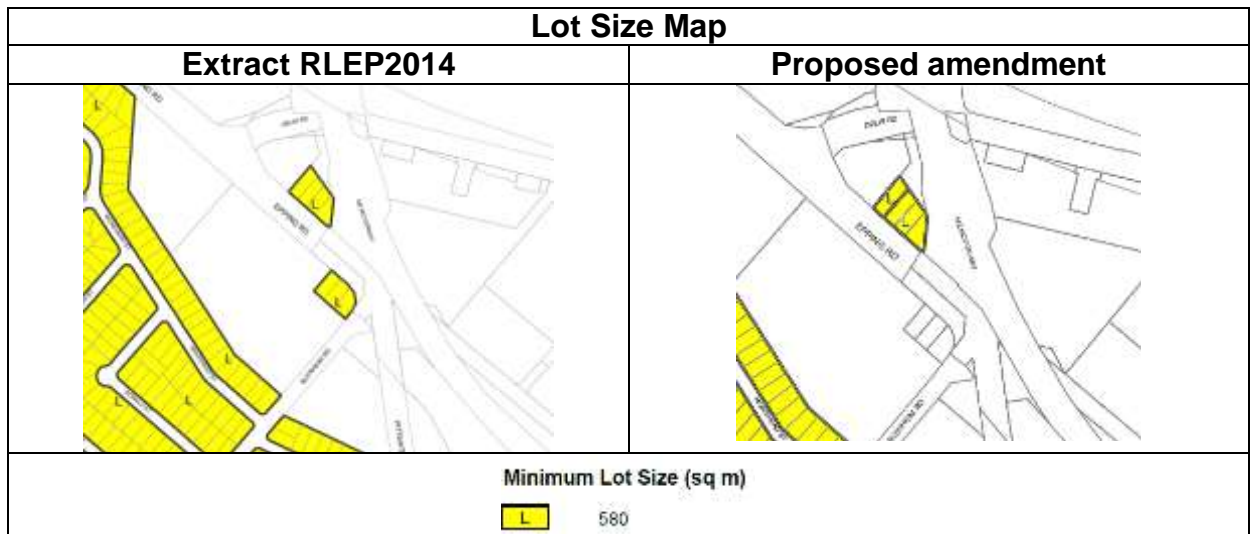


Figure 10: Lot Size Map- proposed changes

Amendments to Ryde Development Control Plan 2014 (RDCP)

A site specific amendment to RDCP would also need to be prepared prior to public exhibition of any PP for the site. The amendments would need to include controls such as street setbacks, façade treatment, noise attenuation and vehicular access. The submitted PP does not include draft amendments to the RDCP. These should be prepared by the applicant prior to public exhibition of the Planning Proposal in the event that Council resolves that the PP should proceed to a Gateway Determination.

Justification

The planning proposal submitted by the proponent provides the following justification:

- The PP, although separate from, and on the periphery, will support the Macquarie Park Corridor and the North Ryde Station Precinct, promoting additional usage of the Precinct and patronage to North Ryde Station;
- The planning proposal will enable the redevelopment and revitalisation of the subject site;
- The Planning Proposal is consistent with the principles of Transit Oriented Development (Planning Proposal report p.4);
- The PP will provide additional residential dwellings within an appropriate location with direct access to jobs and other essential infrastructure including a variety of public transport options (p.4);
- The site is separated from other low density residential land uses forming an isolated “island” of low scale residential development; and
- The unique nature of the site and its location means there would be no impact on surrounding residential areas and will not set a precedent for other sites in the area (p. 16).

ITEM 3 (continued)

Documentation covering the justification and need for the proposal is provided at **ATTACHMENT 1**.

Assessment of the planning proposal

This section of the report provides an appraisal of the PP against the criteria for justifying a Planning Proposal in the Department of Planning and Environment's "A Guide to preparing Local Environmental Plans".

Is this Planning Proposal the result of any strategic study or report?

Macquarie Park is identified as a strategic centre in the metropolitan plan "A Plan for Growing Sydney". Some of the priorities for Macquarie Park in "A Plan for Growing Sydney" include:

- *Work with council to retain a commercial core in Macquarie Park for long-term employment growth.*
- *Work with council to concentrate capacity for additional mixed-use development around train stations, including retail, services and housing.*
- *Investigate potential future opportunities for housing in areas within walking distance of train stations.*

It is noted that the Department of Planning and Environment is currently undertaking a Strategic Investigation of the Macquarie Park Corridor in conjunction with the City of Ryde to investigate opportunities to enhance the area's existing role and assess infrastructure needs in the area. The review will be finalised later in the year following community and stakeholder consultation. The outcomes of this Investigation are unknown at this stage.

Action 2.1.2 of "A Plan for Growing Sydney" aims to "accelerate new housing in designated infill areas (established urban areas) through the priority precincts and UrbanGrowth NSW programs". The North Ryde Station Precinct is located to the north of the subject site and separated by an 8 lane road.

The subject site is outside the Macquarie Park Corridor and the North Ryde Station Precinct and is geographically separated from these areas. Although it is located 220 metres from North Ryde Station 'as the crow flies', it is physically separated from the Station by Epping Road and the M2 Motorway and the path of travel for a pedestrian is heavily compromised. There is no justification for the proposal based on its contribution to the Macquarie Park Corridor or North Ryde Station Precinct.

The site functions and reads as part of the low density residential precinct on the southern side of Epping Road. Given the road network, the site will be within the catchment for the Cox's Road centre which will most likely provide the retail facilities and services for this site rather than North Ryde Station.

ITEM 3 (continued)

The applicant states that the PP will not impact on the existing planned locations for growth (i.e. North Ryde Station Precinct). However ad-hoc proposals have the ability to undermine the broader function of the adjoining Precinct/s and weight should be given to the existing centres by maintaining a restrictive policy approach regarding increasing densities in the low density residential areas.

It is Council's preferred approach to identify new development sites as a result of a comprehensive planning exercise (such as a Local Planning Study) rather than have individual development sites or one-off proposals drive strategic planning outcomes. "A Plan for Growing Sydney" supports local councils planning for housing choice through local housing strategies. This is the preferred approach rather than ad-hoc spot rezoning applications.

The Department of Planning and Environment is currently preparing the North District Plan which may identify suitable locations for additional housing density. Until such time, the current PP does not have its basis in any strategic planning study or report. "A Plan for Growing Sydney" identifies Land Cove Road as a potential growth corridor, but not Epping Road.

Is the Planning Proposal consistent with a local strategy or other local strategic plan?

The Local Planning Study (adopted 7 December 2010) which informed the preparation of RLEP2014 recognised the need to provide a diverse range of housing within the Local Government Area including residential units. The Local Planning Study identified five town centres (including the North Ryde Station Precinct) which are to function as genuine mixed use precincts. The centres are capable of absorbing additional residential development as they provide complementary and supportive uses, services, facilities and open space. This has been captured and reflected in Council's existing planning controls.

The PP provides little analysis of the Ryde housing market and justification for increasing residential development in this location. There is no compelling argument to allow high density residential development in this location. It is not well enough served by public transport to be considered "Transit Oriented Development"; it is not in close proximity to a neighbourhood centre for services and shops and on that basis is likely to rely on private vehicle use to meet local shopping/ business needs.

North Ryde Station Precinct will provide in excess of 3000 dwellings, contributing significantly to the Metropolitan Plan targets and providing housing diversity in the vicinity of the site.

Supporting high density residential land uses in an existing low density zone, in a piecemeal way, could have the potential to undermine the integrity of the existing low density residential zones. This has the potential to change expectations regarding land values and adversely affect the affordability of local housing.

ITEM 3 (continued)

The applicant states in the PP that “*it was noted by the Department that there is strategic justification for allowing increased residential density and the introduction of mixed use sites close to North Ryde Station*”. (p. 14)

However, no specific planning study has yet been undertaken for areas south of the Macquarie Park Corridor (i.e. south of Epping Road) which are currently low density residential suburbs. As such, the broader community and infrastructure needs for the area have not been investigated or assessed.

The principles of Council’s Housing Strategy identified that increased density should be located in identified town centres. State Government decisions made under the former Part 3A Approval process are inconsistent with Council’s strategic position.

The State Government has made a number of decisions relating to development on the southern side of Epping Road (through both the Urban Activation Precinct/ Priority Precinct process and the former Part 3A Approval process) which have generally supported the view that lower scale development is appropriate in this location and that Epping Road is the delineation between high density and lower density development.

The North Ryde Urban Activation Precinct (Priority Precinct) originally included the Tennis World site at 16-18 Epping Road, North Ryde (which is used for private recreational use) but this was subsequently removed from the Priority Precinct by the Department of Planning and Environment in their Finalisation Report in July 2013 for reasons including:

- The proposed development would be out of context with the surrounding residential homes;
- The site would have poor vehicular access and create a rat run on narrow local streets for cars travelling to the city from the site;
- Medium density housing would set a precedent for increases in density on the southern side of Epping Road which would be a poor planning outcome in terms of residential amenity and potential access constraints to Epping Road; and
- The Department considers a comprehensive strategic planning framework be developed that identifies the long term objectives, planning policies and actions for the southern side of Epping Road.

The Urban Activation Precinct also originally included Roads and Maritime Services (RMS) sites at 21, 21A, 23 and 23A Epping Road (approximately 50 metres to the north of the subject site on the opposite side of Epping Road). These sites have a combined site area of 2400m². The Department’s Finalisation Report also recommended removal of these sites from the UAP, given its limited capability for high density uses, its small size, poor residential amenity and the site being effectively an isolated “island” surrounded by major arterial roads.

ITEM 3 (continued)

The subject PP proposes a much higher scale of development (16 storeys) than that approved within the two former Part 3A Approvals on the southern side of Epping Road, with no strategic justification provided for this. The Concept Plan Approval for Allengrove Crescent/ Lane Cove Road, North Ryde was originally refused by the Planning Assessment Commission as it would be out of character with the surrounding residential area. It was approved following Land and Environment Court proceedings with up to 5 storeys in height (with 2-3 storeys facing Allengrove Crescent). The Concept Plan Approval for Whiteside Street/ David Avenue, North Ryde allowed a residential flat development 3 storeys in height (stepping up to 5 storeys).

Council made submissions on both Part 3A projects questioning the suitability of sites on the southern side of Epping Road for additional density. The Planning Assessment Commission's view for the Whiteside Street/ David Avenue proposal was that Epping Road provides an effective physical divide between the business park to the north and lower density development to the south of Epping Road.

Comments from Council's Urban Design Review Panel further support the lack of relationship between the subject site and the North Ryde Station Precinct/ Macquarie Park Corridor, and the incompatibility of the proposed scale of the development with the adjoining low density residential land and other sites which have been approved by the State Government on the southern side of Epping Road:

"The sites that are to be amalgamated form an isolated pocket of left over land that adjoin Blenheim Park and have frontage to Epping Road. Visually their strongest dialogue is with other properties along Epping Road to the north of Pittwater Road.

It is not considered that there is a strong relationship between this land parcel and the major development node occurring in North Ryde at the station on the other side of the M2.

The location of the sites on the western side of Epping Road mean that they form part of the residential neighbourhood in this part of Ryde. Epping Road itself acts as a significant visual and physical barrier when combined with the M2 between the subject precinct and the new development area. As such it is important that this site has a development form and scale that is not overly dominant and is comfortable with the interface both to Epping Road and to the park.

ITEM 3 (continued)

The planning proposal makes repeated references to the Macquarie Park corridor and the scale of buildings in the commercial hub yet this site has no connection to this hub and is not part of the physical or visual catchment around it. Therefore the forms seen in that hub are not deemed relevant to the consideration of this site. The isolation of this site and its location across a major road from these areas also reduces its opportunity to contribute in any meaningful way.

To seek to transfer the height and scale of the North Ryde precinct to this side of Epping Road would result in an incongruous form that dominates the precinct and yet does not relate well to the high rise precinct either. If Council proposes at some time in the future to increase the scale and height and change the zoning to lands around the park and along the edge of Epping Road then perhaps a greater scale could be considered if it forms part of a holistic strategy for the corridor. Otherwise a single one-off increase in scale for such an isolated pocket of land in a very prominent location is not considered to be a positive result.

Other developments on key sites have been proposed on this side of the road in closer proximity to Macquarie Park... such schemes have sought building forms around 4-6 storeys in height with upper floors setback”.

Is the Planning Proposal consistent with applicable State Environmental Planning Policies (SEPPs)?***State Environmental Planning Policy 65- Design Quality of Residential Flat Development***

The applicant states that State Environmental Planning Policy 65- Design Quality of Residential Flat Development (SEPP65) does not apply to the consideration of the PP. The Preliminary Development Analysis provided with the PP does not provide any indication of the potential of the proposed design to meet the requirements of SEPP 65 or the Residential Flat Design Code.

(Note: the PP was lodged on 18 June 2015, prior to the amendments to SEPP65 and the commencement of the Apartment Design Guide. Therefore the Residential Flat Design Code (RFDC) applies to the assessment of this PP. However any future Development Application for the site would need to comply with the revised SEPP65 and the Apartment Design Guide).

The RFDC states that “all new environmental planning instruments, development control plans and master plans that relate to residential flat development must comply with the provisions of SEPP65”.

ITEM 3 (continued)

The plans do not provide sufficient information to enable an assessment of whether a future development on the site would be able to achieve compliance with the SEPP; in particular, in relation to cross ventilation and solar access. The plans do not show the indicative internal layout of the apartments.

Further assessment of the proposal against SEPP65 would occur at Development Application stage.

State Environmental Planning Policy (Infrastructure)

The site is within close proximity to Epping Road which has over 40,000 traffic movements per day. In this location, without sufficient planning and consideration future residents of the site would experience poor outlook, lack of privacy and noise attenuation issues.

The proponent states that State Environmental Planning Policy (Infrastructure) does not apply to the PP. The site is a mandatory site under the Infrastructure SEPP which requires any development to consider the provision of noise mitigation measures and meet specific internal noise levels for habitable rooms such as bedrooms and other living areas.

The considerations within the associated Department of Planning and Environment's "Development near rail corridors and busy roads- Interim Guideline" may affect the overall design of the site in terms of building setbacks (which are shown in the submitted Preliminary Development Analysis as being approximately 15m from the kerb of Epping Road/ 10m from the property boundary). These considerations would need to be addressed in the formulation of suitable built form controls to be included in any amendments to the Ryde Development Control Plan for the site which would need to be included in the exhibition of any PP.

A more detailed acoustic assessment would be considered with a Development Application for a development on the site.

ITEM 3 (continued)
Is the Planning Proposal consistent with applicable Ministerial Directions (s.117 Directions)?

The following s.117 Directions apply to the consideration of the PP:

Direction	Assessment
<p>3.1 Residential Zones</p> <p>(1) The objectives of this direction are:</p> <ul style="list-style-type: none"> (a) to encourage a variety and choice of housing types to provide for existing and future housing needs, (b) to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and (c) to minimise the impact of residential development on the environment and resource lands. 	<p>The Proposal is consistent with this Direction, however the scale and capacity of the Proposal is inconsistent with the surrounding areas and planning outcomes for the site.</p>
<p>3.4 Integrating Land Use and Transport</p> <p>1. The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</p> <ul style="list-style-type: none"> (b) improving access to housing, jobs and services by walking, cycling and public transport, and (c) increasing the choice of available transport and reducing dependence on cars, and 	<p>The proposal is generally consistent with this Direction With respect to transport matters Refer to Direction 7.1 below.</p>

ITEM 3 (continued)

Direction	Assessment
(d) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and (e) supporting the efficient and viable operation of public transport services, and (f) providing for the efficient movement of freight.	
7.1 Implementation of A Plan for Growing Sydney The objective of this direction is to give legal effect to the planning principles; directions; and priorities for subregions, strategic centres and transport gateways contained in A Plan for Growing Sydney.	As identified elsewhere in this report, it is considered that the proposal is inconsistent with A Plan for Growing Sydney on the basis that the increased density is not within or close to a centre, and does not have immediate access to high volume public transport to be considered as well integrated land use and transport. The Proposal is inconsistent with Council's strategic policy documents.

Built form

The PP seeks to amend Ryde LEP 2014 to amend the maximum building height to 45m and Floor Space Ratio control to 4.3:1. This would result in a 16 storey building with 8619m² gross floor area (with a neighbourhood shop at the ground floor level and 15 storeys of residential development above).

ITEM 3 (continued)

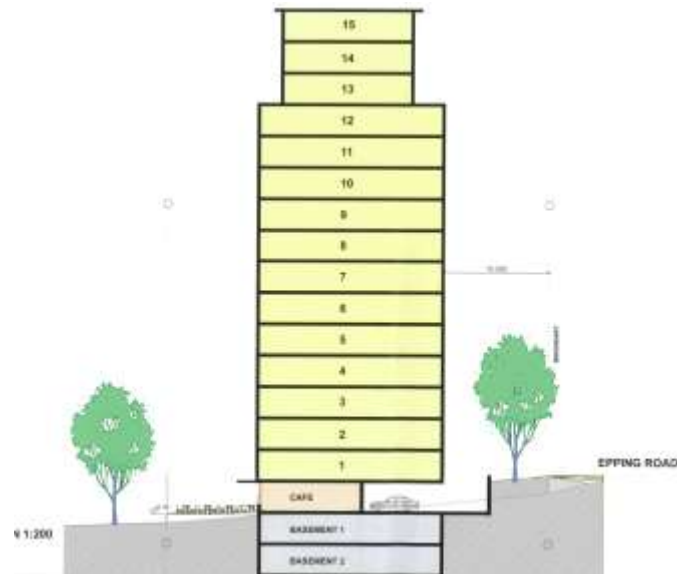


Figure 11: Site Section (as submitted by applicant June 2015)



Figure 12: View Study: Blenheim Road view (Original PP report Preliminary Design Analysis June 2015 p. 18)

The PP articulates the merits for greater height and FSR based on location and the principles of transit oriented development and that the site is free of many of the “edge amenity impacts” often associated with up zoning as it is an “island” significantly separated from other residential uses.

ITEM 3 (continued)

Council's Urban Design Review Panel commented that *"the fact that the site has no near neighbours also does not justify a major height increase as an appropriate outcome either. The site forms part of the park edge and therefore any building form on this site will impact the park in terms of overshadowing and bulk and scale. It will be more visually prominent than if it was within a larger and linked block"*.

The height, bulk and scale are all beyond the expectation of development potential for neighbouring sites. This raises a question of equity for local residents who expect that identified planning controls provides certainty which gives them protection from unplanned and piecemeal development.

The proposed built form appears to take its cues for its scale and character from development across Epping Road and the M2 Motorway (the 'Country Gardens' site) which faces Dehli Road and immediately adjoins North Ryde Station. Council's position is that Epping Road is a separating element between the Macquarie Park Corridor and the existing urban area of North Ryde. This needs to be considered when reviewing the Proposal. The PP fails to consider the relationship of the site to the adjoining low density residential neighbourhood. There is no urban design rationale for high rise development in this suburban setting.

The proposed Floor Space Ratio of 4.3:1 far exceeds that of any of the surrounding FSR controls, including within the Macquarie Park Corridor. The FSR control for the adjoining low density residential land in Morshead and Clarence Streets is 0.5:1 and the Floor Space Ratio controls for sites in the North Ryde Station Precinct vary from between 2:1 and 2.3:1, apart from higher density on the major Country Gardens and Lachlan's Line sites which are up to 3.5:1. The proposed floor space ratio of 4.3:1 does not appear to align with the proposed height in so far as the submitted Preliminary Development Analysis drawings reflect more than the 8619m² of floor space which would be permitted with the proposed Floor Space Ratio control.

The building form is excessive in height and FSR. The PP fails to provide adequate analysis of existing built forms and consideration of future impact on the streetscape. The building bulk and massing is excessive and does not respond sensitively to the surrounding context or provide a transition to the nearby low density residential area.

The justification provided for the controls are not based on a considered appraisal of the suitability of the proposed controls and scale of built form for the site. The proposed building height of 45 metres does not align with the building section provided in the submitted Preliminary Development Analysis which shows a 16 storey building which would be in the vicinity of approximately 48.5 metres (consuming 3.5m floor to ceiling height on the ground floor and 3m floor to floor heights on the apartment levels).

ITEM 3 (continued)

With regard to height, Council's Urban Design Review Panel commented that *"the Planning Proposal is to allow a 15 storey plus ground floor tower containing apartments. This height is not justified in terms of the Planning Proposal. The urban study is inadequate in its consideration of any real context and does not explain how a height of 15 storeys relates to any other built form or elements on this side of the precinct or why this height is appropriate even in the context of the North Ryde development precinct. The study appears to focus solely on the site itself and has no consideration of the urban character of each side of Epping Road, other approved development in the vicinity and the relationship of any proposed height on this site or the need to achieve transition in form to the edges of the site such as the park and Blenheim Rd"*.

The visual bulk is likely to be overwhelming when viewed from the adjoining park and low density residential area, in particular from Morshead Street. Council's Urban Design Review Panel with respect to the original proposal commented that *"a view study has been included in the package but a number of the views are not accurate and use Google Earth images that are not from eye level or in an appropriate location to consider the impacts of such a large tower on this side of Epping Road. Even with these inaccuracies and a view line that reduces the real impact of such a development the building form appears massive and incongruous in the view from Blenheim Road. The view from Epping Road also shows that it would be the only tower in this visual catchment and that it dominates the 'green' edge and character of this side of Epping Road"*.

The proposal also results in a poor interface with Epping Road. The Preliminary Development Analysis shows the proposed café/ neighbourhood shop at the Blenheim Park frontage of the site (lower than Epping Road) with the first floor of the residential development being at approximately Epping Road level. This issue could be addressed through development controls in Ryde Development Control Plan 2014.

Proximity to train station

The project seeks to justify the uplift in height and density for the site on the basis of accessibility to public transport, particularly North Ryde Station and styles itself as Transit Oriented Development based on distance from this Station and access to Epping Road bus services. The site is located 700m from North Ryde Station via Epping Road and Delhi Road. The distance on foot from the site to North Ryde Station via Epping Road, Lucknow Road and the proposed new Road 38 would also be 700m. At this distance from the railway station, the density proposed cannot be justified by an argument for Transit Oriented Development. The realities of the journey by foot or bicycle are not addressed. There is no exploration of the current journey across busy Epping Road and the significant impediments to access for pedestrians and cyclists across such a busy transport corridor.

