

Council Meeting

AGENDA NO. 21/11

Meeting Date: Tuesday 13 December 2011
Location: Council Chambers, Level 6
Time: 7.30pm

ATTACHMENTS – VOLUME 1

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ITEM 5 (continued)**ATTACHMENT 1****SUBJECT: Ryde Civic Precinct – Amended Planning Proposal****Meeting:** Council**Date:** 13 December 2011

STRATEGY: Land Use & Development**ACTION:** Coordinate land use and open space planning

OVERVIEW AND PURPOSE OF REPORT

The Ryde Civic Precinct Planning Proposal was submitted on behalf of Ryde City Council in August 2011 to amend the height and floor space planning controls applying to the Council owned land at 1A Devlin Street, Ryde and the corner of Parkes Street and Blaxland Road, Ryde (“the site”). The site comprises the following allotments of land:

- Lot 10 in DP 110978
- Lot 11 in DP 110978
- Lot 12 in DP 110978
- Lot 49 in DP1115510
- Lot T in DP 443304
- Lot S in DP 443304
- Lot R in DP 443304
- Lot Q in DP 443304
- Crown land comprising the Blaxland Road reserve

SJB Planning NSW Pty Ltd was engaged by Council to undertake an independent assessment of the Planning Proposal. The Planning Proposal was to amend the height controls and floor space ratio that applied to site.

SJB having assessed the proposal and concluded that subject to amendments to the proposed height controls and the preparation of a suite of site specific DCP controls, the Planning Proposal was considered acceptable.

The Planning Proposal was reported to the Council Meeting of 18 October 2011, at which Council resolved to prepare an amended Planning Proposal and re-exhibit the Proposal.

An Amended Planning Proposal has since been prepared. This report provides an assessment of the Amended Planning Proposal. The key amendment to the Planning Proposal is an amendment to the height of buildings map to reflect the amendments as resolved at the Council Meeting of 18 October 2011.

The Amended Planning Proposal was forwarded to the Department of Planning and Infrastructure (DP&I) under cover of letter dated 19 October 2011. The DP&I subsequently agreed to the consideration of the amendments and provided an extended timeframe for completion. At this time, the DP&I advised that Amended Planning Proposal would be subject to a further 28 day public exhibition period (refer to Attachments).

The amended Planning Proposal was exhibited from 26 October 2011 to 23 November 2011 and total of 2,042 submissions were received, comprising 59 individual submissions and 5 pro-forma letters, of which there were a total of 1,983 copies.

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This report assesses the following key matters:

- The adequacy of the amended Planning Proposal for the purposes of submission to the Department of Planning and Infrastructure; in accordance with *Environmental Planning and Assessment Act, 1979* and *Environmental Planning and Assessment Regulation 2000*;
- Reviews, summarises and assesses the issues raised in the submissions received during the public exhibition of the amended Planning Proposal; and
- The planning merit of the amended Planning Proposal prepared and submitted to Council.

At the date of the preparation of this report, a Development Application for the subject site has not yet been lodged with Council. This report does not consider or make an assessment of any Development Application concerning development of the site.

It is also noted that this report does not in any way consider the merits, the conditions or any of the circumstances relating to any agreement, commercial arrangements for sale, lease or retention of the site which Council may have or propose to enter into regarding the subject land in the future.

It is noted that this report should be read in conjunction with the original report to the Council Meeting of 18 October 2011, a copy of which is provided at Attachments.

This report does not repeat those areas discussed in detail in the original report that are common to both Proposals, including:

- 1.0 The site and Surrounding Land;
- 2.0 Background;
- 3.0 Existing Controls (including Ryde Local Environmental Plan 2010 & Ryde Development Control Plan 2010 & discussion of the strategic context);
- 4.0 Review of the Planning Proposal (including discussion of height and floor space ratio controls, together with specific planning issues such as traffic and parking, heritage and built form);
- 5.0 Summary of Public Exhibition (process and outcomes);
- 6.0 Summary of Submission (detail response to key issues and summary table of all submissions and required actions); and
- 7.0 Conclusion and recommendation.