ITEM 3 (continued)Traffic

Although the site has a frontage to Epping Road, vehicular access will be from Blenheim Road which is a cul-de-sac in this location with the only access being from the primary Blenheim Road. All day parking is available on Blenheim Road.

A Traffic and Parking Impact Assessment was submitted with the PP, however the number of dwellings quoted are not consistent. The PP states that the PP will result in 8 units per floor over 15 residential floors (i.e. 120 apartments). The traffic study states that there will be 95 dwellings. The applicant has stated in subsequent communication that despite the anticipated dwelling yield in the PP report, this is a maximum which may be reduced in later, more detailed designs (for example by stepping the upper floors of the development).

In summary, the Assessment indicates that between 111 and 139 car parking spaces should be provided to comply with the parking rates in Council's DCP. The Assessment states that the anticipated traffic generation is low in comparison to the existing traffic volumes on surrounding streets, namely Pittwater Road and Epping Road. The Assessment shows some additional delays which are considered by the traffic consultant to be minimal.

Council's Traffic section provided the following comments:

"The Traffic Team cannot support the submitted Planning Proposal for the site 86 Blenheim Road, North Ryde due to the following:

- 1. The Traffic Impact Assessment (TIA) must be amended to reflect the proposed 120 units, not the 95 already considered in the submitted proposal.*
- 2. There are questionable values incorporated as part of the assessment of the Level of Service (LoS) for the adjacent intersections to the site. As such, the applicant is required to submit the SIDRA Digital files and Data Input sheets for Council's review.*
- 3. The assessment of traffic has been based on a rate of 0.19 vehicles in the peak hour. This location is deemed to have less desirable accessibility to public transport than the locations used as part of the Roads and Maritime Services (RMS) Guide to Traffic Generating Developments. As such, the rate to be used would fall within the range of 0.19-0.32 (as per the maximum range assessed by the RMS). Council deems a rate of 0.26 to be reasonable for a site of this location. The TIA is to be amended accordingly.*
- 4. A confirmation of the date that the traffic counts were undertaken is required. Council requests a full week analysis in order to determine the peak impact on the local roads. (I.e. The worst case scenario).*

ITEM 3 (continued)

5. *The TIA will need to confirm the correct parking requirements for the proposed number and type of units, and also demonstrate that there is enough room on the site (within the two (2) levels of basement car parking) to accommodate these spaces”.*

As such, Council Traffic staff cannot consider this proposal until all the above information is provided”.

An initial review of the Traffic Assessment does not adequately outline the implications of the proposal for the road network, in particular the key intersections of Blenheim/ Pittwater Roads and Pittwater/ Epping Roads. Furthermore, the submitted Traffic Assessment does not consider the impact of traffic going towards the Cox’s Road/ Blenheim Road intersection which would most likely provide the retail facilities and services for this site.

Should a PP be exhibited for the site in the future, consideration should be given to requiring parking for the site to be in accordance with the parking rates for Macquarie Park provided in Part 4.5 of Ryde DCP 2014.

Other matters

Impact on Blenheim Park

The submitted shadow study shows that the impact on Blenheim Park is considerable and that it will create a significant reduction in amenity within the park adjacent to the tower for much of the day. The submitted Preliminary Development Analysis plans prepared by UrbanLink Pty Ltd include indicative shadow diagrams which show shadowing of Blenheim Park and part of Morshead Street at 9am at the winter solstice, some shadowing of Blenheim Park at 12pm and shadowing of Myall Reserve at 3pm.



Figure 13: Submitted shadow diagrams (Original PP report Preliminary Design Analysis June 2015 p. 20)

ITEM 3 (continued)

The submitted shadow diagrams appear to amplify the shadow impacts of the approved developments in the North Ryde Station Precinct (and therefore not accurately depict the extent of shadowing caused by the subject site). The southern end of Blenheim Park is overshadowed by existing trees within the Park which is not indicated on the submitted shadow diagrams.

Council's Senior Coordinator Open Space Planning and Design provided the following comments:

“1. Overshadowing

The proposal currently casts a constant shadow over a significant portion of the parks (Blenheim Park and Myall Reserve). There will be an unacceptable level of shade onto these parks.

2. Negative Impacts to the Natural Area

The level of shade will result in a negative impact on vegetation within Blenheim Park and Myall Reserve. Reducing solar access to the existing trees and vegetation will be detrimental to their health and longevity.

3. Limited Open Space

The proposed site has limited open space for the proposed increase in residents. As a result, this would have greater impacts on the use of Blenheim Park and Myall Reserve.

4. Traffic and Parking

There will be a dramatic increase in local traffic in an area which already has inadequate parking. This site would require significantly more parking given the existing parking conditions within the area. Blenheim Parks' carpark would become an overflow parking area for proposed residents and their visitors”.

Public benefits of proposal

The original submitted PP did not propose any public benefits.

The proponent advised in February 2016 that they were willing to make an offer for a Voluntary Planning Agreement (VPA) comprising 4 x 2 bedroom affordable housing dwellings and a cash contribution of \$100,000 for upgrades to Blenheim Park. The community benefits identified are considered to be inadequate in proportion to the nature and value of exceedance of the planning controls.

Should Council resolve to proceed the PP to a Gateway Determination, further discussions relating to the VPA could occur with the developer.

ITEM 3 (continued)

Proposed land use

The PP requests rezoning the site to R4 High Density Residential. The Preliminary Development Analysis plans for the site submitted with the PP indicate a café on the ground floor. A café is a food and drink premises which is not a permitted use in the R4 zone. The applicant later clarified by email dated 8 July 2015 that the proposal is not seeking an additional permitted use on the site and that the ground floor retail would be used for a neighbourhood shop which is a permitted use in the zone. (Clause 5.4 of Ryde LEP 2014 restricts the maximum size of a neighbourhood shop to 200m²).

Critical dates

Under the Department of Planning and Environment's (DoPE) "A guide to preparing local environmental plans" a pre gateway review system exists where by a Proponent can request an independent body review decisions in relation to proposed amendment to LEPs.

A Pre Gateway review:

- may be requested by a Proponent if the council has notified them that the request to prepare a PP is not supported or
- the council has failed to indicate it support 90 days after the proponent submitted a request.

The subject PP was received by Council on 18 June 2015. The 90 day period for determining the proposal concluded on 16 September 2015.

As this report recommends not supporting the PP, the applicant may consider pursuing a Pre-Gateway Review. If the Department of Planning and Environment progress the review request, the proposed instrument would be referred to the Joint Regional Planning Panel/ Greater Sydney Commission. A recommendation is provided to the Minister. The Minister will make the final decision with respect to the proposed instrument.

Financial Implications

Adoption of the recommendations in this report will have no financial impact. Council should note that the lodgement of the PP has been subject to Council's Fees and Charges Schedule to amend Local Environmental Plans.

ITEM 3 (continued)

Consultation

Under the gateway plan-making process, a gateway determination is required before community consultation on the planning process takes place. The consultation process will be determined by the Minister and stipulated as part of the gateway determination.

As this report recommends that Council does not support the PP, no consultation is required at this stage.

Options

1. Council support the PP to proceed to a gateway determination and community consultation and that a Voluntary Planning Agreement be negotiated to Council's satisfaction prior to submission to the Gateway.
2. Council not support the PP and advise the applicant accordingly.
3. Council invite the applicant to submit an amended PP at a significantly reduced density and scale and addressing the other issues raised in this report.
4. Council Investigate the acquisition of the 3 sites for open space to be incorporated into Blenheim Park.

This report recommends that Council support Option 2 due to the excessive building bulk and massing, the lack of transition to the nearby low density residential zone, the anticipated shadowing impacts on the adjoining open space and the other issues highlighted in this report.

Option 3 is not recommended as the proponent submitted a PP at a reduced density and scale and subsequently withdrew the proposal.

Council is to note that the 3 sites were identified for inclusion into Blenheim Park as part of preliminary investigations into the expansion of the City's parks.

Given the constraints relating to the land, its proximity to Blenheim Park and its location at the entrance of the City, it is suggested that investigations be undertaken to purchase the land for open space.

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ATTACHMENT 1

Planning Proposal
To Amend the Ryde LEP 2014
Cnr Epping Road & Blenheim Road
North Ryde



Prepared by: Think Planners Pty Ltd
Document Date: June 2015
Authority: City of Ryde Council



ITEM 3 (continued)

ATTACHMENT 1



86 Blenheim Road and 12-14 Epping Road, NORTH RYDE – Planning Proposal

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86 Blenheim Road and 12-14 Epping Road, NORTH RYDE – Planning Proposal

Appendices

1. Proposed Mapping Amendments
2. Preliminary Urban Design / Architectural Analysis – Urban Link
3. Traffic and Parking Analysis

Quality Assurance

PROJECT: Planning Proposal – 86 Blenheim Road and 12-14 Epping Road,
NORTH RYDE

AUTHOR: Think Planners Pty Ltd – 9A O’Connell Street, Parramatta

Date	Purpose of Issue	Rev	Reviewed	Authorised
May 2015	Client Review Issue	Draft	NV	AB
June 2015	Lodgement Issue	Final	AB	AB

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ATTACHMENT 1



86 Blenheim Road and 12-14 Epping Road, NORTH RYDE – Planning Proposal

1. Executive Summary and Purpose of this Report

Think Planners Pty Ltd has been engaged by Alnox Pty Ltd to prepare and submit a Planning Proposal to City of Ryde Council (Council) in support of an amendment to Ryde Local Environmental Plan 2014 (Ryde LEP 2014). Mr Raymond Azizi is the landowner and controls all land lots to which this Planning Proposal relates, being 86 Blenheim Road and 12-14 Epping Road, North Ryde (legally identified as Lot C DP410408, Lot D DP410408 and Lot E DP410408 respectively). The Planning Proposal has been prepared in collaboration with a number of consultants, most notably Urban Link Pty Ltd who have analysed and tested various design options, built forms and urban design scenarios for the site.

The Planning Proposal relates to three allotments (being Lot C DP410408, Lot D DP410408 and Lot E DP410408), which are proposed to be amalgamated, and having a combined site area of approximately 2,020m². The Planning Proposal contains an explanation of the intended effect and justification for amendments to the Ryde LEP 2014.

The Planning Proposal seeks amendments to –

- Zone map (proposing a single R4 – High Density Residential zone to the subject land);
- Floor Space Ratio map (proposing an FSR of 4.3:1 to the subject land); and
- Height of Building map (proposing 45m to the subject land).

Ryde City Council, during the preparation of the Ryde LEP 2014, resolved at its meeting on 12 March 2013 that a Planning Proposal be accepted for consideration by Council for a number of properties; including the subject site. This submission is consistent with the adoption of the Council.

The Planning Proposal has been prepared in accordance with Section 55 of the Environmental Planning and Assessment Act 1979, along with the Department of Planning and Infrastructures document 'A Guide to Preparing Planning Proposals'.

The Planning Proposal relates to land at North Ryde, within the City of Ryde Local Government Area (LGA). The site is located adjacent to the North Ryde Station Precinct, an Urban Activation Precinct (UAP) and sits just outside the boundaries of the UAP. The North Ryde Station Precinct was nominated for urban renewal by the Department of Planning and Environment and was gazetted as an Urban Activation Precinct on 21 September 2013. The UAP seeks to accommodate around 330,000m² of predominately residential and mixed use gross floor area creating approximately 3,000 homes and 1,500 jobs within a 10 minute walk of North Ryde Station.

The subject site is also located on the periphery of the Macquarie Park Corridor. Council's vision for the corridor is to provide planned residential communities centred on the North Ryde and Macquarie University Rail Stations whilst facilitating for the future development, growth and integrity of the employment function. It is envisaged that the corridor will evolve from a Business Park to an urban centre accommodating

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86 Blenheim Road and 12-14 Epping Road, NORTH RYDE – Planning Proposal

in excess of 10,000 new dwellings close to transport, employment and education facilities.

The Planning Proposal will enable the redevelopment and revitalisation of the subject site and contribute to the housing, commercial, social and cultural environment of the immediate area whilst achieving additional housing located in an appropriate location. The Planning Proposal, although separate from, and located on the periphery, will support the UAP and the Macquarie Park Corridor, promoting additional usage of the precinct and patronage of North Ryde Station.

It is noted that the proposal is also consistent with longstanding State Policy for the delivery of urban renewal within appropriate locations and the principles of Transit Oriented Development as outlined in 'A Plan for Growing Sydney.' In line with these principles the Planning Proposal will provide additional residential dwellings within an appropriate location with direct access to jobs and essential infrastructure including a variety of public transport options. The Planning Proposal will make a small contribution to increasing housing stock, diversity and choice within The Ryde LGA, whilst maintaining the integrity of the UAP and Macquarie Park Corridor. The site is located in a well sought after area that has been consistently identified for increased development by the State Government through its planning arm.

The Planning Proposal considers and discusses the key issues for the rezoning, including indicative future development form, urban design outcomes, public benefit, employment generation and traffic movements. Having regard to the discussion and assessment provided within this report, Think Planners Pty Ltd have no hesitation in recommending that the Planning Proposal be submitted to the Department of Planning and Environment for Gateway Determination, following Council's review.



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86 Blenheim Road and 12-14 Epping Road, NORTH RYDE – Planning Proposal

2. NSW Department of Planning & Infrastructure: A Guide to Preparing Planning Proposals

The preparation of the Planning Proposal has considered the publication 'A guide to Preparing Planning Proposals' published by the NSW Department of Planning & Infrastructure.

Objectives and Intended Outcomes – the objectives and intended outcomes of the proposal are clearly articulated throughout the Planning Proposal. Part 5 of this document provides details.

Explanation of the Proposed Provisions – Parts 4 & 5 of this document provides details.

Justification – The analysis, justification and case for the proposal is articulated in Parts 5 & 6.

Maps – The mapping amendments are provided as an attachment.

Community Consultation – This is discussed in that part of the Planning Proposal entitled "community consultation".

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86 Blenheim Road and 12-14 Epping Road, NORTH RYDE – Planning Proposal

3. Site Analysis

3.1 Site and Context

3.1.1 Subject Site

The subject site is made up of three small lots which have frontages to Epping Road, North Ryde. The subject site comprises 86 Blenheim Road and 12-14 Epping Road, North Ryde (legally identified as Lot C DP410408, Lot D DP410408 and Lot E DP410408 respectively). It is proposed that the lots be amalgamated, and once consolidated will have a combined site area of approximately 2,020m².

Lot C currently contains a traditional two storey low density detached brick residential dwelling. Lot C has direct vehicular access from Blenheim Road. Lots D and E currently contain traditional single storey detached low density residential dwellings with direct vehicular access to and from the major arterial of Epping Road. The existing residential dwellings are of mixed age and architectural style. Established landscaping exists to the front and rear of the site.

The site is on the southern side of Epping Road. Bundarra Reserve, the M2 Motorway and North Ryde Station Precinct are located across Epping Road to the north. The site is well within 400m of the North Ryde Railway Station, as illustrated below in the Urban Activation Precinct Map for North Ryde prepared by the Department of Planning.



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86 Blenheim Road and 12-14 Epping Road, NORTH RYDE – Planning Proposal

The site makes up the entirety of a small residential block that forms an 'island' of residential zoned land that is isolated from similar residential land uses. The site is surrounded by Epping Road to the north (zoned SP2), Blenheim Road and Myall Reserve to the east (zoned E2 and RE1) and Blenheim Park to the south and west (zoned RE1).

The site is located directly adjacent to Blenheim Park carpark which has several facilities including picnic areas, cycle paths, children's playground, enclosed dog off-leash area and a remote-control car track.

The subject site is within walking distance of North Ryde Station (approximately 200m) as well as a number of bus services. Bus stops are located on both sides of Epping Road as well as Blenheim Road. Bus services provide access to the Sydney CBD as well as links to Chatswood, Epping, North Sydney, Ryde, Rhodes and Sydney Olympic Park.

The site is well located to key arterial road corridors including the M2 Motorway, the Lane Cove Tunnel, Epping Road and other cross-city connectors. Although well serviced by private transport infrastructure the benefits of the proximity of the site to public transport cannot be understated.

The subject site is identified in the aerial photograph below and on the plans provided separately to this document.



Aerial Map of the Subject Site (Source: Nearmap 2015)

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86 Blenheim Road and 12-14 Epping Road, NORTH RYDE – Planning Proposal

3.1.2 Site Context

The site is on the southern side of Epping Road. Bundarra Reserve, the M2 Motorway and North Ryde Station Precinct are located to the north. The site makes up the entirety of a small residential block that forms an 'island' of residential zoned land that is isolated from similar land uses. The site is surrounded by Epping Road to the north (zoned SP2), Blenheim Road and Myall Reserve to the east (zoned E2 and RE1) and Blenheim Park to the south and west (zoned RE1). The nature of the site is demonstrated in the zoning map extract below.

The site is located directly adjacent to Blenheim Park which has several facilities including picnic areas, cycle paths, children's playground, enclosed dog off-leash area and a remote-control car track. The site is also within walking distance or close proximity to a number of reserves as well as local and regional areas of public open space which provide for a wide range of both passive and active recreational opportunities. Additional open space has also been planned within the Macquarie Park Corridor.

The subject site is located in close proximity to North Ryde Station (approximately 200m) as well as the eastern end of the Macquarie Park Corridor which comprises a portion of the larger employment and business corridor that runs further to the north west. The Macquarie Park Corridor forms part of the Global Economic Corridor as identified in the current Metro Plan 'A Plan for Growing Sydney'. Zoning, height and FSR controls reflect the importance of this corridor. Accordingly much of the area (including sites to the north east and west of the site on the northern side of Epping Road) have zonings of R4 – High Density Residential, B3 – Commercial Core and B4 – Mixed Use; heights ranging between 22 – 92m; and FSRs ranging between 1:0 – 3.5:1. It is noted that land located directly to the north of the site has a maximum building height of 92m and a FSR of 3.5:1 under current planning controls.



Zoning Map Extract Ryde LEP 2014

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86 Blenheim Road and 12-14 Epping Road, NORTH RYDE – Planning Proposal

The Macquarie Park Corridor within close vicinity of the site is characterised by modern multi storey detached commercial buildings of mixed age, architectural style and height. Although somewhat separated they maintain a relationship with Epping Road. It is noted that the current planning regime for the surrounding area is somewhat disjointed in land uses and visual cohesiveness. Large scale commercial buildings, bush reserves, low density housing, high density housing and significant vehicular infrastructure form an incohesive mix of development within a short segment of Epping Road. The land use character is eclectic and demonstrates that this area has not had a clear defined character or purpose for many years, particularly the subject site. It is noted that the surrounding area is undergoing continued transformation of its built form with large-scale mixed use developments and residential flat buildings having been approved by Council or currently in the planning process. The Planning Proposal seeks to address and rectify the site, bringing in into line with surrounding current and future development and will increase the visual amenity and cohesiveness of the area.

Located near a major commercial, transport and employment hub, the site is ideally placed to undertake a significant renewal of its built form and facilitate increased density. The area is well serviced by schools, tertiary institutions, child care centres, health facilities (local and regional), community services, recreational and sporting opportunities and an established commercial centre. Furthermore, several key arterial road networks including Epping Road, Lane Cove Tunnel and The M2 Motorway are located within close vicinity of the site. This is illustrated by the broader aerial map below.

Additionally, the subject site is within walking distance of North Ryde Station (approximately 200m) as well as a number of bus services. Bus stops are located on both sides of Epping Road as well as Blenheim Road. Bus services provide access to the Sydney CBD as well as links to Chatswood, Epping, North Sydney, Ryde, Rhodes and Sydney Olympic Park.

The sites proximity to places of employment and recreation is illustrated in the table below –

Place	Distance from Subject Site
North Sydney	9 km
Sydney CBD	11.5 km
Chatswood	5 km
Macquarie	2.9 km
Macquarie Park	100 metres

It is important to note that the nearest neighbour to the site is some 135m away and therefore the edge / boundary impacts typically associated with a rezoning for greater height and FSR are not a factor in this proposal.

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86 Blenheim Road and 12-14 Epping Road, NORTH RYDE – Planning Proposal



Aerial Map of North Ryde (Source: Neormap 2015)



Broader Locality Map (Source: Neormap 2015)

It is noted that the site has been identified a number of times for increased residential density considering its strategic merit. However the strategic merit of the site has not yet been reflected in Ryde LEP 2014. This Planning Proposal seeks to

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86 Blenheim Road and 12-14 Epping Road, NORTH RYDE – Planning Proposal

rectify the current zoning anomaly, bringing the site into line with the future development of the North Ryde Precinct and establish a coherent built form outcome in the area. In this regard it is noted that during the preparation of City of Ryde LEP 2014 individual landholders were invited to submit Planning Proposals for certain properties including the subject site. Councils Meeting (No. 4/13) states that it was unanimously resolved that Planning Proposals be accepted for consideration by Council for 12A, 14 Epping Road and 86 Blenheim Road, North Ryde (amongst other properties). This Planning Proposal addresses Councils invitation.

3.1.3 Site Details and Visual Context

The subject site is made up of three small lots which have frontages to Epping Road, North Ryde. The subject site comprises 86 Blenheim Road and 12-14 Epping Road, North Ryde (legally identified as Lot C DP410408, Lot D DP410408 and Lot E DP410408 respectively). It is proposed that the lots be amalgamated, and once consolidated will have a combined site area of approximately 2,020m².

Lot C currently contains a traditional two storey low density detached brick residential dwelling. Lot C has direct vehicular access from Blenheim Road. Lots D and E currently contain traditional single storey low density detached residential dwellings with direct vehicular access to and from the major arterial of Epping Road. The existing residential dwellings are of mixed age and architectural style. Established landscaping exists to the front and rear of the site.

The site is on the southern side of Epping Road. Bundarra Reserve, the M2 Motorway and North Ryde Station Precinct are located further to the north. The site makes up the entirety of a small residential block that forms an 'island' of residential zoned land that is isolated from similar land uses. The site is surrounded by Epping Road to the north (zoned SP2), Blenheim Road and Myall Reserve to the east (zoned E2 and RE1) and Blenheim Park to the south and west (zoned RE1).

The site is located directly adjacent to Blenheim Park which has several facilities including picnic areas, cycle paths, children's playground, enclosed dog off-leash area and a remote-control car track. The Planning Proposal will allow for the Park to be serviced by a ground floor neighbourhood shop, which is the proponents intention.

The subject site is within walking distance of North Ryde Station (approximately 200m) as well as a number of bus services. Bus stops are located on both sides of Epping Road as well as Blenheim Road. Bus services provide access to the Sydney CBD as well as links to Chatswood, Epping, North Sydney, Ryde, Rhodes and Sydney Olympic Park.

The site is well located to key arterial road corridors including the M2 Motorway, Epping Road and other cross-city connectors. Although well serviced by private transport infrastructure the benefits of the proximity of the site to public transport cannot be understated.

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86 Blenheim Road and 12-14 Epping Road, NORTH RYDE – Planning Proposal

The visual context of the sites and its surrounds are demonstrated in the images below, courtesy of Google Streetview.



Looking east from nearest neighbours along Blenheim Rd (Source: Google Streetview 2015)



Looking east over Blenheim Park to the site (Source: Google Streetview 2015)

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86 Blenheim Road and 12-14 Epping Road, NORTH RYDE – Planning Proposal



Blenheim Park Carpark and Subject site (Source: Google Streetview 2015)



Subject site viewed from Epping Road (Source: Google Streetview 2015)

3.2 Legal Description

The subject site is made up of the following land titles:

Lot C DP410408;
Lot D DP410408; and
Lot E DP410408.

The amalgamated site area is approximately 2,020m² in area.

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86 Blenheim Road and 12-14 Epping Road, NORTH RYDE – Planning Proposal

3.3 Background

During the preparation of City of Ryde LEP 2014 individual landholders were invited to submit Planning Proposals for certain properties including the subject site. Councils Meeting (No. 4/13) states that it was unanimously resolved that Planning Proposals be accepted for consideration by Council for 12A, 14 Epping Road and 86 Blenheim Road, North Ryde (amongst other properties). This Planning Proposal addresses Councils invitation.

Additionally it is noted in the North Ryde Station Urban Activation Precinct – Finalisation Report prepared by the NSW Department of Planning that surrounding landowners had requested the precinct be expanded to include privately owned sites in order to facilitate increased residential density and the introduction of mixed land uses. This request was made by a number of property owners at the time and included the subject site.

It was noted by the department that there is strategic justification for allowing increased residential density and the introduction of mixed used sites close to North Ryde Station in order to enable a broader precinct wide approach to delivering transit oriented development. However, the sites were not included in the broader scheme at the time as the inclusion of these sites, considering the future growth and development of the precinct, required further detailed analysis and the inclusion of surrounding landowners as part of the precinct fell outside the scope of the project.

Considering the above and taking into account the strategic merit for the site to accommodate increased density this Planning Proposal is submitted to Council for consideration.

3.4 Future Context

3.3.1 Sydney Metropolitan Strategy – A Plan for Growing Sydney

On 14 December 2014 the State Government released its "Plan for Growing Sydney" which is the comprehensive strategic framework that is to shape the growth and development of Sydney over the next 30 years.

The North Subregion which envelopes the City of Ryde LGA forms a key area of the strategy. The Plan outlines that *'The North subregion will continue to be an attractive place to live, work and visit with a thriving economy. The subregion's Gross Regional Product is second only to the Central subregions.'* The Plan also highlights that the subregion will provide for *'Increases in the supply of housing and jobs will be focused on centres with good public transport. The subregion will offer a growing diversity of high amenity living and working environments.'*

A key component to the strategy is the role of Macquarie Park. A key strategy for Macquarie Park relevant to the Planning Proposal is to:

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86 Blenheim Road and 12-14 Epping Road, NORTH RYDE – Planning Proposal

'Investigate potential future opportunities for housing in areas within walking distance of train stations.'

It is highlighted that the site is on the periphery of the Macquarie Park Corridor and North Ryde Station Precinct with the strategy indicatively identifying the site as falling within an 'Urban Renewal Corridor.'

Increasing the development prospects of the site offers a greater supply of employment and quality housing facilities in close proximity to public transport. Considering the above and the merit of the Planning Proposal it is found to be consistent with the strategic directions contained in the state strategy.

3.3.2 City of Ryde 2025 Community Strategic Plan

A key local strategic plan applying to the City of Ryde LGA is the *City of Ryde 2025 Community Strategic Plan*. In the Community Strategic Plan Council notes that the *'challenge is to offer a range of affordable and varied accommodation options, through strategic forecasting and planning, that meets the changing needs and demands of our growing and diverse community while maintaining the character of our many suburbs.'* Council must also respond to and *'meet the increasing pressure and needs of a growing population and changing demographics, while maintaining the prosperity, uniqueness and liveability of our city.'*

To achieve this general objective Council *'will plan for growth, placing increased density around our transport hubs, retail centres and employment centres. We will work together with our community to find solutions for growth while maintaining the strong sense of identity that is so important. Allowing for growth and change, we will maintain local identity, protect our heritage and encourage sustainable urban design which provides safety and accessibility for all.'*

Council also seeks to ensure that *'neighbourhoods will be well-planned to maximise existing public transport links, and where possible, provide multiple options to live, work and play within walking distances of our homes.'*

Of relevance to the current Planning Proposal are the following strategies that are embodied within the strategic plan:

- *'To create welcoming neighbourhoods that are inviting, safe and enjoyable.*
- *To support a variety of uses and activities in our neighbourhoods, which contribute to a desirable lifestyle.*
- *To plan and design our neighbourhoods in response to our community's needs, wants and sense of belonging.*
- *To design our city to reflect the unique character, identity and housing needs of our community.*
- *To pursue sustainable design and adopt best practice in the planning of our suburbs and neighbourhoods.*
- *To create active public places and spaces through good planning and design.*

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86 Blenheim Road and 12-14 Epping Road, NORTH RYDE – Planning Proposal

- To encourage a healthy, happy, inclusive and active community where neighbours look out for each other.
- To provide safe community spaces and places for people to meet and get to know each other.
- To share growth, prosperity and opportunities across the whole community.
- To respond in our planning, now and in the future, to global and metropolitan trends. To provide innovative and integrated solutions to locate jobs, transport and housing together, to reduce time and travel costs and improve amenity.
- To encourage the use of environmentally friendly transport options.
- To improve connectivity between and accessibility to our suburbs, centres, open spaces and places.'

As discussed throughout this Planning Proposal the subject site is ideally located to make its employment, housing, economic, and public domain contribution to Ryde residents and visitors. It is considered that the Planning Proposal is consistent with the strategic direction envisaged by Council as well as the specific strategies (outlined above) that are embodied in the *City of Ryde 2025 Community Strategic Plan*.

The site is a single landholding that presents substantial opportunity to build on the principles for the cultural, social and economic development of The City of Ryde LGA. The Planning Proposal is consistent with Councils strategic plan.

3.3.3 Strategic Merit

The site has significant strategic merit and as such justifies the submission of the Planning Proposal. Of note is the following:

- The site in its current state is underutilised, particularly taking into account its location and context, with multiple modes and well serviced existing public transport links within a short distance of the site.
- The site shares a direct relationship with the North Ryde Station Precinct and Macquarie Park Corridor and falls within an 'Urban Renewal Corridor' as identified by the current Metro Plan 'A Plan for Growing Sydney.'
- During the preparation of City of Ryde LEP 2014 individual landholders were invited to submit Planning Proposals for certain properties including the subject site. Councils Meeting (No. 4/13) states that it was unanimously resolved that Planning Proposals be accepted for consideration by Council for 12A, 14 Epping Road and 86 Blenheim Road, North Ryde (amongst other properties). This Planning Proposal addresses Councils invitation.
- It was noted by the Department of Planning in the North Ryde Station Urban Activation Precinct – Finalisation Report that there is strategic justification for allowing increased residential density and the introduction of mixed used sites close to North Ryde Station in order to enable a broader precinct wide approach to delivering transit oriented development.
- The site is separated from other low density residential uses forming an isolated 'island' of low scale residential development. The unique nature of the

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site and its location means there would be no impact on surrounding residential areas and will not set a precedent for other sites in the area.

- The site is under single ownership and will permit a coordinated redevelopment process and built form outcome.
- The site benefits from direct pedestrian links and cycleways to all essential services and public transport infrastructure.
- The proposal is consistent with local and state strategic planning.

Taking into account the above it is considered that the rezoning of the site to permit increased density and height is appropriate, as it will encourage urban renewal of a site with excellent access to public transport and services within close proximity to significant employment opportunities.

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4. Current Planning Provisions

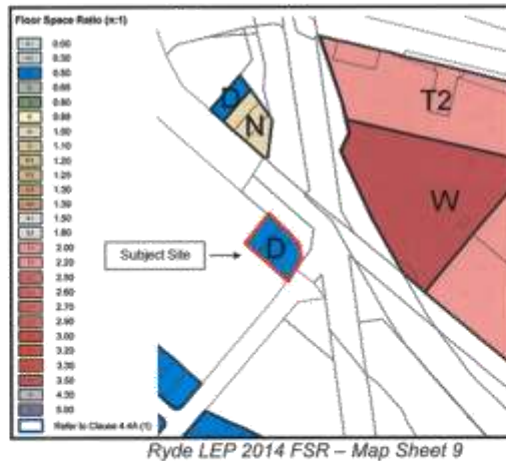
4.1 Zoning

The site is currently zone R2 – Low Density Residential under Ryde LEP 2014. The current zoning of the site is illustrated by the zoning map extract below.



4.2 Floor Space Ratio

The site is currently identified as having a Floor Space Ratio of 0.5:1 under Ryde LEP 2014. The current FSR of the site is illustrated by the map extract below.



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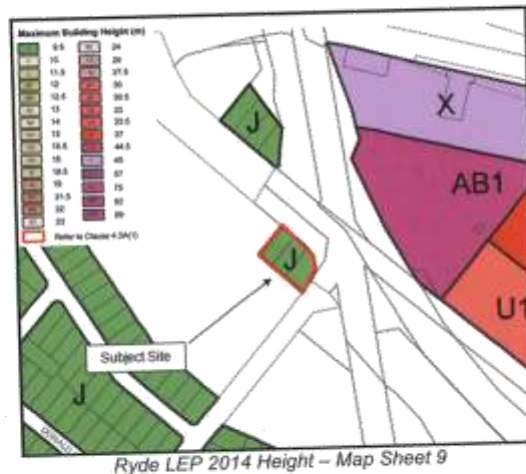
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4.3 Height

The site is currently identified as having a maximum Building Height of 9.5 under Ryde LEP 2014. The current maximum Building Height of the site is illustrated by the map extract below.



The key elements envisaged by the Planning Proposal include:

- The significant urban renewal of the site;
- The provision of employment generating uses, housing supply and improved public domain;
- Providing consistency with the Metropolitan aims and strategies through local land use provisions;
- Provision of housing/jobs within walking distance to public transport, retail, recreational and entertainment venues;
- Giving rise to opportunity for people to take advantage of existing public transport infrastructure;
- Integration with Blenheim Park through complimentary land use (neighbourhood shop) and site connections;
- Activation of Blenheim Park;
- Enhanced usage and casual surveillance to Blenheim Park;
- Positively contribute and integrate with the North Ryde Station Precinct and Macquarie Park Corridor and increased cohesiveness of built form and visual presentation to Epping Road;
- Connection and integration with pedestrian and cycle network; and
- Removal of vehicular crossings to/from Epping Road.

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5. Concept and Intended Planning Outcome

The purpose of the Planning Proposal is to identify a single zone for the site and change the built form massing potential (height and FSR) for the site.

The proposal incorporates elements that will provide an overall public benefit resulting from the renewal of the site as discussed throughout this report. The proposed amendments will provide a stimulus for increased residential development of the site, and that reflects the sites ideal location and development potential.

The site is ideally located due to its proximity to the North Ryde Station Precinct, in immediate proximity to the North Ryde Railway Station and transport options along Epping Road and the M2 Motorway. Notwithstanding, the significant development potential the subject site has remained without any significant capital investment or revitalisation for many years. The current planning controls have not led to revitalisation, although there has been a significant demand for housing (apartments) within the Ryde LGA and within the North Ryde Station Precinct in recent years. The current planning controls for the site are outdated considering the site location and have not encouraged redevelopment of the site as yields under current zoning do not make redevelopment commercially viable or logical. Having regard to the importance placed by the State Government on the delivery of housing and employment and the relationship with the Metropolitan Strategy, the Planning Proposal is timely and appropriate.

5.1 The Vision for the Site

The proponent has a clear vision for the site to enable its redevelopment. In preparing a vision for the site, deliberate care has been taken to ensure that the sites redevelopment is cohesive with the overall character of the area and integrates appropriately with its surrounds in particular Blenheim Park, Epping Road and other services (pedestrian paths and cycle ways). The vision for the site will positively contribute to the North Ryde Station Precinct and Macquarie Park Corridor and will increase the cohesiveness of built form and visual presentation of Epping Road. The unique nature of the site also means that the proposal will have no impact on existing residential amenity. Regard has also been given to the built form in order to reduce potential overshadowing/privacy impacts whilst including mechanisms to improve the public domain and result in a net public benefit.

Accordingly the subject site is to be transformed to provide:

- The urban renewal of the site in order to develop a fifteen storey residential flat building incorporating approximately eight units per floor, excluding ground floor which will accommodate a neighbourhood shop and additional car parking. The residential flat building will provide a visually pleasing single recessed and articulated built form;
- Short term and long term employment generating uses, housing supply and improved public domain;

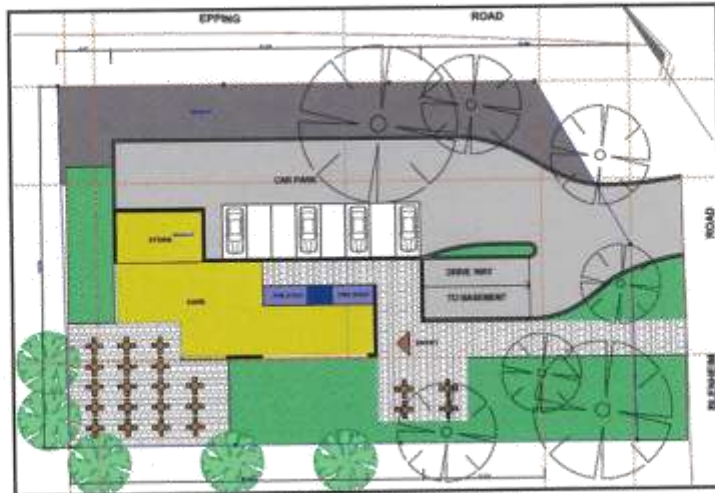
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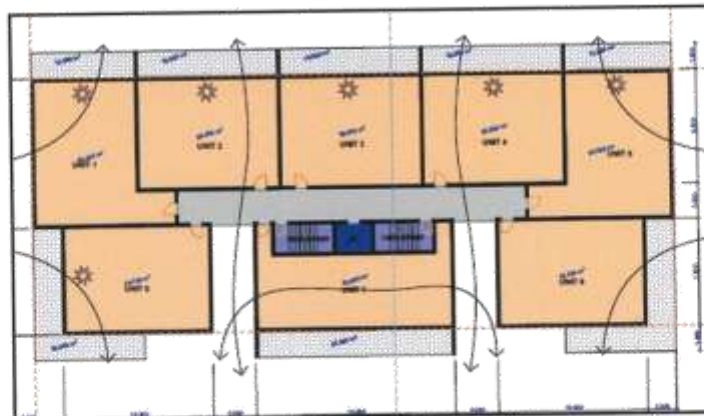


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- Housing/jobs within walking distance to public transport, retail, recreational and entertainment venues giving rise to opportunity for future residents to take advantage of existing public transport infrastructure;
- Integration with Blenheim Park through complimentary land use (neighbourhood shop) and site connections increasing the activation, usage and casual surveillance of the Park;
- Connection and integration with pedestrian and cycle network and the incorporation of through site links;
- Removal of vehicular crossings to/from Epping Road; and
- Appropriate Building height, FSR and built form in order to reduce the perceived bulk and scale of the proposal as viewed from significant perspectives.



Indicative Ground Floor Layout (not to scale)



Indicative Floor Layout (not to scale)

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The vision for the site emerged after an examination of various options for the most appropriate built form. However, prior to working up options for the site, a clear understanding of the key planning issues relevant to the site and the broader precinct was required.



Subject site (on left) compared with permissible heights on land adjacent North Ryde Station

5.2 Key Planning Issues

5.2.1 Traffic and Parking

Due to the size of the development as well as its proximity to a number of public transport and job opportunities close to home it is considered that the proposal will lead to minimal traffic generation on the local road network. The nature of the site, being isolated from adjoining residential land uses, as well as the existing street network also reduces the potential for congestion on local roads. Additional traffic as a result of the proposal will not adversely affect the existing amenity of surrounding neighbourhoods or lead to conflict as traffic generated by the proposal does not have to travel past established dwellings.

Appropriate car parking in accordance with Council controls will be provided on site in a basement arrangement. The basement is to be directly accessed from Blenheim Road and thus the proposal will result in the closing of two vehicular crossings to Epping Road. The proposal has significant public benefit as the closing of these vehicular crossings will remove the existing conflict with the shared pedestrian/cycleway located on the southern side of Epping Road. The removal of these crossings will also reduce traffic conflict/congestion and rectify a potentially dangerous entry/exit arrangement from two dwellings to the major arterial of Epping Road which is currently speed limited at 70km/ph.

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A traffic study has considered the extent of impact on the local road network at the Planning Proposal stage and accompanies this submission. The proposal has been found to be acceptable and it is noted that more detailed traffic and parking assessment at Development Application stage would be appropriate.

5.2.2 Urban Design

Urban Link have prepared a Preliminary Development Analysis in support of the Planning Proposal to demonstrate how the site can be developed. It is noted that the envelopes shown in the Urban Design Study are not refined architectural expressions and are indicative only. They do not propose the future development outcome of the Planning Proposal, rather they demonstrate that there is sufficient envelope and potential to enable the refined design development of the site.

The Planning Proposal responds to the contrasting environments of the site and its surrounds. In response to the contrasting elements of the site, its surrounds and unique character, the proposal has responded with a number of key built form and urban design initiatives –

- Single recessed and articulated built form;
- Through site links;
- Building height and FSR analysis to illustrate the perceived bulk and scale of the proposal as viewed from significant perspectives, and in relation to adjoining developments;
- Integration with Blenheim Park through complimentary land use (neighbourhood shop) and site connections;
- Activation of Blenheim Park;
- Enhanced usage and casual surveillance to Blenheim Park;
- Connection and integration with pedestrian and cycle network;
- Inclusion of appropriate setbacks to Epping Road to protect amenity;
- Activation of existing road network;
- Activation of existing public transport infrastructure;
- Improvement of the public domain;
- Taking advantage of existing landscaping to screen and reduce visual impact;
- Activation of views and vistas from the proposal;
- Maximisation of solar access and natural ventilation;
- Overshadowing analysis;
- Facilitating the renewal of an "island site"; and
- Removal of vehicular access points to/from Epping Road.

5.2.3 Environment

Key environmental constraints have been considered as part of this application. They include:

- Contamination
 - o Given the historical use of the site for residential purposes and its location being surrounded by open space and parkland, land

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contamination is not considered likely. The land is not known to have been used for any purposes that may give rise to the likelihood of contamination. Nothing on site indicates a previous contaminating use. Further investigation and reporting is not considered necessary as it is considered that the proposal is consistent with the existing use (although of a larger scale/density) and the site is suitable.

- Heritage
 - o The subject site is located on the southern side of Epping Road and does not share any visual or spatial relationship with any heritage item. As such the proposal will have no impact on the heritage significance of any item within the area.

- Other
 - o The subject site is not identified as containing acid sulfate soils or being prone to bushfire or flooding. Additionally the subject site is not identified as containing significant environmental/terrestrial biodiversity values or containing endangered (flora/fauna) species.

5.3 Provisions of the Planning Proposal

1. To amend the Zoning Map so that the entire site is zoned R4 High Density Residential.
2. To amend the Height of Building Map to a maximum building height of 45m.
3. To amend the Floor Space Ratio Map to a maximum FSR of 4.3:1.

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6. Justification

6.1 Section A: Need for the Planning Proposal

Is the planning proposal a result of any strategic study or report?

The proposal relates to a number of strategic studies, most notably the Sydney Metro Strategy 'A Plan for Growing Sydney' and Councils own Community Strategic Plan.

As outlined in the Sydney Metro Strategy 'A Plan for Growing Sydney' the North Subregion which envelopes the City of Ryde LGA forms a key area. The Plan states that 'The North subregion will continue to be an attractive place to live, work and visit with a thriving economy. The subregion's Gross Regional Product is second only to the Central subregions.' The Plan also highlights that the subregion will provide for 'Increases in the supply of housing and jobs will be focused on centres with good public transport. The subregion will offer a growing diversity of high amenity living and working environments.'

A key component to the strategy is the role of Macquarie Park. A key strategy for Macquarie Park relevant to the Planning Proposal is to:

'Investigate potential future opportunities for housing in areas within walking distance of train stations.'

It is highlighted that the site is on the periphery of the Macquarie Park Corridor and North Ryde Station Precinct with the strategy indicatively identifying the site as falling within an 'Urban Renewal Corridor.'

Additionally the 'City of Ryde 2025 Community Strategic Plan' notes that the 'challenge is to offer a range of affordable and varied accommodation options, through strategic forecasting and planning, that meets the changing needs and demands of our growing and diverse community while maintaining the character of our many suburbs.' Council must also respond to and 'meet the increasing pressure and needs of a growing population and changing demographics, while maintaining the prosperity, uniqueness and liveability of our city.'

To achieve this general objective Council 'will plan for growth, placing increased density around our transport hubs, retail centres and employment centres. We will work together with our community to find solutions for growth while maintaining the strong sense of identity that is so important. Allowing for growth and change, we will maintain local identity, protect our heritage and encourage sustainable urban design which provides safety and accessibility for all.'

Council also seeks to ensure that 'neighbourhoods will be well-planned to maximise existing public transport links, and where possible, provide multiple options to live, work and play within walking distances of our homes.'

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Increasing the development prospects of the site offers a greater supply of employment and housing facilities in close proximity to public transport. Considering the above and the merit of the Planning Proposal it is found to be consistent with the strategic directions at both the state and local levels.

Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

It is contended that a Planning Proposal is the best means of achieving the intended outcomes on the site given they relate to a site specific amendment to the City of Ryde LEP, no local LEP controls have been initiated as yet to deliver the State strategies for this site.

It is noted that individual landholders were invited during the preparation of City of Ryde LEP 2014 to submit Planning Proposals for certain properties including the subject site. Councils Meeting (No. 4/13) states that it was unanimously resolved that Planning Proposals be accepted for consideration by Council for 12A, 14 Epping Rd/86 Blenheim Rd North Ryde (amongst other properties). This Planning Proposal addresses Councils invitation.

It is considered that the proposal is consistent with the intended future role and development within the North Ryde area.

Is there a net community benefit

Criteria	Comment	Net Community Benefit
Will the LEP be compatible with agreed State and regional strategic direction for development in the area (e.g. land release, strategic corridors, development within 800 metres of a transit node)?	<p>The site is compatible with agreed State strategic directions for the area, as discussed throughout this Planning Proposal. This is particularly the case as the proposal will enable the delivery of housing supply in close proximity to a transport node.</p> <p>This site is highly accessible being located on Epping Road and on the periphery of the Macquarie Park Corridor and North Ryde Station Precinct. The subject site is within walking distance of North Ryde Station as well as a number of bus services. Bus stops are located on both sides of Epping Road as well as Blenheim Road. Bus services provide access to the Sydney CBD as well as links to Chatswood, Epping, North</p>	YES

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Criteria	Comment	Net Community Benefit
	<p>Sydney, Ryde, Rhodes and Sydney Olympic Park.</p> <p>The site provides the opportunity to contribute to the social and cultural fabric of the area, whilst capitalising on the unique location, existing services and transport infrastructure.</p>	
<p>Is the LEP located in a global/regional city, strategic centre or corridor nominated within the Metropolitan Strategy or other regional/subregional strategy?</p>	<p>The site is on the Periphery of the Macquarie Park Corridor and North Ryde Station Precinct. Notwithstanding, 'A Plan for Growing Sydney indicatively identifies the site as falling within an 'Urban Renewal Corridor.'</p> <p>Increasing the development prospects of the site offers a greater supply of employment and housing facilities in close proximity to public transport. This is consistent with the strategic directions contained in the State strategy.</p>	<p>YES</p>
<p>Is the LEP likely to create a precedent or create or change the expectations of the landowner or other landholders?</p>	<p>The Planning Proposal is consistent with existing expectations for urban renewal of land in close proximity to transport nodes and that have been identified in planning strategies for urban renewal. The Planning Proposal will not directly influence or change expectations that are driven by public policy and strategies primarily.</p> <p>It is noted that the site is unique (being an island of residential development under single ownership) and its location (within proximity North Ryde Station, other public transport and its siting on the periphery of the Macquarie Park Corridor and North Ryde Station Precinct). Due to the nature and uniqueness of the site it is unlikely to set a precedent.</p>	<p>YES</p>

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Criteria	Comment	Net Community Benefit
	<p>On the contrary it is clear that the proposal is consistent with Government policy that seeks to encourage Transit Oriented Development and build densities in close proximity to transport infrastructure and areas that enjoy other key infrastructure in place. Furthermore, there are a number of planning decisions that have confirmed that this strategy of higher density development is supported by the State Government in key areas such as the subject site.</p> <p>In this regard the rezoning of the site would be consistent with the analysis of the Planning Assessment Commission in relation to the Allengrove Crescent development application that was supported on the basis of -</p> <p><i>“Further, from a strategic planning perspective, the Department considers that the proposal supports key aims of The Draft Metropolitan Plan for Sydney to 2031 and The Draft Sydney Inner North Subregional Strategy. The site is appropriately located to accommodate additional apartments, being close to several modes of public transport including the recently constructed Macquarie Park train station, educational facilities and an employment centre.”</i></p> <p>The same principles noted by the PAC apply to this proposal.</p>	
<p>Have the cumulative effects of other spot rezoning proposals in the locality been considered? What was the outcome of these considerations?</p>	<p>It is the express policy of the State Government to work towards upzoning of this area as well as sites with such potential (being well serviced by public transport and other services) to permit further provision of housing as</p>	<p>YES</p>

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86 Blenheim Road and 12-14 Epping Road, NORTH RYDE – Planning Proposal

Criteria	Comment	Net Community Benefit
	<p>proposed.</p> <p>The cumulative effects have been previously considered in the UAP studies, Macquarie Park development policies and also the PAC in specific decisions on previous applications.</p> <p>We specifically note that PAC has given previous approvals on the basis that they would assist in the development of the Epping Road Corridor. In relation to development at Allengrove Crescent North Ryde the PAC noted –</p> <p><i>While the commission appreciated Council's desire for an orderly planning process it was concerned with this lengthy timeframe. The Commission gave particular consideration to the merits of an approval as a means to kick-starting development along the Epping Road corridor, noting this is an amalgamated site capable of early development.</i></p> <p>The development of land along the Epping Road corridor is consistent policy, which this proposal accords with.</p>	
<p>Will the LEP facilitate a permanent employment generating activity or result in a loss of employment lands?</p>	<p>The Planning Proposal will not result in the loss of employment lands. Rather, it seeks to introduce 'Neighbourhood Shops' as a permissible use and thus create an employment generating use to service future residents as well as users of Blenheim Park. The proposal will result in short term employment (development/construction) and long term generation through the proposed 'Neighbourhood Shop.' Thus the proposal will result in greater employment</p>	<p>YES</p>

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Criteria	Comment	Net Community Benefit
	opportunities on the site than currently available.	
Will the LEP impact upon the supply of residential land and therefore housing supply and affordability?	The Planning Proposal will assist in the delivery of greater housing than is currently possible on the site. Housing supply has a relationship with affordability. The location of the housing supply in close proximity to public transport infrastructure shares a relationship with reduced cost of living.	YES
Is the existing public infrastructure (roads, rail, utilities) capable of servicing the proposed site? Is there good pedestrian and cycling access? Is public transport currently available or is there infrastructure capacity to support future public transport?	The site is located within an existing, established urban precinct and is highly accessible by existing road, bus and rail. This provides transport mode choice between bus and train for intracity travel. The site also has good pedestrian and cycle access. The site is serviced by all utilities and essential services.	YES
Will the proposal result in changes to the car distances travelled by customers, employees and suppliers? If so, what are the likely impacts in terms of greenhouse gas emissions, operating costs and road safety?	The highly accessible location and proximity to bus and train infrastructure as well as alternative transport means provides the opportunity to contribute to a reduction in greenhouse gas emissions, operating costs and road safety.	YES
Are there significant Government investments in infrastructure or services in the area whose patronage will be affected by the proposal? If so, what is the expected impact?	The proposal provides the opportunity to increase patronage of public transport. This increases the viability and long term sustainability of government transport infrastructure.	YES
Will the proposal impact on land that the Government has identified a need to protect (e.g. land with high biodiversity values) or other environmental impacts? Is the land constrained by environmental factors such as flooding?	The site is not constrained by any environmental factors. The site has a long history of residential use and there is little biodiversity merit existing on site. The subject site is not identified as containing acid sulfate soils or being prone to	YES

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Criteria	Comment	Net Community Benefit
	<p>bushfire or flooding. Additionally the subject site is not identified as containing significant environmental/terrestrial biodiversity values or containing endangered (flora/fauna) species.</p> <p>The subject site is located on the southern side of Epping Road and does not share any visual or spatial relationship with any heritage item. As such the proposal will have no impact on the heritage significance of any item within the area.</p> <p>Given the historical use of the site for residential purposes and its location being surrounded by open space and parkland, land contamination is not considered likely. The land is not known to have been used for any purposes that may give rise to the likelihood of contamination. Nothing on site indicates a previous contaminating use.</p>	
<p>Will the LEP be compatible/complementary with surrounding land uses? What is the impact on amenity in the location and wider community? Will the public domain improve?</p>	<p>The proposal seeks to retain the residential use of the subject site and increase the height and FSR. The proposal is compatible and complementary with the surrounding land uses and intends to specifically contribute to the renewal of the site. The proposal will not lead to any adverse environmental impacts or land use conflicts due to its unique and isolated nature, nor will it impact on existing residential dwellings or amenity.</p> <p>At the ground level an opportunity arises for a positive urban design interface between public (Blenheim Park) and private land through the introduction of a 'Neighbourhood Shop', resulting in appropriate urban</p>	<p>YES</p>

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Criteria	Comment	Net Community Benefit
	renewal and activation of this area as well as providing public benefit. It is considered that the proposal will result in an overall improvement to the public domain.	
Will the proposal increase choice and competition by increasing the number of retail and commercial premises operating in the area?	Yes. The proposal will provide the opportunity for additional complimentary through the introduction of a 'Neighbourhood Shop' to service residents and visitors to Blenheim Park.	YES
What are the public interest reasons for preparing the draft plan? What are the implications of not proceeding at that time?	<p>The Planning Proposal provides the following public benefits:</p> <ul style="list-style-type: none"> • Urban renewal of the site; • Provision of employment generating uses, housing supply and improved public domain; • Consistency with the Metropolitan aims and strategies; • Housing/jobs within walking distance to public transport, retail, recreational and entertainment venues; • Giving rise to opportunity for people to take advantage of existing public transport infrastructure; • Integration with Blenheim Park through complimentary land use (neighbourhood shop) and site connections; • Activation of Blenheim Park; • Enhanced usage and casual surveillance to Blenheim Park; • Connection and integration with pedestrian and cycle network; and • Removal of vehicular crossings to/from Epping Road. <p>Not proceeding with the draft</p>	YES

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Criteria	Comment	Net Community Benefit
	<p>plan at this time includes the following implications:</p> <ul style="list-style-type: none"> • No catalyst will be provided to stimulate the revitalisation of the site which is suitable for increased density; • A lost opportunity for the delivery of housing, employment, and public domain improvements; • Retention of an unattractive and aging built form and character; • The site maintains its designation as an "underperforming site" in respect to housing provision; and • The maintenance of vehicular crossings to Epping Road. 	

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6.2 Section B: Relationship to Strategic Planning Framework;

Is the planning proposal consistent with the objectives contained within the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

Sydney Metropolitan Strategy – A Plan for Growing Sydney

On 14 December 2014 the State Government released its “Plan for Growing Sydney” which is the comprehensive strategic framework that is to shape the growth and development of Sydney over the next 30 years.

The North Subregion which envelopes the City of Ryde LGA forms a key area of the strategy. The Plan outlines that *‘The North subregion will continue to be an attractive place to live, work and visit with a thriving economy. The subregion’s Gross Regional Product is second only to the Central subregions.’* The Plan also highlights that the subregion will provide for *‘Increases in the supply of housing and jobs will be focused on centres with good public transport. The subregion will offer a growing diversity of high amenity living and working environments.’*

A key component to the strategy is the role of Macquarie Park. A key strategy for Macquarie Park relevant to the Planning Proposal is to:

‘Investigate potential future opportunities for housing in areas within walking distance of train stations.’

It is highlighted that the site is on the periphery of the Macquarie Park Corridor and North Ryde Station Precinct with the strategy indicatively identifying the site as falling within an ‘Urban Renewal Corridor.’

Increasing the development prospects of the site offers a greater supply of employment and housing facilities in close proximity to public transport. Considering the above and the merit of the Planning Proposal it is found to be consistent with the strategic directions contained in the state strategy.

Is the planning proposal consistent with the local Council’s Community Strategic Plan, or other local strategic plan?

A key strategic plan applying to the City of Ryde LGA is the *City of Ryde 2025 Community Strategic Plan*. In the Community Strategic Plan Council notes that the *‘challenge is to offer a range of affordable and varied accommodation options, through strategic forecasting and planning, that meets the changing needs and demands of our growing and diverse community while maintaining the character of our many suburbs.’* Council must also respond to and *‘meet the increasing pressure and needs of a growing population and changing demographics, while maintaining the prosperity, uniqueness and liveability of our city.’*

To achieve this general objective Council *‘will plan for growth, placing increased density around our transport hubs, retail centres and employment centres. We will*

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work together with our community to find solutions for growth while maintaining the strong sense of identity that is so important. Allowing for growth and change, we will maintain local identity, protect our heritage and encourage sustainable urban design which provides safety and accessibility for all.'

Council also seeks to ensure that *'neighbourhoods will be well-planned to maximise existing public transport links, and where possible, provide multiple options to live, work and play within walking distances of our homes.'*

Of relevance to the current Planning Proposal are the following strategies that are embodied within the strategic plan:

- *'To create welcoming neighbourhoods that are inviting, safe and enjoyable.*
- *To support a variety of uses and activities in our neighbourhoods, which contribute to a desirable lifestyle.*
- *To plan and design our neighbourhoods in response to our community's needs, wants and sense of belonging.*
- *To design our city to reflect the unique character, identity and housing needs of our community.*
- *To pursue sustainable design and adopt best practice in the planning of our suburbs and neighbourhoods.*
- *To create active public places and spaces through good planning and design.*
- *To encourage a healthy, happy, inclusive and active community where neighbours look out for each other.*
- *To provide safe community spaces and places for people to meet and get to know each other.*
- *To share growth, prosperity and opportunities across the whole community.*
- *To respond in our planning, now and in the future, to global and metropolitan trends. To provide innovative and integrated solutions to locate jobs, transport and housing together, to reduce time and travel costs and improve amenity.*
- *To encourage the use of environmentally friendly transport options.*
- *To improve connectivity between and accessibility to our suburbs, centres, open spaces and places.'*

As discussed throughout this Planning Proposal the subject site is ideally located to make its employment, housing, economic, and public domain contribution to Ryde residents and visitors. It is considered that the Planning Proposal is consistent with the strategic direction envisaged by Council as well as the specific strategies (outlined above) that are embodied in the *City of Ryde 2025 Community Strategic Plan*.

The site is a single landholding that presents substantial opportunity to build on the principles for the cultural, social and economic development of The City of Ryde LGA. The Planning Proposal is consistent with Council's strategic plan.

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86 Blenheim Road and 12-14 Epping Road, NORTH RYDE – Planning Proposal

Is the planning proposal consistent with applicable State Environmental Planning Policies?

The consistency of the Planning Proposal with applicable State Environmental Planning Policies (SEPPs) is outlined in the table below. Former Regional Environmental Plans (REPs) for the Sydney and Greater Metropolitan Regions, which are deemed to have the weight of SEPPs have also been addressed.

State Environmental Planning Policy	State Environmental Planning Policy
State Environmental Planning Policy No 1— Development Standards	Not Applicable
State Environmental Planning Policy No 14—Coastal Wetlands	Not Applicable
State Environmental Planning Policy No 15—Rural Land sharing Communities	Not Applicable
State Environmental Planning Policy No 19—Bushland in Urban Areas	Not Applicable
State Environmental Planning Policy No 21—Caravan Parks	Not Applicable
State Environmental Planning Policy No 26—Littoral Rainforests	Not Applicable
State Environmental Planning Policy No 29—Western Sydney Recreation Area	Not Applicable
State Environmental Planning Policy No 30—Intensive Agriculture	Not Applicable
State Environmental Planning Policy No 32—Urban Consolidation (Redevelopment of Urban Land)	Not Applicable
State Environmental Planning Policy No 33— Hazardous and Offensive Development	Not Applicable
State Environmental Planning Policy No 36— Manufactured Home Estates	Not Applicable
State Environmental Planning Policy No 39—Split Island Bird Habitat	Not Applicable
State Environmental Planning Policy No 44—Koala Habitat Protection	Not Applicable
State Environmental Planning Policy No 47—Moore Park Showground	Not Applicable
State Environmental Planning Policy No 50—Canal Estate Development	Not Applicable
State Environmental Planning Policy No 52—Farm Dams and Other Works in Land and Water Management Plan Areas	Not Applicable
State Environmental Planning Policy No 55— Remediation of Land	Consistent. Given the historical use of the site for residential purposes and its location being surrounded by open space and parkland, land contamination is not considered likely. The land is not known to have been used for any purposes that may give rise to the likelihood of contamination. Nothing on site indicates a previous contaminating use. Further investigation and reporting is not considered necessary as it is considered that the proposal is consistent

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86 Blenheim Road and 12-14 Epping Road, NORTH RYDE – Planning Proposal

	with the existing use (although of a larger scale/density) and the site is suitable.
State Environmental Planning Policy No 59—Central Western Sydney Regional Open Space and Residential	Not Applicable
State Environmental Planning Policy No 62—Sustainable Aquaculture	Not Applicable
State Environmental Planning Policy No 64—Advertising and Signage	Not Applicable
State Environmental Planning Policy No 65—Design Quality of Residential Flat Development	Not Applicable
State Environmental Planning Policy No 70—Affordable Housing (Revised Schemes)	Not Applicable
State Environmental Planning Policy No 71—Coastal Protection	Not Applicable
State Environmental Planning Policy (Affordable Rental Housing) 2009	Not Applicable
State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004	Not Applicable
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008	Not Applicable
State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004	Not Applicable
State Environmental Planning Policy (Infrastructure) 2007	Not Applicable
State Environmental Planning Policy (Kosciuszko National Park—Alpine Resorts) 2007	Not Applicable
State Environmental Planning Policy (Kurnell Peninsula) 1989	Not Applicable
State Environmental Planning Policy (Major Development) 2005	Not Applicable
State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007	Not Applicable
State Environmental Planning Policy (Miscellaneous Consent Provisions) 2007	Not Applicable
State Environmental Planning Policy (Penrith Lakes Scheme) 1989	Not Applicable
State Environmental Planning Policy (Rural Lands) 2008	Not Applicable
State Environmental Planning Policy (SEPP 53 Transitional Provisions) 2011	Not Applicable
State Environmental Planning Policy (State and Regional Development) 2011	Not Applicable
State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011	Not Applicable
State Environmental Planning Policy (Sydney Region Growth Centres) 2006	Not Applicable
State Environmental Planning Policy (Three Ports) 2013	Not Applicable
State Environmental Planning Policy (Urban Renewal) 2010	Not Applicable
State Environmental Planning Policy (Western Sydney Employment Area) 2009	Not Applicable
State Environmental Planning Policy (Western Sydney Parklands) 2009	Not Applicable

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86 Blenheim Road and 12-14 Epping Road, NORTH RYDE – Planning Proposal

Deemed SEPP	Comment
Sydney Regional Environmental Plan No 8 (Central Coast Plateau Areas)	Not Applicable
Sydney Regional Environmental Plan No 9—Extractive Industry (No 2—1995)	Not Applicable
Sydney Regional Environmental Plan No 16—Walsh Bay	Not Applicable
Sydney Regional Environmental Plan No 18—Public Transport Corridors	Not Applicable
Sydney Regional Environmental Plan No 19—Rouse Hill Development Area	Not Applicable
Sydney Regional Environmental Plan No 20—Hawkesbury-Nepean River (No 2—1997)	Not Applicable
Sydney Regional Environmental Plan No 24—Homebush Bay Area	Not Applicable
Sydney Regional Environmental Plan No 26—City West	Not Applicable
Sydney Regional Environmental Plan No 30—St Marys	Not Applicable
Sydney Regional Environmental Plan No 33—Cooks Cove	Not Applicable
Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005	Not Applicable

Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

The Planning Proposal has been assessed against each Section 117 direction as shown in the table below.

Direction	Comment
1. Employment and Resources	
1.1 Business and Industrial Zones	Not applicable
1.2 Rural Zones	Not Applicable
1.3 Mining, Petroleum Production and Extractive Industries	Not Applicable
1.4 Oyster Aquaculture	Not Applicable
1.5 Rural Lands	Not Applicable
2. Environment and Heritage	
2.1 Environment Protection Zones	Not Applicable
2.2 Coastal Protection	Not Applicable
2.3 Heritage Conservation	Not Applicable

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86 Blenheim Road and 12-14 Epping Road, NORTH RYDE – Planning Proposal

2.4	Recreation Vehicle Areas	Not Applicable
3. Housing, Infrastructure and Urban Development		
3.1	Residential Zones	<p>Consistent</p> <p>The proposal is consistent with government policy to provide housing in close proximity to the Macquarie Park Centre and transport hub of North Ryde Station Precinct.</p> <p>The Planning Proposal will:</p> <ul style="list-style-type: none"> • Encourage a variety and choice of housing types to provide for existing and future housing needs; • Make efficient use of existing infrastructure and services; • Ensure that new housing has appropriate access to infrastructure and services; • Minimise the impact of residential development on the environment and resource lands; • Broaden the choice of building types and locations available in the housing market; • Reduce the consumption of land for housing and associated urban development on the urban fringe; • Be of good design; and • Increase residential density in an appropriate, well serviced location. <p>The Planning Proposal is appropriately located in an area that is fully serviced by public and private infrastructure as well as essential services and on land that has ready access to public transport.</p>
1.2	Caravan Parks and Manufactured Home Estates	Not Applicable
3.3	Home Occupations	Not Applicable
3.4	Integrating Land Use and Transport	<p>Consistent</p> <p>The proposal provides housing in close proximity to existing public transport nodes and links. Future residents and workers will be able to walk to the Macquarie Park Corridor and North Ryde Station Precinct.</p> <p>Consistent with the Direction, the proposal provides residential lands in close proximity to transport. The Planning Proposal seeks greater residential density in an area that has been identified for increased densities in government publications, principally due to the integration</p>

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86 Blenheim Road and 12-14 Epping Road, NORTH RYDE – Planning Proposal

		of land use and transport. In accordance with this direction the proposal will: <ul style="list-style-type: none"> • Improve access to housing, jobs and services through alternative transport means including walking, cycling and public transport; • Reduce the dependence on cars due to the range of public transport and alternative transport methods available to the site; • Reduce travel demand including the number of trips generated and distances travelled (especially by car) due to the range of services and public transport available to the site; • Assist in the efficient and viable operation of public transport services; and • Not impact on the efficient movement of freight.
3.5	Development Near Licensed Aerodromes	Not Applicable
3.6	Shooting Ranges	Not Applicable
4. Hazard and Risk		
4.1	Acid Sulfate Soils	Not Applicable
4.2	Mine Subsidence and Unstable Land	Not Applicable
4.3	Flood Prone Land	Not Applicable
4.4	Planning for Bushfire Protection	Not Applicable
5. Regional Planning		
5.1	Implementation of Regional Strategies	Not Applicable
5.2	Sydney Drinking Water Catchments	Not Applicable
5.3	Farmland of State and Regional Significance on the NSW Far North Coast	Not Applicable
5.4	Commercial and Retail Development along the Pacific Highway, North Coast	Not Applicable
5.8	Second Sydney Airport: Badgerys Creek	Not Applicable
5.9	North West Rail Link Corridor Strategy	Not Applicable
6. Local Plan Making		
6.1	Approval and Referral Requirements	Consistent The Planning Proposal does not trigger the need for any additional concurrence, consultation or referral.