The key issues raised in the submissions to the exhibition of the amended Planning Proposal largely relate to:

- Traffic and Parking
- Building Height and visual impact
- Heritage

These issues remain unchanged between the original and amended Planning Proposal other than the amendment to the draft Height of Buildings map.

One new issue to emerge, of a procedural nature is the request in some submissions for a public hearing.

This report provides a full assessment of all of the issues raised in the submissions and concludes that the proposal to amend the height and floor space controls applying to the Council owned land at 1A Devlin Street, and the corner of Parkes Street and Blaxland Road, Ryde is a rational planning outcome. The site is located within the Ryde Town Centre is an area of high accessibility to services, facilities and public transport. Increasing density in such a location is consistent with NSW Department of Planning and Infrastructure policies, is consistent with the Inner North Subregion Draft Subregional Strategy, is consistent with the Ryde Development Control Plan 2010 and therefore has merit. Whilst elements of the local community are concerned with the building

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height and the impact of the visibility of future development on the site, such building forms and not considered unreasonable for such a location.

In relation to traffic and parking impacts, this issue has been the subject of significant assessment and planning over a long period of time. A comprehensive Integrated Transport Solution (ITS) was developed for the redevelopment of the Ryde Town Centre, which involved intersection and road upgrades to accommodate traffic increases within the town centre. The ITS was approved by the RTA and has been partly implemented in the construction of the Top Ryde City Shopping Centre development. The ITS was designed to accommodate the redevelopment of the site and the remainder of the outstanding ITS works will be completed with the redevelopment of the site. Furthermore, the Planning Proposal has been considered by the RTA and the RTA concluded that based on a full implementation of the ITS there would be sufficient capacity within the road network to support the projected traffic volumes.

In relation to heritage, the assessment of the original planning proposal recommended amendments to the Height of Buildings map and the preparation of site specific DCP controls to address heritage impacts. The amended Planning Proposal incorporated the amendments to the Height of Buildings map and it is understood that site specific DCP provisions are currently being drafted by Council.

Otherwise, the specifically stated objectives and intended outcomes of the amended Planning Proposal and aspects of the indicative concept drawings (submitted with the original Planning Proposal) are consistent with the built form outcomes envisaged in the existing DCP.

In accordance with the NSW Government's 'gateway' process which deals with rezoning applications and LEP amendments, a planning proposal can be prepared by the relevant planning authority (RPA) or by a proponent for the proposed LEP. In either event, the RPA (in this instance Ryde City Council), is ultimately responsible for any planning proposal to be forwarded to the Minister for the next step in the process, being the gateway determination.

This report concludes that subject to the preparation of a suite of site specific DCP controls, the Planning Proposal is considered acceptable and for this reason is supported.

In relation to the requests for a public hearing, given the Planning Proposal relates to public land being Council owned and Crown land and the significant public interest in the Proposal, for reasons of probity and public perception, we are of the opinion that Council consider holding a public hearing to ensure that all members of the community have every opportunity to have all issues heard.

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1.0 THE SITE AND SURROUNDING LAND

The site, the subject of the Amended Planning Proposal, and surrounding land remains unchanged under the Amended Planning Proposal.

The site is the Ryde Civic Precinct site at 1A Devlin Street and the corner of Parkes Street and Blaxland Road, Ryde. This land and adjoining lands are described in detail in the report to the Council Meeting of 18 October 2011 (refer to Attachments).

2.0 BACKGROUND

A detailed explanation of the background prior to the Planning Proposal was provided in the report to the Council Meeting of 18 October 2011 (refer to Attachments).

2.1 Planning Proposal

In August 2011, a Planning Proposal was prepared and submitted on behalf of Ryde City Council that sought to amend the planning controls applying to the Council owned land at 1A Devlin Street, Ryde.

The Proposal was to prepare a draft local environmental plan (DLEP) for the site to amend Ryde Local Environmental Plan 2010 to amend the Height of Buildings Map and amend the floor area controls in Schedule 6 applying to the site.

SJB Planning NSW Pty Ltd was engaged by Council to undertake an independent assessment of a Planning Proposal.

The Planning Proposal was exhibited from 10 August 2011 to 21 September 2011 and a total of 195 submissions were received.