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86 Blenheim Road and 12-14 Epping Road, NORTH RYDE – Planning Proposal

6.2	Reserving Land for Public Purposes	Not Applicable
6.3	Site Specific Provisions	Not Applicable
7. Metropolitan Planning		
7.1	Implementation of A Plan for Growing Sydney	Consistent The proposal provides for implementation of key Actions contained within the Metropolitan Plan – ‘A Plan for Growing Sydney’, as discussed in this planning proposal.

Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?



No. The site is not identified as containing critical habitat or threatened species.

Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

Traffic and Parking Matters

Due to the size of the development as well as its proximity to a number of public transport and job opportunities close to home it is considered that the proposal will lead to minimal traffic generation on the local road network. The nature of the site, being isolated from adjoining residential land uses, as well as the existing street network also reduces the potential for congestion on local roads. Additional traffic as a result of the proposal will not adversely affect the existing amenity of surrounding neighbourhoods or lead to conflict as traffic generated by the proposal does not have to travel past established dwellings.



Appropriate car parking in accordance with Council controls will be provided on site in a basement arrangement. The basement is to be directly accessed from Blenheim Road and thus the proposal will result in the closing of two vehicular crossings to Epping Road. The proposal has significant public benefit as the closing of these vehicular crossings will remove the existing conflict with the shared pedestrian/cycleway located on the southern side of Epping Road. The removal of these crossings will also reduce traffic conflict/congestion and rectify a potentially dangerous entry/exit arrangement from two dwellings to the major arterial of Epping Road which is currently speed limited at 70km/ph.

A traffic report has been prepared and has considered the extent of impact on the local road network at the Planning Proposal stage and accompanies this submission. The proposal has been found to be acceptable.

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86 Blenheim Road and 12-14 Epping Road, NORTH RYDE – Planning Proposal

Building Form and Development Analysis

A Preliminary Development Analysis has been prepared by Urban Link to demonstrate how the site can be developed. Key urban design initiatives include –

- Single recessed and articulated built form;
- Through site links;
- Building height and FSR analysis to reduce the perceived bulk and scale of the proposal as viewed from significant perspectives;
- Integration with Blenheim Park through complimentary land use (neighbourhood shop) and site connections;
- Activation of Blenheim Park;
- Enhanced usage and casual surveillance to Blenheim Park;
- Connection and integration with pedestrian and cycle network;
- Inclusion of appropriate setbacks to Epping Road to protect amenity;
- Activation of existing road network;
- Activation of existing public transport infrastructure;
- Improvement of the public domain;
- Taking advantage of existing landscaping to screen and reduce visual impact;
- Activation of views and vistas from the proposal;
- Maximisation of solar access and natural ventilation;
- Overshadowing analysis; and
- Removal of vehicular access to/from Epping Road.

It is noted that the envelopes shown in the Urban Design Study are not refined architectural expressions and are indicative only. They do not propose the future development outcome of the Planning Proposal, rather they demonstrate that there is sufficient envelope and potential to enable the refined design development of the site.

Site Contamination

Given the historical use of the site for residential purposes and its location being surrounded by open space and parkland, land contamination is not considered likely. The land is not known to have been used for any purposes that may give rise to the likelihood of contamination. Nothing on site indicates a previous contaminating use. Further investigation and reporting is not considered necessary as it is considered that the proposal is consistent with the existing use (although of a larger scale/density) and the site is suitable.

Heritage

The subject site is located on the southern side of Epping Road and does not share any visual or spatial relationship with any heritage item. As such the proposal will have no impact on the heritage significance of any item within the area.

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86 Blenheim Road and 12-14 Epping Road, NORTH RYDE – Planning Proposal

Economic Effects

The proposal will provide positive economic effects during the short term as the underutilised site will be subject to urban renewal and ongoing activity in the form of employment, housing and leisure. The proposal will also lead to the activation and usage of the North Ryde Station Precinct, Macquarie Park Corridor as well as public transport.

Other

The subject site is not identified as containing acid sulfate soils or being prone to bushfire or flooding. Additionally the subject site is not identified as containing significant environmental/terrestrial biodiversity values or containing endangered (flora/fauna) species.

How has the planning proposal adequately addressed any social and economic effects?

These have been discussed briefly above, noting that the proposal does not seek to alter the underlying purpose for the land, nor alter the fundamental social and economic planning foundations for the site or its surrounds. It is noted that residential land uses are currently permissible in various forms on the site and the Planning Proposal purely seeks to increase the density of the permissible land use. The proposal seeks to introduce Residential Flat Buildings and Neighbourhood Shops as permissible land uses and amend the overall height and FSR. It is considered that the increase in yield associated with the planning proposal will not directly lead to or initiate any negative social or economic effects.

The social and economic impacts arising from the proposal ensure that the site would be developed and that an ideally located and strategic parcel of land is appropriately zoned in order to realise its potential.

6.3 Section D: State and Commonwealth Interests

Is there adequate public infrastructure for the planning proposal?

This information will be further developed at the appropriate stage should the application proceed through the Planning Proposal process. Notwithstanding, a brief summary of these elements is provided below.

Public Transport

The subject site is within walking distance of North Ryde Station as well as a number of bus services. Bus stops are located on both sides of Epping Road as well as Blenheim Road. Bus services provide access to the Sydney CBD as well as links to Chatswood, Epping, North Sydney, Ryde, Rhodes and Sydney Olympic Park. The direct access to established public transport infrastructure will reduce the significant

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86 Blenheim Road and 12-14 Epping Road, NORTH RYDE – Planning Proposal

stress currently being placed on arterial roads throughout the region, with particular emphasis on the M2 Motorway and Epping Road.

Roads

The site is well located to key arterial road corridors including the M2 Motorway, Epping Road and other cross-city connectors. Although well serviced by private transport infrastructure the benefits of the proximity of the site to public transport cannot be understated.

Cycle ways/Pedestrians

The site and locality is highly 'walkable' given its proximity to public transport and other services. Bicycle storage will be accommodated on site, noting that excellent bicycle connection linkages are provided throughout the area, particularly along Epping Road and within the established and future North Ryde Station Precinct and Macquarie Park Corridor.

Utilities

The site has access to all relevant utilities including water, telecommunications, electricity and reticulated sewer.

Health, Education and Emergency Services

The site is ideally located being within close proximity of a variety of health, education and emergency services. Notably, Macquarie University Hospital and Royal North Shore Hospital (regional institutions) are both within short distance and time commute from the site with smaller scale medical facilities including medical centres, pharmacies and other health services spread throughout the immediate area.

The site is located close to a number of schools (catering for all age groups from pre-school to senior) as well as the tertiary education facilities of Macquarie University and UTS – Ku-ring-gai Campus.

Established emergency services including Ambulance, Fire and Police are also located within close proximity and currently service the site.

Open Space

The site is located directly adjacent to Blenheim Park which has several facilities including picnic areas, cycle paths, children's playground, enclosed dog off-leash area and a remote-control car track. The site is also within walking distance or close proximity to a number of reserves as well as local and regional areas of public open space which provide for a wide range of both passive and active recreational opportunities. Additional open space has also been planned within the Macquarie Park Corridor.

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86 Blenheim Road and 12-14 Epping Road, NORTH RYDE – Planning Proposal

What are the views of State and Commonwealth Public Authorities consulted in accordance with the gateway determination?

Not applicable at this stage. Consultation with State and Commonwealth Public Authorities will occur as part of the formal Planning Proposal process and any requirements set in the Gateway Determination should the proposal proceed.

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86 Blenheim Road and 12-14 Epping Road, NORTH RYDE – Planning Proposal

7. Community Consultation

Given this submission is to seek Council's endorsement of the Planning Proposal there has been no community consultation carried out to date. Community consultation will occur as part of the formal Planning Proposal process and the required public exhibition should the proposal proceed.

The level of community consultation will be carried out in accordance with Section 2.5 of 'A Guide to Preparing Planning Proposals' and any requirements set in the Gateway Determination.

At this stage it is envisaged that the consultation program will include:

- Newspaper Advertising in local papers;
- Website information; and
- Letters to adjoining land owners and surrounding properties.

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86 Blenheim Road and 12-14 Epping Road, NORTH RYDE – Planning Proposal

8. Conclusion

As invited by Council resolution, Think Planners Pty Ltd has been engaged to prepare and submit a Planning Proposal to City of Ryde Council (Council) in support of an amendment to Ryde Local Environmental Plan 2014 (Ryde LEP 2014).

The Planning Proposal seeks amendments to –

- Zone map (proposing a single R4 zone to the subject land);
- Floor Space Ratio map (proposing an FSR of 4.3:1 to the subject land); and
- Height of Building map (proposing 45m to the subject land).

The Planning Proposal has been prepared in accordance with Section 55 of the Environmental Planning and Assessment Act 1979, along with the Department of Planning and Infrastructures document "A Guide to Preparing Planning Proposals".

The Planning Proposal relates to land at North Ryde, within the City of Ryde Local Government Area (LGA). The site is located adjacent to the North Ryde Station Precinct, an Urban Activation Precinct (UAP) and sits just outside the boundaries of the UAP. The North Ryde Station Precinct was nominated for urban renewal by the Department of Planning and Environment and was gazetted as an Urban Activation Precinct on 21 September 2013. The UAP seeks to accommodate around 330,000m² of predominately residential and mixed use gross floor area creating approximately 3,000 homes and 1,500 jobs within a 10 minute walk of North Ryde Station.

The subject site is also located on the periphery of the Macquarie Park Corridor. Council's vision for the corridor is to provide planned residential communities centred on the North Ryde and Macquarie University Rail Stations whilst facilitating for the future development, growth and integrity of the employment function. It is envisaged that the corridor will evolve from a Business Park to urban centre accommodating in excess of 10,000 new dwellings close to transport, employment and education facilities.

The Planning Proposal will enable the redevelopment and revitalisation of the subject site and contribute to the housing, commercial, social and cultural environment of the immediate area whilst achieving additional housing located in an appropriate location. The Planning Proposal, although separate from, and located on the periphery, will support the UAP and the Macquarie Park Corridor, promoting additional usage of the precinct and patronage of North Ryde Station.

It is noted that the proposal is also consistent with longstanding State Policy for the delivery of urban renewal within appropriate locations and the principles of Transit Oriented Development as outlined in 'A Plan for Growing Sydney.' In line with these principles the Planning Proposal will provide additional residential dwellings within an appropriate location with direct access to jobs and essential infrastructure including a variety of public transport options. The Planning Proposal will make a small

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86 Blenheim Road and 12-14 Epping Road, NORTH RYDE – Planning Proposal

contribution to increasing housing stock, diversity and choice within The Ryde LGA, whilst maintaining the integrity of the UAP and Macquarie Park Corridor. The site is located in a well sought after area that has been consistently identified for increased development by the State Government through its planning arm.

The Planning Proposal has carefully considered and discussed the key issues for the rezoning, including indicative future development form, urban design outcomes, public benefit, employment generation and traffic movements.

Having regard to the discussion and assessment provided within this report, Think Planners Pty Ltd have no hesitation in recommending that the Planning Proposal be submitted to the Department of Planning and Environment for Gateway Determination, following Council's review.

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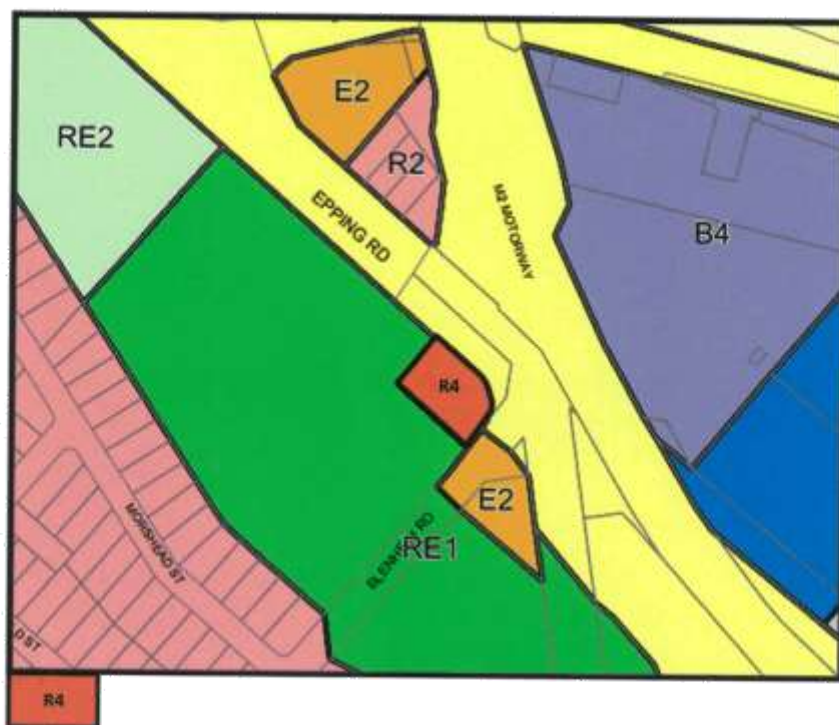
86 Blenheim Road and 12-14 Epping Road, NORTH RYDE – Planning Proposal

Appendices

Ryde Local Environmental Plan 2014 proposed mapping amendments to Map 9.

- Zone Map
- Floor Space Ratio
- Height of Buildings

Extract of Land Zoning Map Sheet LZN_009



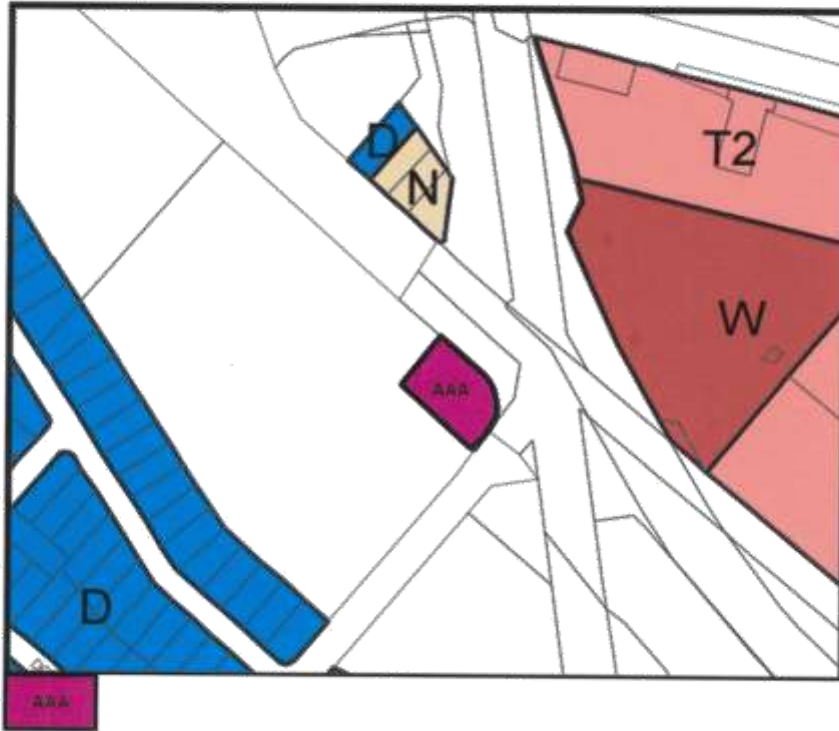
Zone – R4 High Density Residential

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86 Blenheim Road and 12-14 Epping Road, NORTH RYDE – Planning Proposal
Extract of Floor Space Ratio Map Sheet FSR_009



Floor Space Ratio – 4.3:1

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86 Blenheim Road and 12-14 Epping Road, NORTH RYDE – Planning Proposal
Extract of Height of Buildings Map Sheet HOB_009



Height of Buildings – 45m

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PRELIMINARY DEVELOPMENT ANALYSIS FOR PREPARATION OF PLANNING PROPOSAL

BLenheim ROAD NORTH RYDE

CLIENT: PATRICK AZIZI

URBAN  LINK PTY LTD

DATE: 11/06/2015

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LOCATION MAP 86 BLENHEIM ROAD, NORTH RYDE 



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SITE IMAGE



86 BLENHEIM ROAD, NORTH RYDE

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EPPING ROAD VIEW



BLENHEIM ROAD VIEW



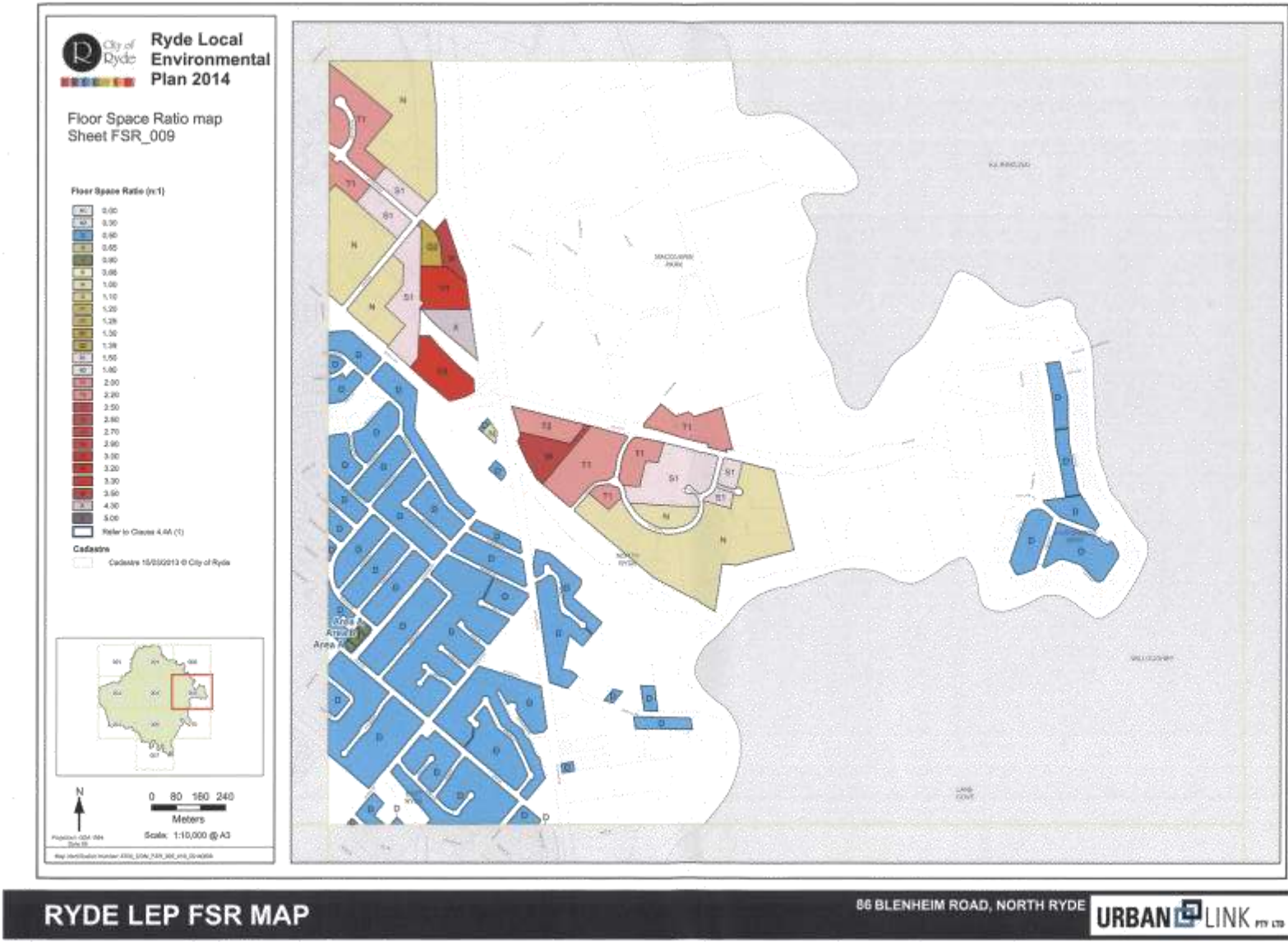
VIEW TO SOUTH



BLENHEIM ROAD VIEW

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CONTEXT 86 BLENHEIM ROAD, NORTH RYDE 

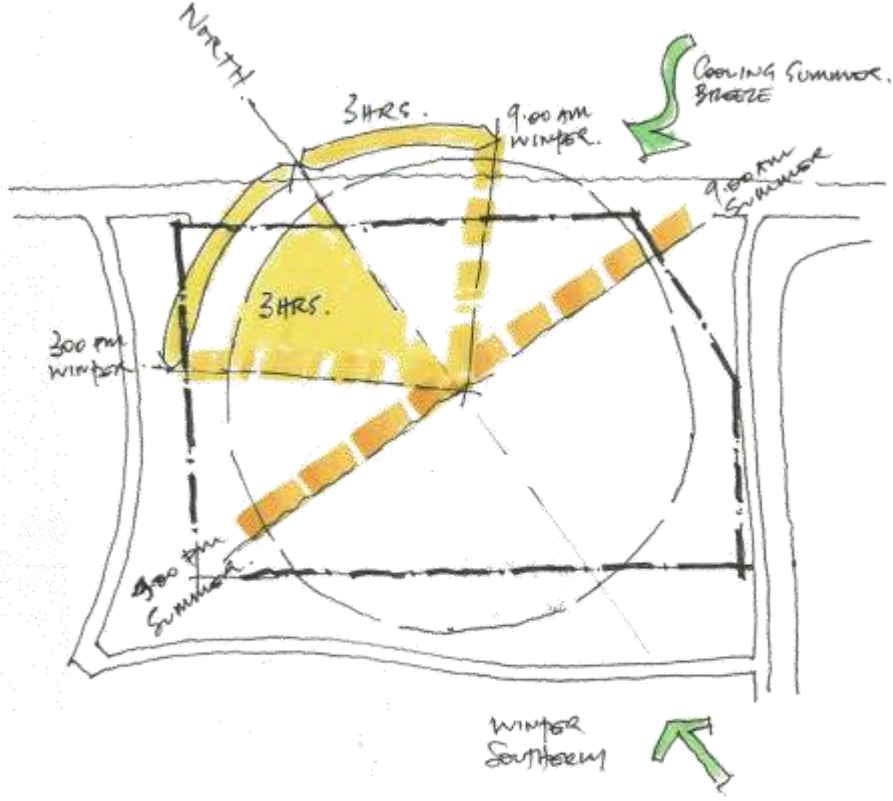


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ENVIRONMENTAL CONDITIONS

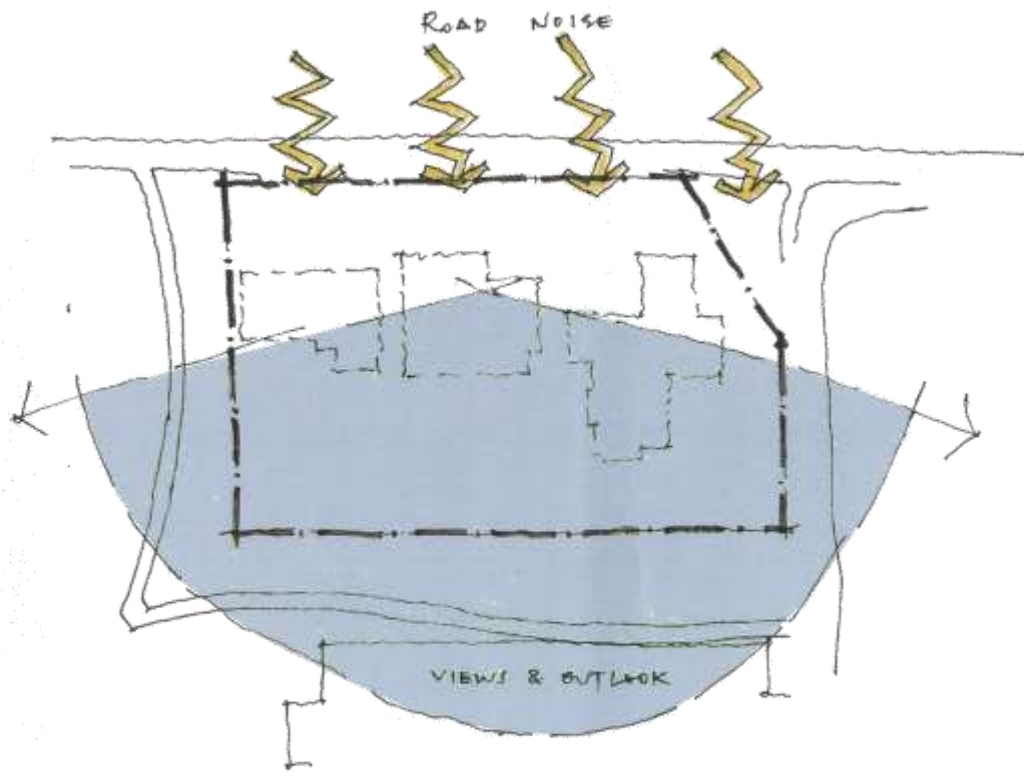
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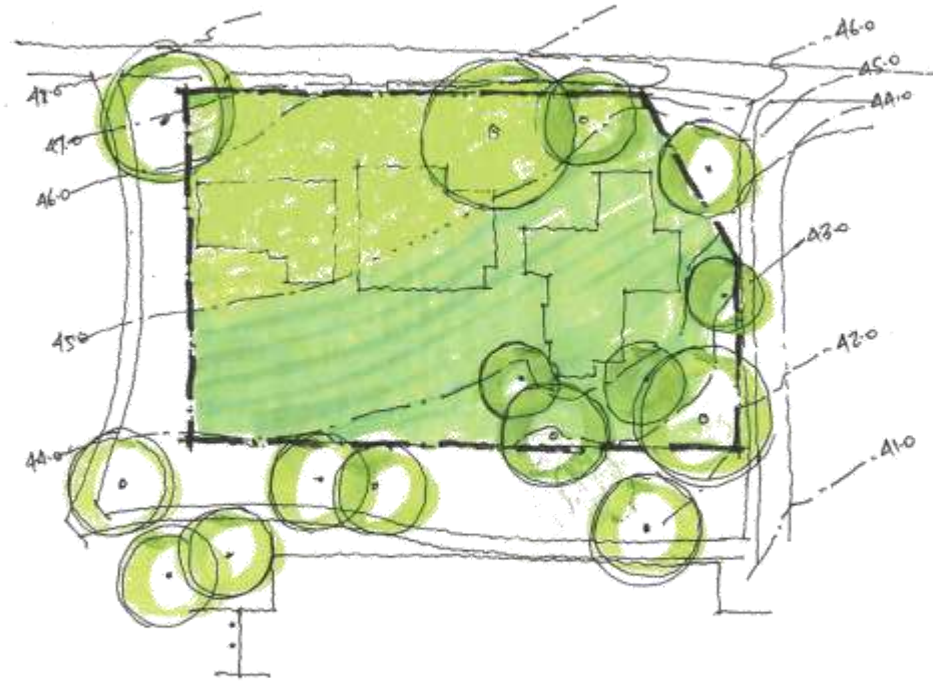
NOISE AND OUTLOOK 86 BLENHEIM ROAD, NORTH RYDE 



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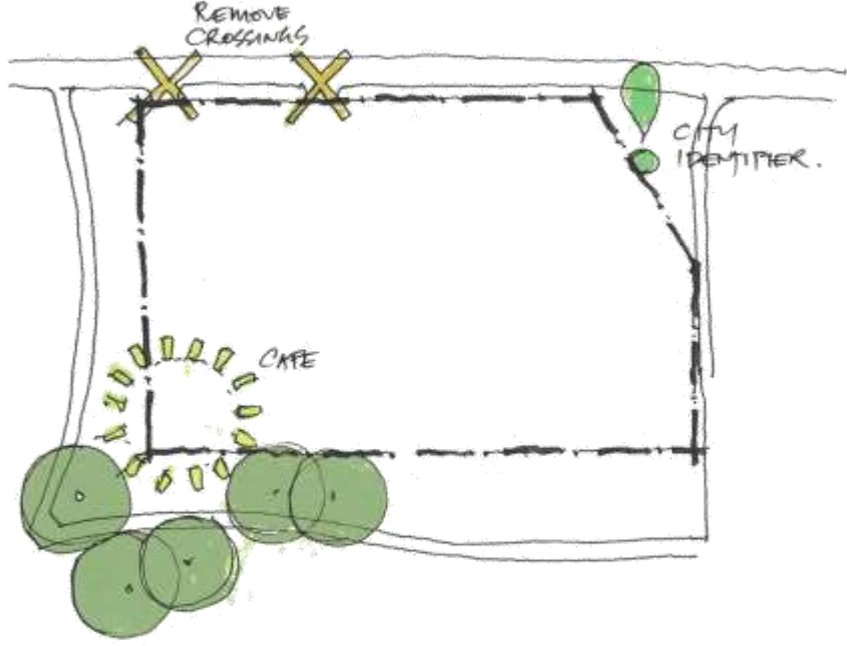
SITE FALLS AND VEGETATION 86 BLENHEIM ROAD, NORTH RYDE 



ITEM 3 (continued)

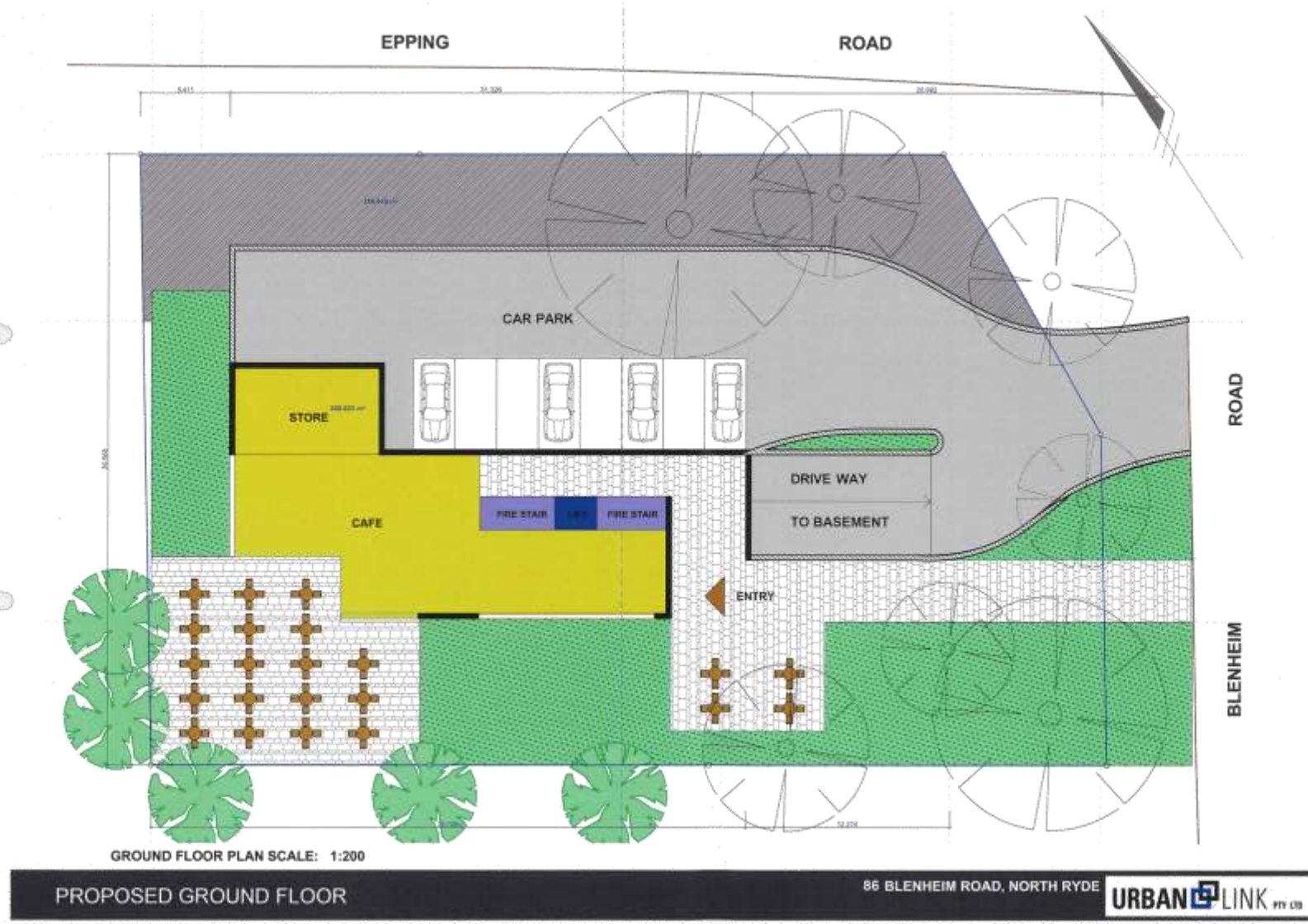
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OPPORTUNITIES 86 BLENHEIM ROAD, NORTH RYDE 



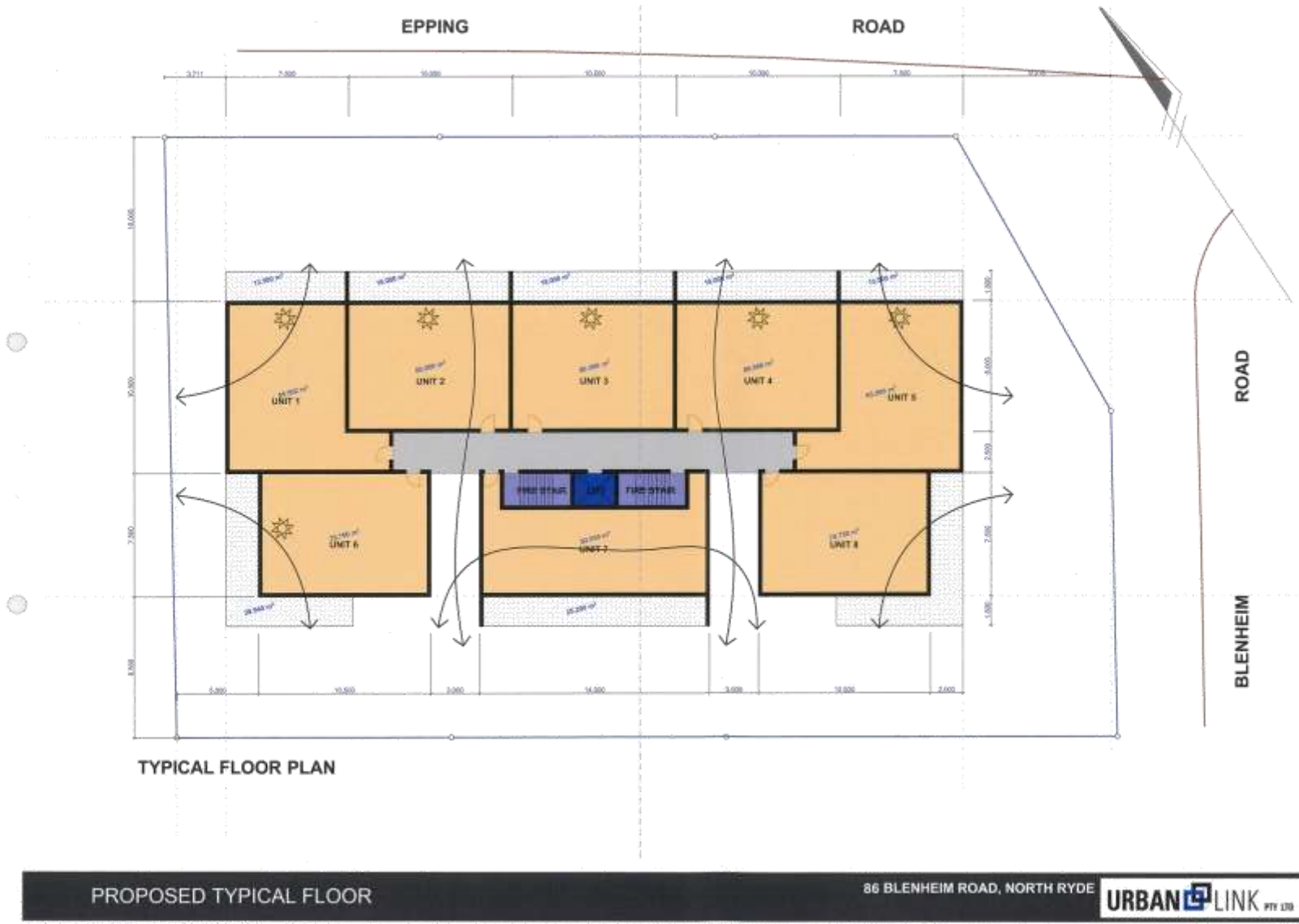
ITEM 3 (continued)

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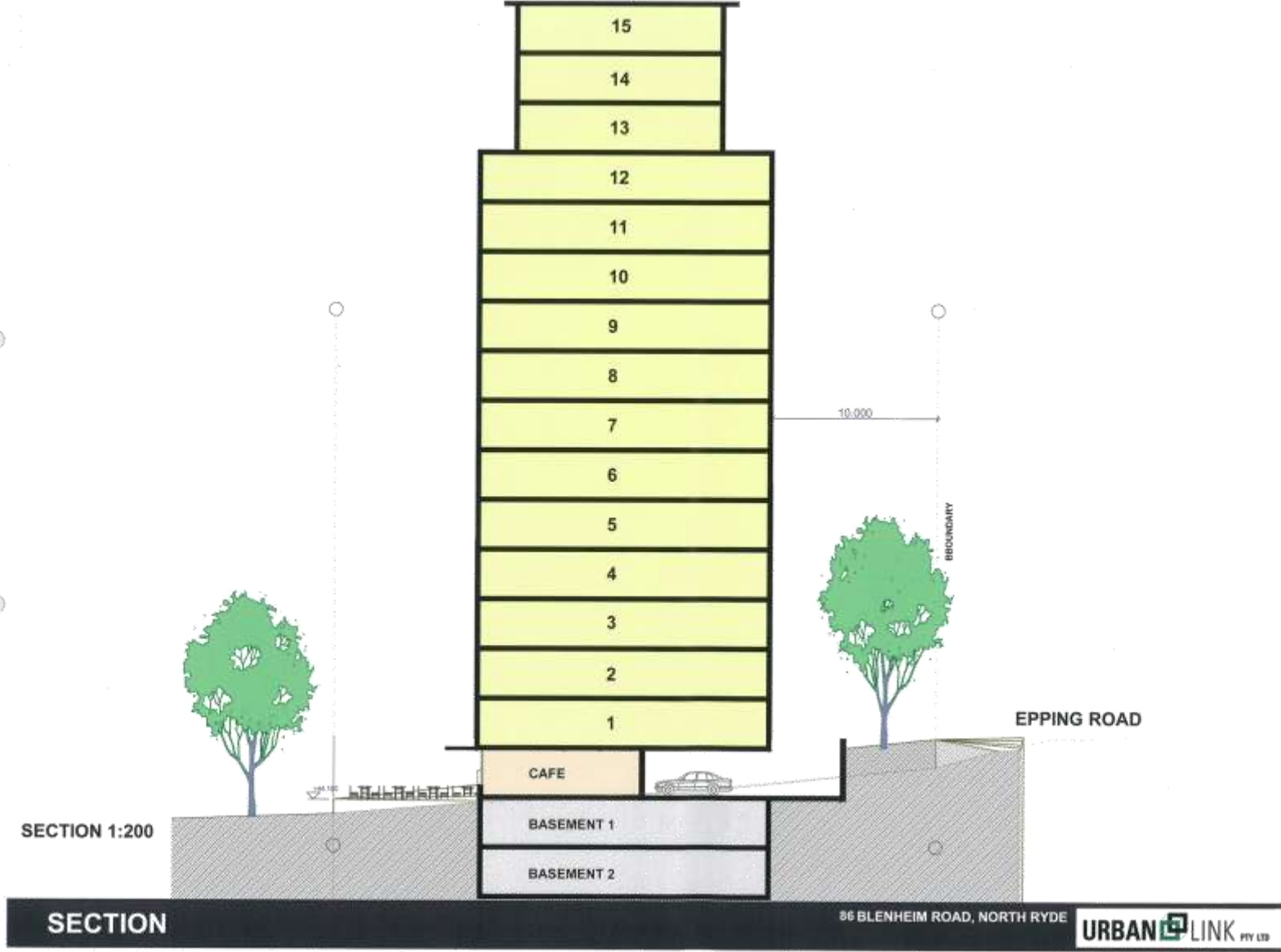
PROPOSED TYPICAL FLOOR

86 BLENHEIM ROAD, NORTH RYDE

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VIEW STUDY 86 BLENHEIM ROAD, NORTH RYDE 



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ATTACHMENT 1



BLenheim ROAD VIEW

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EPPING ROAD VIEW

VIEW STUDY

86 BLENHEIM ROAD, NORTH RYDE



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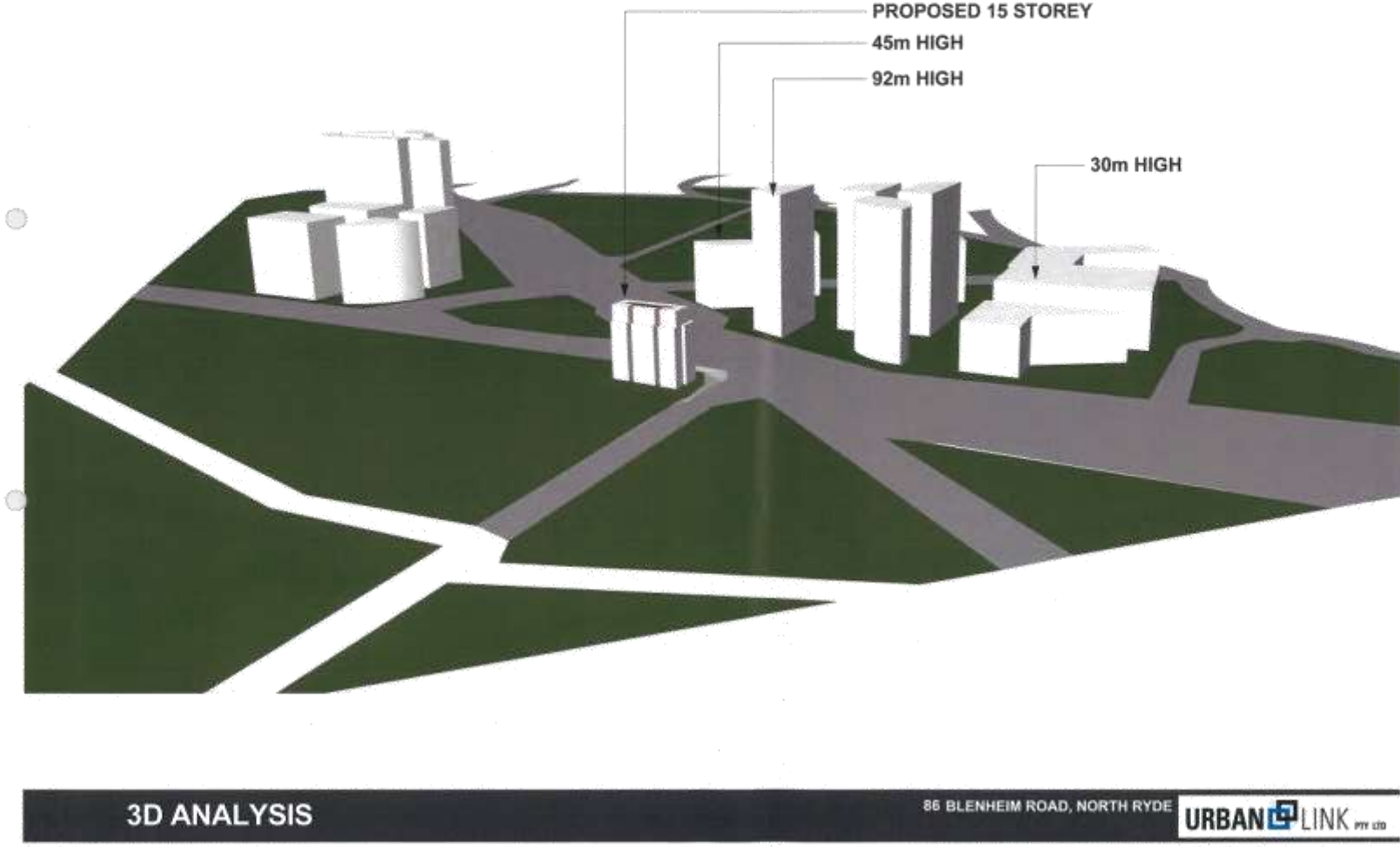
ATTACHMENT 1



10m SETBACK SHADOW DIAGRAMS 86 BLENHEIM ROAD, NORTH RYDE **URBAN LINK** PTY LTD

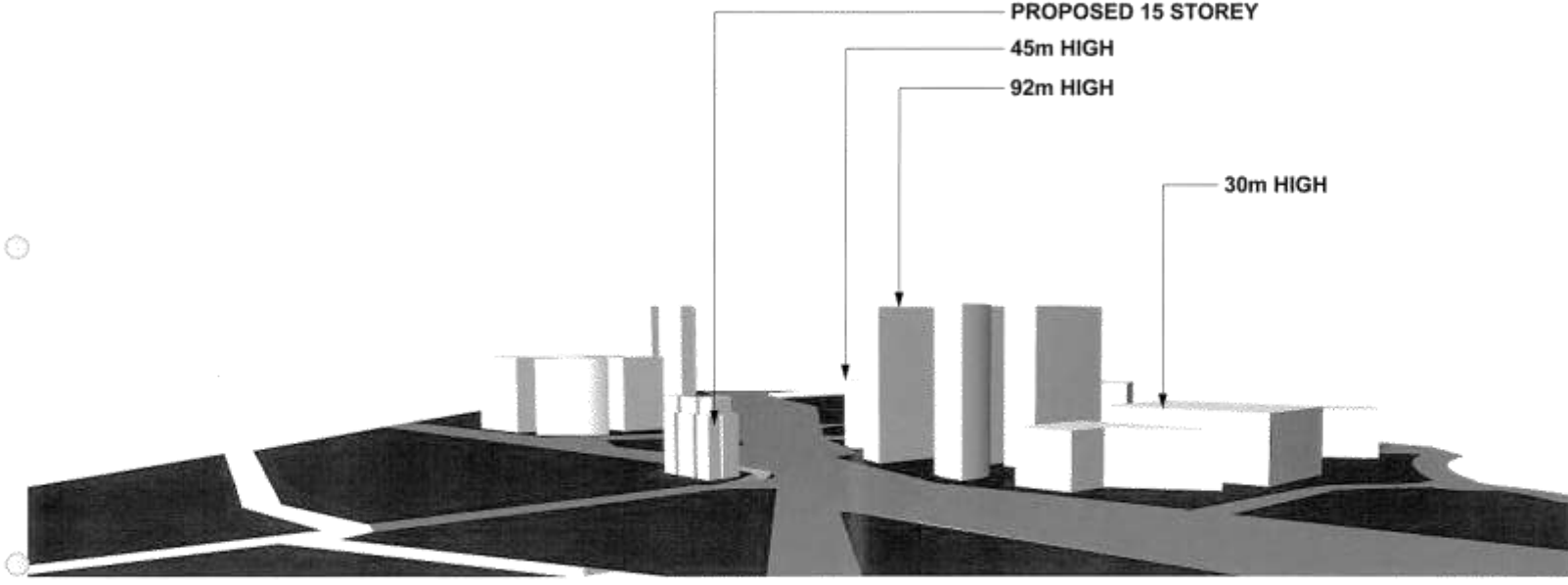
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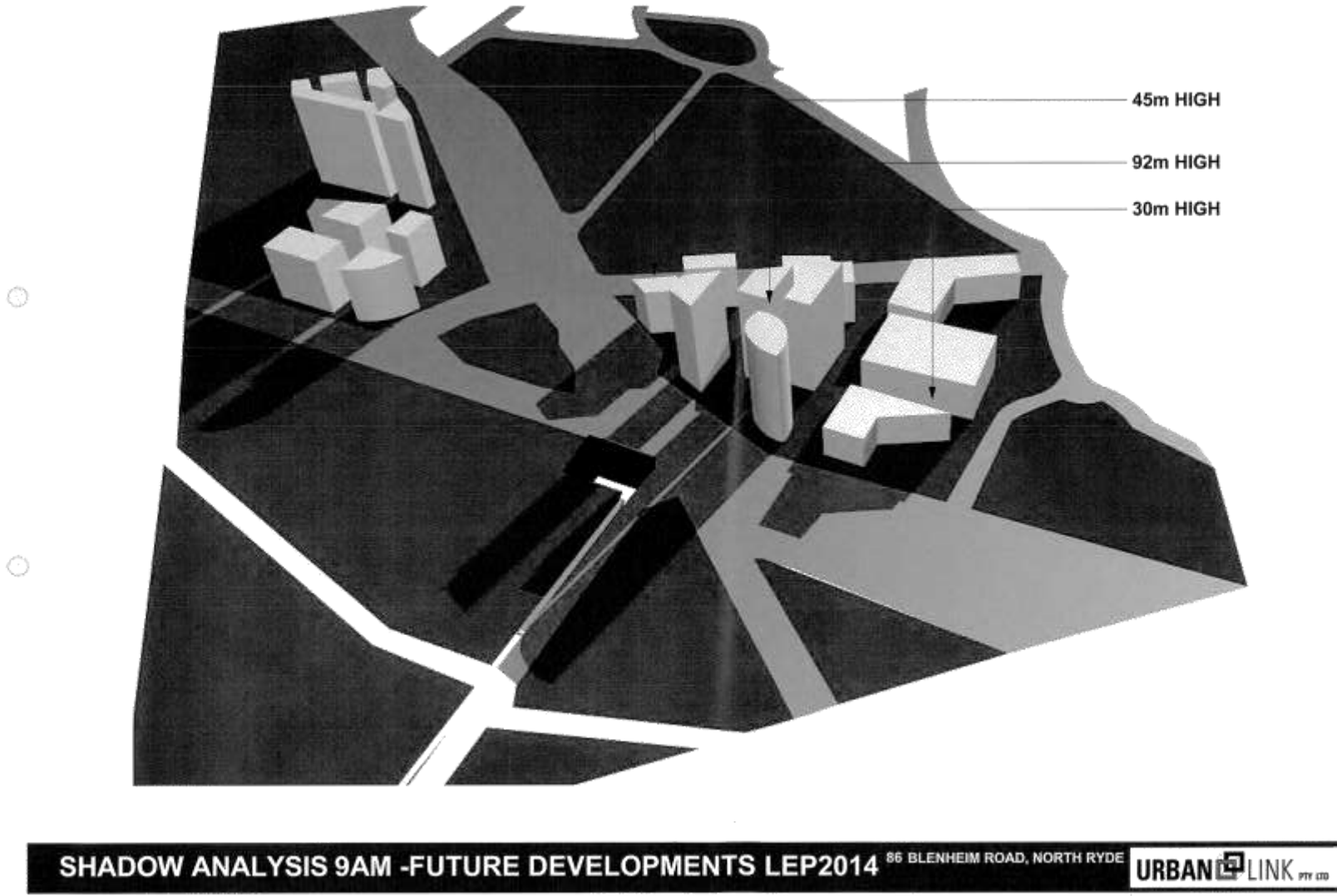
3D ANALYSIS

86 BLENHEIM ROAD, NORTH RYDE

URBAN LINK PTY LTD

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PLANNING PROPOSAL FOR A MIXED USE DEVELOPMENT

TRAFFIC & PARKING IMPACT ASSESSMENT

86 Blenheim Road & 12A-14 Epping Road, North Ryde

FINAL Issue A: 16th June 2015



Address: Shop 7, 720 Old Princes Highway Sutherland NSW 2232
Postal: P.O Box 66 Sutherland NSW 1499

Telephone: +61 2 8355 2440

Fax: +61 2 9545 1227

Web: www.mclaretraffic.com.au

Email: admin@mclaretraffic.com.au

Division of RAMTRANS Australia ABN: 45067491678

Transport Planning, Traffic Impact Assessments, Road Safety Audits, Expert Witness

2015/286

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ATTACHMENT 1



PLANNING PROPOSAL – MIXED USE DEVELOPMENT

86 BLENHEIM ROAD & 12A-14 EPPING ROAD, NORTH RYDE

NSW 2113

Prepared for: Think Planners
Job reference: 2015/286
FINAL issue A: 16th June 2015

Status	Issue	Prepared By	Checked By	Date
Draft	A	RT	CM	15th June 2015
Final	A	RT	CM	16th June 2015

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1 INTRODUCTION

McLaren Traffic Engineering was commissioned by *Think Planners* to provide a traffic and parking impact assessment of a mixed use planning proposal on the site of 86 Blenheim Road & 12A-14 Epping Road, North Ryde NSW. This is a broad scope analysis and a refined scale of development would be required prior to submission of a Development Application (DA) for the development.

1.1 Development Summary

As part of the proposal, a total of three (3) existing residential lots will be amalgamated to accommodate a mixed use residential flat building. The site is proposed to accommodate a total of 95 x 2-bedroom residential apartments and 250m² GFA of commercial space. Adequate on-site parking is to be provided to accommodate the parking demand of the proposed development.

1.2 Site Location and Context

The site is located within a LOCAL cul-de-sac road, at the northern end of Blenheim Road, North Ryde. It has a frontage of approximately 48m to Epping Road and borders Blenheim Park on its western and south boundaries, as shown in **Figures 1 & 2**.

The three (3) existing residential lots on the site are legally identified as follows:

- Lot C DP410408
- Lot D DP410408
- Lot E DP410408




 SITE LOCATION

FIGURE 1: AERIAL LOCATION

ITEM 3 (continued)

ATTACHMENT 1



SITE LOCATION

FIGURE 2: MAP LOCATION

1.3 State Environmental Planning Policy (Infrastructure) 2007

The proposed development does not qualify as a traffic generating development with relevant size and/or capacity under Clause 104 of the SEPP (Infrastructure) 2007. Accordingly, formal referral to the Roads and Maritime Services (RMS) is not necessary and City of Ryde Council officers can determine this proposal accordingly.

ITEM 3 (continued)

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2 EXISTING TRAFFIC AND PARKING CONDITIONS

2.1 Road Hierarchy

Epping Road has the following characteristics within close proximity to the site:

- RMS Classified STATE Road
- Approximately 30m wide two-way carriageway with four westbound lanes and five eastbound lanes
- Signposted 70km/h speed limit
- "No Stopping" and Clearway restrictions apply along both sides of the road

Blenheim Road has the following characteristics within close proximity to the site:

- Unclassified LOCAL Road
- Approximately 8m wide two-way carriageway with a cul-de-sac arrangement at the end of the street
- No signposted speed limit, 50km/h applies
- Generally unrestricted kerbside parking along both sides of the road

2.2 Traffic & Pedestrian Management

The surrounding traffic and pedestrian management controls include the following:

- Give Way T-junction at the intersection of Blenheim Road / cul-de-sac
- Give Way T-junction at the intersection of Blenheim Road / Pittwater Road
- Cul-de-sac arrangement at end of Blenheim Road (No Through Road)

2.3 Existing Intersection Performance

Intersection surveys were carried out between 7-9am and 4-6pm on Tuesday the 18th October 2011 at the intersections of Blenheim Road / cul-de-sac and Blenheim Road / Pittwater Road. Survey data is reproduced in **Annexure B** for reference and a summary of results is presented below. The intersection performance has been assessed using *SIDRA INTERSECTION 6.1* with **Table 1** below summarising the performance output.

ITEM 3 (continued)

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**TABLE 1: EXISTING INTERSECTION PERFORMANCES
(SIDRA INTERSECTION 6.1)**

Intersection	Peak Hour	Degree of Saturation ⁽¹⁾	Average Delay ⁽²⁾ (sec/vehicle)	Level of Service ⁽³⁾	Control Type	Worst Movement
EXISTING PERFORMANCE						
Blenheim Rd / Pittwater Rd	AM	1.00	10.9 (>70)	A (Worst: F)	Give Way	Right turn from Pittwater Road North
	PM	>1.00	69.5 (>70)	F (Worst: F)		Right turn from Pittwater Road North
Blenheim Rd / Cul-de-sac	AM	0.17	0.8 (6.9)	A (Worst: A)	Give Way	Right turn from the cul-de-sac
	PM	0.30	0.5 (8.9)	A (Worst: A)		Right turn from the cul-de-sac

NOTES:

- (1) Degree of Saturation is the ratio of demand to capacity for the most disadvantaged movement.
- (2) Average delay is the delay experienced on average by all vehicles. The value in brackets represents the delay to the most disadvantaged movement.
- (3) Level of Service is a qualitative measure of performance describing operational conditions. There are six levels of service, designated from A to F, with A representing the best operational condition and level of service F the worst. The LoS of the intersection is shown in bold, and the LoS of the most disadvantaged movement is shown in brackets.

As shown in **Table 1**, the intersections of Blenheim Road with the cul-de-sac currently experience good levels of service throughout the day (A/A for AM/PM). The intersection of Blenheim Road with Pittwater Road currently has levels of service A/F for AM/PM. Although the right turn movement from Pittwater Road (North) has been assessed as LoS F, operationally this would not be apparent given that there are traffic lights at the nearby intersection of Epping Road / Pittwater Road, and that "KEEP CLEAR" is clearly marked to allow vehicles to turn right from Pittwater Road.

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2.4 Public Transport Accessibility

The subject site is located approximately 550m walking distance from North Ryde Railway Station which provides regular and frequent services along the T1 line, including Chatswood, Sydney CBD, Epping and Hornsby at a minimum frequency of one service every 15 minutes throughout the day, and additional services during the peak hour. In addition, there are numerous bus routes surrounding the site that provide regular servicing throughout the day to nearby urban centres and areas less accessible by train such as Ryde and Lane Cove. Therefore, it can be concluded that the site is well accessed via public transport and the residents, commuters and visitors associated with the proposed development will not be disadvantaged in terms of public transport.



★ Site Location

2.5 Future Infrastructure & Development

From City of Ryde Council's Development Application tracker and website, it appears that there is no future planned road or public transport changes that will affect traffic conditions within the immediate vicinity of the subject site.

ITEM 3 (continued)

ATTACHMENT 1



2.6 Bicycle Infrastructure

The subject site is also located within good bicycle infrastructure, with a shared off-road bike path located along the site frontage on Epping Road. The bike path along Epping Road connects to numerous other bike paths and nearby urban centres, such as:

- Macquarie University (approximately 3km)
- Ryde (approximately 4km)
- Chatswood (approximately 6km)
- Artarmon (approximately 6km)
- Sydney CBD (approximately 13km)

Figure 3 below shows designated bicycle paths and walking trails close to the site.



★ SITE LOCATION

FIGURE 3: EXISTING BICYCLE PATHS

ITEM 3 (continued)

ATTACHMENT 1



3 PROPOSED DEVELOPMENT

3.1 Zoning

The existing site is located within the R2 – Low Density Residential zone with an existing maximum FSR of 0.5:1 and maximum building height of 9.5m under the *Ryde Local Environmental Plan (LEP) 2014*. As part of the proposal, the applicant seeks to increase the FSR to 4.3:1 as well as the maximum building height.

3.2 Development Scale

The proposed mixed use development, represented by the conceptual plans in **Annexure A**, will include the construction of a mixed use residential / commercial building. Details of the proposal are as follows:

- 95 x 2 bedroom residential apartments
- 250m² Commercial GFA
- Basement level car parking

The vehicular access to the site will be via Blenheim Road only, and therefore two driveways along Epping Road will be closed. This will greatly improve the safety and traffic flow of vehicles, cyclists and pedestrians along Epping Road.

This is a broad scope analysis and a refined scale of development would be required prior to submission of a Development Application (DA) for the development. Conceptual plans of the proposal are reproduced in **Annexure A**.

ITEM 3 (continued)

ATTACHMENT 1



4 PARKING ASSESSMENT

4.1 Council Parking Requirement

Reference is made to City of Ryde Council's *Development Control Plan (DCP) 2014 – Part 9.3: Parking Controls* which designate the following parking requirements applicable to the subject development:

Residential Development
0.9 to 1.2 spaces / two bedroom dwelling
1 visitor space / 5 dwellings

Office and Business Premises
1 space / 40m² of GFA

Table 2 below summarises Council's above car parking requirement

TABLE 2: COUNCIL DCP CAR PARKING REQUIREMENTS

Land Use	Type	Scale	Rate	Spaces Required	
				Min	Max
Residential	2 bedroom	95	0.9 to 1.2 spaces per unit	85.5	114
	Visitor	95	1 space per 5 dwellings or part thereof	19	
Non-Residential	Commercial	250m ²	1 space per 40m ² GFA	6.3	
Total				111	139

As shown above, strict application of the DCP requires a total of **111-139** car parking spaces for the current development proposal. These parking requirements outlined in Council's DCP shall be met by the development within the DA and Construction Certificate stages. It is expected that this parking will be accommodated on-site in the form of underground basement parking, subject to detailed design.

4.2 Disabled Parking

The required disabled parking should comply with those requirements set out in Council's DCP and the Building Code of Australia (BCA).

4.3 Bicycle & Motorcycle Parking Requirements

Council's DCP specifies that *in every new building, where the floor space exceeds 600m² GFA provide bicycle parking equivalent to 10% of the required car spaces or part thereof.* Therefore, given that the current development proposal requires 111-139 car parking spaces, 11-14 bicycle spaces are required. These are to be designed in accordance with AS 2890.3:1993

ITEM 3 (continued)

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4.4 Servicing & Loading

Council's DCP does not specify any loading facility requirements for residential flat buildings with access from the local road network. As such, it is understood that waste collection and loading will be conducted on-street.

4.5 Parking Design Compliance

Compliance assessments of vehicular access arrangements and internal parking layouts are subject to detailed design assessments at DA stages. The submitted concept plans appear to generally comply with AS2890.1, AS2890.6 and AS4299 where applicable. Further there is opportunity to comply with these standards and it is assumed that a compliant parking layout will be achieved at the DA stage.



ITEM 3 (continued)

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5 TRAFFIC ASSESSMENT

The impacts of the expected traffic generation levels associated with the subject proposal are discussed in the following sub-sections.

The assessment of traffic volumes generated by the development option has been conducted in accordance with the RMS *Guide to Traffic Generating Developments* (October 2002) and more recent supplements. The assessment takes the view that the overall Level of Service (LoS) of nearby critical intersections should be maintained whilst some increase in delay for individual movements could be tolerated, particularly for non-critical movements.

Additionally, along with the performance of the nearby critical intersections of Blenheim Road with Pittwater Road and the cul-de-sac, due consideration is to be given to the local area's road safety, traffic flow efficiency and local amenity.

5.1 Traffic Generation

As outlined above, the traffic generation rates have been based upon those specified in the RMS *Guide to Traffic Generating Developments* (October 2002). Updated data from the RMS (RMS Technical Direction TDT 2013/04) outlines reduced trip rates for high density residential developments compared to those found in 2002. Further sensitivity is included by not discounting the existing traffic generation of the residential dwellings on the site. **Table 3** hence outlines reasonable worst case traffic generation for the proposed development scale.

TABLE 3: ESTIMATED TRAFFIC GENERATION

Use	Scale	Peak Hour Rate	Peak Hour Generation	Peak Hour Split	
				AM	PM
PROPOSED FUTURE TRAFFIC					
Residential	95 units	0.19 per unit ⁽¹⁾	18	4 in 14 out	14 in 4 out
Office	250m ² GFA	2 per 100m ²⁽²⁾	5	4 in 1 out	1 in 4 out
Total	-	-	23	8 in 15 out	15 in 8 out

Notes: (1) Assumes 20% inbound & 80% outbound during AM peak: Vice versa for PM.
(2) Assumes 80% inbound & 20% outbound during AM peak: Vice versa for PM.

As shown above, the maximum traffic generation associated with the proposed development is in the order of 23 vehicle trips (AM – 8 inbound and 15 outbound; PM – 15 inbound and 8 outbound) for the site above the existing traffic generation. This equates to approximately 1 vehicle every 2.5 minutes, which is a relatively low level of traffic generation when considering the existing traffic volumes on both Pittwater Road and Epping Road.

In addition, no concession has been made for the traffic generation of the existing sites.

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5.2 Traffic Assignment

Given the location of the site, all traffic generation of the site is assumed to travel to and from Epping Road via Pittwater Road.

5.3 Traffic Impact

The traffic generation outlined in Section 5.1 & 5.2 above has been added to the existing traffic volumes recorded. SIDRA INTERSECTION 6.1 was used to assess the intersections performance. The purpose of this assessment is to compare the existing intersection operations to the future scenario under the increased traffic load. The results of this assessment are shown in Table 4 below:

**TABLE 4: FUTURE INTERSECTION PERFORMANCES
(SIDRA INTERSECTION 6.1)**

Intersection	Peak Hour	Degree of Saturation ⁽¹⁾	Average Delay ⁽²⁾ (sec/vehicle)	Level of Service ⁽³⁾	Control Type	Worst Movement
EXISTING PERFORMANCE						
Blenheim Rd / Pittwater Rd	AM	1.00	10.9 (>70)	A (Worst: F)	Give Way	Right turn from Pittwater Road North
	PM	>1.00	69.5 (>70)	F (Worst: F)		Right turn from Pittwater Road North
Blenheim Rd / Cul-de-sac	AM	0.17	0.8 (6.9)	A (Worst: A)	Give Way	Right turn from the cul-de-sac
	PM	0.30	0.5 (8.9)	A (Worst: A)		Right turn from the cul-de-sac
FUTURE PERFORMANCE (after development)						
Blenheim Rd / Pittwater Rd	AM	1.00	10.8 (>70)	A (Worst: F)	Give Way	Right turn from Pittwater Road North
	PM	>1.00	>70 (>70)	F (Worst: F)		Right turn from Pittwater Road North
Blenheim Rd / Cul-de-sac	AM	0.17	1.0 (6.9)	A (Worst: A)	Give Way	Right turn from the cul-de-sac
	PM	0.31	0.6 (9.1)	A (Worst: A)		Right turn from the cul-de-sac

NOTES:

(1) Degree of Saturation is the ratio of demand to capacity for the most disadvantaged movement.

ITEM 3 (continued)

ATTACHMENT 1



- (2) Average delay is the delay experienced on average by all vehicles. The value in brackets represents the delay to the most disadvantaged movement.
- (3) Level of Service is a qualitative measure of performance describing operational conditions. There are six levels of service, designated from A to F, with A representing the best operational condition and level of service F the worst. The LoS of the intersection is shown in bold, and the LoS of the most disadvantaged movement is shown in brackets.

As shown in **Table 4** above, the intersections of Blenheim Road with Pittwater Road and the cul-de-sac maintain their overall Levels of Service (LoS) when compared to the existing intersection performances. The additional delays due to the proposed development are minimal and therefore will have little to no impact on the surrounding traffic environment. Furthermore, the traffic generation of the proposed development has been analysed as a worst case scenario, such as by not discounting existing uses on the site and additional traffic is hence likely to be lower than what was analysed. Residential amenity is not strictly applicable given the close proximity to Epping Road, an RMS classified STATE road, though in any case is unlikely to be affected by the proposed development.



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6 CONCLUSION

In summary, the planning proposal at 86 Blenheim Road & 12A-14 Epping Road, North Ryde for 95 residential units and 250m² GFA of commercial space has been assessed on its traffic and parking impacts.

The result of the parking assessment has shown that the development proposal should provide 111-139 car parking spaces in a basement car park in order for strict compliance with Council's DCP. Bicycle parking in the order of 11-14 parking spaces and service/loading bay provision can be determined during Development Application.

The traffic generation associated with the planning proposal is low with respect to the existing traffic volumes on surrounding streets, namely Pittwater Road and Epping Road. Although the analysis shows additional delays, these are considered minimal and will not have an adverse impact on the surrounding traffic environment.

In view of the foregoing, the planning proposal at 86 Blenheim Road & 12A-14 Epping Road, North Ryde for 95 residential units and 250m² GFA of commercial space is supportable on traffic and parking grounds.

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ANNEXURE A: TRAFFIC SURVEYS (Sheet 1 of 2)

Curtis Traffic Survey		Turning movement count												
Job: I11004mc1		Peak Hour Volume												
Day, date: 18/10/11														
Location: Plover Rd & Blenheim Rd														
Weather: Fine														
Client: McLaren Traffic Engineering														
From Plover Rd north		From Blenheim Rd				From Plover Rd south								
		Through		Right		Left		Right		Left		Through		
Time Period		Other vehicles	Buses	Other vehicles	Buses	Other vehicles	Buses	Other vehicles	Buses	Other vehicles	Buses	Other vehicles	Buses	
07:00 to 07:15		85	0	23	0	92	4	1	0	3	0	156	0	364
07:15 to 07:30		76	0	38	2	97	4	0	0	2	0	212	0	431
07:30 to 07:45		91	0	52	4	78	7	0	0	0	0	404	0	636 peak
07:45 to 08:00		54	0	37	3	44	6	1	0	1	0	384	0	422
08:00 to 08:15		65	1	47	3	78	4	0	0	0	0	352	0	551
08:15 to 08:30		53	1	44	3	69	6	0	0	0	0	353	1	431
08:30 to 08:45		91	1	57	4	82	5	0	0	0	0	391	1	632
08:45 to 09:00		74	1	38	4	87	4	0	0	0	0	281	1	510
Total		588	5	346	25	629	40	2	0	6	0	2333	3	
Hourly summary														
07:00 to 08:00		306	0	140	9	313	21	2	0	6	0	1056	0	1853
07:15 to 08:15		286	1	164	12	299	21	1	0	2	0	1252	0	2040
07:30 to 08:30		262	1	170	15	271	23	1	0	1	0	1293	1	2040
07:45 to 08:45		242	4	173	15	275	21	1	0	1	0	1260	2	2036 peak
08:00 to 09:00		282	1	204	18	316	19	0	0	0	0	1277	1	2124 hour

Curtis Traffic Survey		Turning movement count												
Job: I11004mc1		Peak Hour Volume												
Day, date: 18/10/11														
Location: Blenheim Rd & dead end														
Weather: Fine														
Client: McLaren Traffic Engineering														
From Blenheim Rd east		From dead end				From Blenheim Rd west								
		Through		Right		Left		Right		Left		Through		
Time Period		Other vehicles	Buses	Other vehicles	Buses	Other vehicles	Buses	Other vehicles	Buses	Other vehicles	Buses	Other vehicles	Buses	
07:00 to 07:15		26	0	0	0	0	0	0	0	0	0	93	4	123
07:15 to 07:30		40	2	0	0	0	0	1	0	4	1	97	4	149
07:30 to 07:45		50	4	2	0	1	0	0	2	6	2	77	7	151
07:45 to 08:00		26	2	3	0	2	0	2	0	4	0	45	6	92
08:00 to 08:15		41	1	4	2	6	1	1	0	4	1	72	3	140
08:15 to 08:30		40	1	4	0	4	1	2	0	3	1	65	5	130
08:30 to 08:45		54	3	3	1	3	1	5	0	6	0	79	4	159
08:45 to 09:00		53	2	5	1	4	1	2	1	8	1	83	3	166 peak
Total		330	21	22	4	20	4	16	3	37	6	611	36	
Hourly summary														
07:00 to 08:00		142	9	4	0	3	0	3	2	16	3	312	21	515
07:15 to 08:15		157	18	18	2	9	1	6	2	20	4	291	20	532
07:30 to 08:30		157	13	14	2	13	2	7	2	19	4	259	21	513
07:45 to 08:45		161	12	15	3	15	3	12	0	19	2	261	18	521
08:00 to 09:00		188	12	18	4	17	4	13	1	21	3	299	15	595 hour

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ANNEXURE A: TRAFFIC SURVEYS (Sheet 2 of 2)

Curtis Traffic Survey

Turning movement count

Job: 111004mc1 Peak Hour Volumes: 502 (South), 207 (North), 458 (East), 8 (West)

Day, date: 18/10/11

Location: Pinwater Rd & Blenheim Rd

Weather: Fine

Client: McLaren Traffic Engineering

From Pinwater Rd north, From Blenheim Rd, From Pinwater Rd south

Time Period	Through		Right		Left		Right		Left		Through		Total
	Other vehicles	Bus	Other vehicles	Bus	Other vehicles	Bus	Other vehicles	Bus	Other vehicles	Bus	Other vehicles	Bus	
16:00 to 16:15	196	0	42	3	23	2	0	0	1	0	61	0	258
16:15 to 16:30	252	0	134	3	63	5	0	0	3	0	105	0	575 peak
16:30 to 16:45	180	0	97	3	50	2	0	0	1	0	99	0	440
16:45 to 17:00	206	0	137	3	58	2	0	0	2	0	105	0	503
17:00 to 17:15	249	0	131	3	40	3	0	0	2	0	124	0	557
17:15 to 17:30	219	0	157	3	50	3	4	0	2	0	116	3	555
17:30 to 17:45	228	0	140	4	46	1	2	0	2	0	110	0	535
17:45 to 18:00	223	0	133	3	54	1	0	0	2	0	69	0	489
Total	1683	0	982	27	384	23	6	0	15	0	789	3	
Hourly summary													
16:00 to 17:00	763	0	430	13	194	11	0	0	7	0	370	0	1776
16:15 to 17:15	905	0	490	14	211	14	0	0	8	0	433	0	2075
16:30 to 17:30	862	0	513	13	198	12	4	0	7	0	444	3	2055
16:45 to 17:45	903	0	534	13	194	13	6	0	8	0	455	3	2150
17:00 to 18:00	921	0	542	13	190	12	6	0	8	0	419	3	2136

Curtis Traffic Survey

Turning movement count

Job: 111004mc1 Peak Hour Volumes: 261 (East), 8 (West), 13 (North), 18 (South), 200 (Total)

Day, date: 18/10/11

Location: Blenheim Rd & dead end

Weather: Fine

Client: McLaren Traffic Engineering

From Blenheim Rd east, From dead end, From Blenheim Rd west

Time Period	Through		Right		Left		Right		Left		Through		Total
	Other vehicles	Bus	Other vehicles	Bus	Other vehicles	Bus	Other vehicles	Bus	Other vehicles	Bus	Other vehicles	Bus	
16:00 to 16:15	67	3	2	0	3	0	0	0	2	0	20	2	93
16:15 to 16:30	135	3	2	0	4	0	2	0	6	0	59	5	216
16:30 to 16:45	96	3	2	0	0	0	3	0	2	0	50	2	160
16:45 to 17:00	127	3	2	0	0	0	3	0	2	0	58	2	197
17:00 to 17:15	123	3	1	0	2	0	8	0	8	0	38	5	200
17:15 to 17:30	156	1	3	0	3	0	6	0	2	0	52	3	225 peak
17:30 to 17:45	140	4	2	0	2	0	6	0	1	0	46	3	204
17:45 to 18:00	137	3	4	0	2	0	6	0	2	0	52	1	203
Total	979	27	18	0	15	0	26	0	25	0	375	23	
Hourly summary													
16:00 to 17:00	419	13	8	0	7	0	10	0	12	0	187	11	666
16:15 to 17:15	491	14	7	0	6	0	18	0	18	0	205	14	773
16:30 to 17:30	372	12	8	0	4	0	22	0	14	0	198	12	782
16:45 to 17:45	556	13	8	0	6	0	23	0	13	0	194	13	826
17:00 to 18:00	560	15	10	0	8	0	26	0	13	0	188	12	832

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ATTACHMENT 1



ANNEXURE B: SIDRA ANALYSIS (Sheet 1 of 4)

MOVEMENT SUMMARY

Site: **EXISTING AM - Blenheim Rd / Pittwater Rd**

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles										
Mov ID	ODMo	Demand	Flows	Deg. Satn	Average	Level of	95% Back of Queue	Prop.	Effective	Average
	V	Total	HV	%	Delay	Service	Vehicles	Queued	Stop Rate	Speed
		veh/h	%	v/c	sec		veh	m	per veh	km/h
South: Pittwater Rd S										
2	T1	1280	0.0	0.219	0.0	LOS A	0.0	0.0	0.00	60.0
Approach		1280	0.0	0.219	0.0	NA	0.0	0.0	0.00	60.0
North: Pittwater Rd N										
8	T1	267	0.0	0.235	3.4	LOS A	1.8	12.4	0.00	56.8
9	R2	222	0.0	1.000	81.9	LOS F	11.5	80.7	1.00	24.5
Approach		509	0.0	1.000	37.6	NA	11.5	80.7	0.72	36.1
West: Blenheim Rd										
10	L2	335	0.0	0.344	11.7	LOS A	1.7	11.6	0.63	45.4
Approach		335	0.0	0.344	11.7	LOS A	1.7	11.6	0.63	45.4
All Vehicles		2124	0.0	1.000	10.9	NA	11.5	80.7	0.27	49.6

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: **EXISTING AM - Blenheim Rd / Cul-de-sac**

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles										
Mov ID	ODMo	Demand	Flows	Deg. Satn	Average	Level of	95% Back of Queue	Prop.	Effective	Average
	V	Total	HV	%	Delay	Service	Vehicles	Queued	Stop Rate	Speed
		veh/h	%	v/c	sec		veh	m	per veh	km/h
East: Blenheim Rd E										
5	T1	200	0.0	0.120	0.2	LOS A	0.2	1.3	0.11	49.4
6	R2	22	0.0	0.120	5.9	LOS A	0.2	1.3	0.11	48.7
Approach		222	0.0	0.120	0.8	NA	0.2	1.3	0.11	49.3
North: Cul-de-sac										
7	L2	21	0.0	0.017	5.6	LOS A	0.1	0.5	0.36	45.8
9	R2	14	0.0	0.018	6.9	LOS A	0.1	0.4	0.45	44.9
Approach		35	0.0	0.018	6.1	LOS A	0.1	0.5	0.40	45.4
West: Blenheim Rd W										
10	L2	24	0.0	0.174	4.6	LOS A	0.0	0.0	0.00	49.3
11	T1	314	0.0	0.174	0.0	LOS A	0.0	0.0	0.00	49.8
Approach		338	0.0	0.174	0.3	NA	0.0	0.0	0.00	49.7
All Vehicles		595	0.0	0.174	0.8	NA	0.2	1.3	0.06	49.3

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

ITEM 3 (continued)

ATTACHMENT 1



ANNEXURE B: SIDRA ANALYSIS (Sheet 2 of 4)

MOVEMENT SUMMARY

Site: EXISTING PM - Blenheim Rd / Pittwater Rd

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	ODMo	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total	HV				Vehicles	Distance			
	v	veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Pittwater Rd S											
1	L2	8	0.0	0.080	5.5	LOS A	0.0	0.0	0.00	0.03	58.1
2	T1	458	0.0	0.080	0.0	LOS A	0.0	0.0	0.00	0.01	59.9
Approach		466	0.0	0.080	0.1	NA	0.0	0.0	0.00	0.01	59.9
North: Pittwater Rd N											
8	T1	902	0.0	0.470	3.0	LOS A	7.0	49.3	0.68	0.00	57.0
9	R2	569	0.0	1.127	254.2	LOS F	94.4	661.0	1.00	5.58	11.4
Approach		1471	0.0	1.127	100.2	NA	94.4	661.0	0.81	2.16	22.3
West: Blenheim Rd											
10	L2	207	0.0	0.194	5.5	LOS A	0.8	5.5	0.31	0.56	47.8
12	R2	6	0.0	0.194	127.5	LOS F	0.6	4.2	0.91	0.92	27.6
Approach		213	0.0	0.194	9.0	LOS A	0.8	5.5	0.33	0.57	46.8
All Vehicles		2150	0.0	1.127	69.5	NA	94.4	661.0	0.58	1.53	27.5

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: EXISTING PM - Blenheim Rd / Cul-de-sac

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	ODMo	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total	HV				Vehicles	Distance			
	v	veh/h	%	v/c	sec		veh	m		per veh	km/h
East: Blenheim Rd E											
5	T1	575	0.0	0.302	0.0	LOS A	0.1	0.7	0.02	0.01	49.9
6	R2	10	0.0	0.302	5.5	LOS A	0.1	0.7	0.02	0.01	49.2
Approach		585	0.0	0.302	0.1	NA	0.1	0.7	0.02	0.01	49.9
North: Cul-de-sac											
7	L2	8	0.0	0.006	5.1	LOS A	0.0	0.2	0.28	0.50	46.0
9	R2	26	0.0	0.047	8.9	LOS A	0.1	1.0	0.58	0.79	43.7
Approach		34	0.0	0.047	8.0	LOS A	0.1	1.0	0.51	0.73	44.3
West: Blenheim Rd W											
10	L2	13	0.0	0.110	4.6	LOS A	0.0	0.0	0.00	0.03	49.3
11	T1	200	0.0	0.110	0.0	LOS A	0.0	0.0	0.00	0.03	49.8
Approach		213	0.0	0.110	0.3	NA	0.0	0.0	0.00	0.03	49.8
All Vehicles		832	0.0	0.302	0.5	NA	0.1	1.0	0.03	0.04	49.6

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

ITEM 3 (continued)

ATTACHMENT 1



ANNEXURE B: SIDRA ANALYSIS (Sheet 3 of 4)

MOVEMENT SUMMARY

Site: **FUTURE AM - Blenheim Rd / Pittwater Rd**
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles										
Mov ID	ODM _o	Demand Flows	Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Average Speed	
	V	Total veh/h	HV %	sec		Vehicles veh	Distance m	per veh	km/h	
South: Pittwater Rd S										
2	T1	1280	0.0	0.219	0.0	LOS A	0.0	0.00	0.00	60.0
	Approach	1280	0.0	0.219	0.0	NA	0.0	0.00	0.00	60.0
North: Pittwater Rd N										
8	T1	267	0.0	0.233	3.3	LOS A	1.7	0.51	0.00	56.9
9	R2	227	0.0	1.000	79.8	LOS F	11.6	1.00	2.09	24.9
	Approach	514	0.0	1.000	37.1	NA	11.6	0.72	0.92	36.2
West: Blenheim Rd										
10	L2	350	0.0	0.359	11.8	LOS A	1.8	0.63	0.87	45.3
	Approach	350	0.0	0.359	11.8	LOS A	1.8	0.63	0.87	45.3
	All Vehicles	2144	0.0	1.000	10.8	NA	11.6	0.28	0.36	49.6

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: **FUTURE AM - Blenheim Rd / Cul-de-sac**
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles										
Mov ID	ODM _o	Demand Flows	Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Average Speed	
	V	Total veh/h	HV %	sec		Vehicles veh	Distance m	per veh	km/h	
East: Blenheim Rd E										
5	T1	200	0.0	0.124	0.2	LOS A	0.2	0.13	0.07	49.3
6	R2	27	0.0	0.124	5.9	LOS A	0.2	0.13	0.07	48.6
	Approach	227	0.0	0.124	0.9	NA	0.2	0.13	0.07	49.2
North: Cul-de-sac										
7	L2	36	0.0	0.029	5.6	LOS A	0.1	0.36	0.56	45.8
9	R2	14	0.0	0.018	6.9	LOS A	0.1	0.45	0.65	44.9
	Approach	50	0.0	0.029	5.9	LOS A	0.1	0.39	0.58	45.5
West: Blenheim Rd W										
10	L2	24	0.0	0.174	4.6	LOS A	0.0	0.00	0.04	49.3
11	T1	314	0.0	0.174	0.0	LOS A	0.0	0.00	0.04	49.8
	Approach	338	0.0	0.174	0.3	NA	0.0	0.00	0.04	49.7
	All Vehicles	615	0.0	0.174	1.0	NA	0.2	0.08	0.09	49.2

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

ITEM 3 (continued)

ATTACHMENT 1



ANNEXURE B: SIDRA ANALYSIS (Sheet 4 of 4)

MOVEMENT SUMMARY

Site: **FUTURE PM - Blenheim Rd / Pittwater Rd**

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	DDMo	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total	HV				Vehicles	Distance			
	V	veh/h	%	v/c	sec		veh	m		per veh	km/h
South: Pittwater Rd S											
1	L2	8	0.0	0.080	5.5	LOS A	0.0	0.0	0.00	0.03	58.1
2	T1	458	0.0	0.080	0.0	LOS A	0.0	0.0	0.00	0.01	59.9
Approach		466	0.0	0.080	0.1	NA	0.0	0.0	0.00	0.01	59.9
North: Pittwater Rd N											
8	T1	902	0.0	0.471	3.1	LOS A	7.0	49.3	0.68	0.00	57.0
9	R2	584	0.0	1.157	306.0	LOS F	112.1	785.0	1.00	6.31	9.8
Approach		1486	0.0	1.157	122.1	NA	112.1	785.0	0.81	2.48	19.7
West: Blenheim Rd											
10	L2	212	0.0	0.199	5.5	LOS A	0.8	5.7	0.31	0.56	47.8
12	R2	6	0.0	0.199	131.4	LOS F	0.6	4.3	0.91	0.92	27.2
Approach		218	0.0	0.199	9.0	LOS A	0.8	5.7	0.33	0.57	46.8
All Vehicles		2170	0.0	1.157	84.5	NA	112.1	785.0	0.59	1.76	24.7

Level of Service (LOS) Method: Delay (RTA NSW).
 Vehicle movement LOS values are based on average delay per movement
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: **FUTURE PM - Blenheim Rd / Cul-de-sac**

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	DDMo	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Average Speed
		Total	HV				Vehicles	Distance			
	V	veh/h	%	v/c	sec		veh	m		per veh	km/h
East: Blenheim Rd E											
5	T1	575	0.0	0.312	0.1	LOS A	0.2	1.6	0.04	0.02	49.7
6	R2	25	0.0	0.312	5.5	LOS A	0.2	1.6	0.04	0.02	49.0
Approach		600	0.0	0.312	0.3	NA	0.2	1.6	0.04	0.02	49.7
North: Cul-de-sac											
7	L2	13	0.0	0.009	5.1	LOS A	0.0	0.3	0.28	0.51	46.0
9	R2	26	0.0	0.048	9.1	LOS A	0.1	1.0	0.59	0.80	43.7
Approach		39	0.0	0.048	7.8	LOS A	0.1	1.0	0.49	0.70	44.4
West: Blenheim Rd W											
10	L2	13	0.0	0.110	4.6	LOS A	0.0	0.0	0.00	0.03	49.3
11	T1	200	0.0	0.110	0.0	LOS A	0.0	0.0	0.00	0.03	49.8
Approach		213	0.0	0.110	0.3	NA	0.0	0.0	0.00	0.03	49.8
All Vehicles		852	0.0	0.312	0.6	NA	0.2	1.6	0.05	0.06	49.5

Level of Service (LOS) Method: Delay (RTA NSW).
 Vehicle movement LOS values are based on average delay per movement
 Minor Road Approach LOS values are based on average delay for all vehicle movements.
 NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
 SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

ITEM 3 (continued)

ATTACHMENT 2



Mr Anthony Roberts MP
Minister for Fair Trading
PO Box 524
GLADESVILLE NSW 1675

19 February 2013

Our ref: LEP 2008/22/005

Dear Mr Roberts

Draft Ryde Local Environmental Plan (LEP) 2011 – Properties on the south side of Epping Rd

Draft Ryde LEP 2011 is a comprehensive LEP for the City of Ryde. It was placed on formal exhibition in May 2012 and received over 3000 submissions. Council on the 5 February 2013 held an open community workshop on the draft LEP and invited the community to address Council regarding any matters of interest.

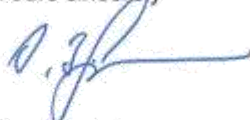
Mr Azizi attended that Workshop with a number of others requesting changes in the draft LEP to the controls applying to the properties 12A and 14 Epping Rd and 86 Blenheim Rd North Ryde so as to permit greater development opportunities on the land for high rise residential (up to 7 storeys).

Council at that workshop gave staff a direction that consideration be given to inviting a planning proposal for 12A and 14 Epping Rd and 86 Blenheim Rd so appropriate consideration and community comment could be given to the requested changes to the controls for the land.

A report on draft LEP 2011 and the outcomes of the open community workshop is anticipated to be presented to Council in March 2013.

I thank you for your interest in this matter and if you need any further information call **9952 8190** Monday - Friday, 9am – 4:30pm.

Yours sincerely



Dominic Johnson
Group Manager Environment and Planning