The SJB assessment concluded that subject to amendments to the proposed height map and the preparation of a suite of site specific DCP controls, the Planning Proposal was considered acceptable.

The Planning Proposal was reported to the Council Meeting of 18 October 2011 at which it was recommended:

- (a) *That the Planning Proposal with amended height controls (in accordance with the recommendation of the independent Planners report dated 18 October 2011) for the Ryde Civic Precinct be re-exhibited for 28 days.*
- (b) *That DCP 2010 – Part 4.4 Ryde Town Centre be amended to incorporate development controls for the Ryde Civic Precinct.*
- (c) *That the draft amendments to DCP 2010 - Part 4.4 Ryde Town Centre is reported to Council.*
- (d) *That the General Manager write to the Director General of the Department of Planning and Infrastructure requesting a variation to the timeframe condition of the Gateway Process to this Planning Proposal.*

At the Council Meeting of 18 October 2011 Council adopted the recommendation with no change.

The amended Planning Proposal, which is the subject of this report, was submitted to the DP&I in response to the Council resolution of 18 October 2011.

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On 21 October the DP&I advised that the revised Planning Proposal may proceed and must be made publicly available for a further 28 day period. The DP&I advised that no public hearing would be required to held into the matter.

Prior to the re-exhibition Council was to submit to the DP&I an assessment of the proposal to reduce employment land floor area from 100,000m² to 60,000m², against the s.117 directions issued by the Minister. The Director General's approval of the inconsistency is required before the Planning Policy is finalised.

3.0 EXISTING CONTROLS

The existing planning controls and strategic planning context are detailed in the report to the Council Meeting of 18 October 2011 (refer to Attachments).

4.0 REVIEW OF THE AMENDED PLANNING PROPOSAL SUBMITTED ON BEHALF OF CITY OF RYDE

4.1 The Process

The role and process of a Planning Proposal was described in detail in the report to Council of 18 October 2011.

Notwithstanding, this there appears to be some confusion in the community, in terms of the Planning Proposal process and that of a development application.

As discussed above in the Overview to this report, Council is the RPA responsible for the preparation of the subject Planning Proposal.

Should Council resolve to adopt the Planning Proposal, it will then be referred to the Department of Planning and Infrastructure for assessment and determination.

4.2 Overview of the planning proposal

The Amended Planning Proposal has been prepared by JBA Planning Pty Ltd on behalf of the City of Ryde Council (Council).

The key amendment made by the Amended Planning Proposal, is that the Height of Buildings Map has been amended to reflect the changes to the height controls as recommended in the Council report of 18 October 2011. Otherwise, the amended Planning Proposal continues to seek to reduce the floor space controls that apply to the site from the existing 100,000m² of Nett Useable Floor Area (NUFA) to 60,000m² as sought by the original Planning Proposal.

The proposal relates to the Civic Centre site identified as Precinct 1 under the RDCP 2010 and includes the Blaxland Road – road reservation.

The amended proposal does not require a change to the zoning of the site. The zoning is to remain B4 Mixed Use under RLEP 2010.

4.3 Explanation of provisions to be used in the local environmental plan

As per the original Planning Proposal, the Amended Planning Proposal proposes two amendments to RLEP 2010:

1. An amendment to the "Height of Buildings Map"; and
2. An amendment to the floor area controls in Schedule 6 of the RLEP 2010.

These are explained in detail below.

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A copy of the draft LEP is included at Appendix C of the Planning Proposal and is also provided at Attachments of this report.

Height of Buildings

The Amended Planning Proposal proposes to increase the maximum building height control on the site from RL 91 to RL 130. However, the key difference between the original Planning Proposal and the Amended Proposal, being the area to which the RL130 relates.

The Amended Planning Proposal has amended the draft Height of Buildings Map to reflect the recommendations contained within the report to Council on 18 October 2011.

The 18 October 2011 report recommended the following amendments to the draft Height of Buildings Map:

- i. *RL130 should be restricted to the band along the Devlin Street frontage. The width of this band should be approximately 45m from the eastern Devlin Street frontage. A 45m wide floor plate enables an east-west floor plate to achieve an area of 810m² (i.e. 45m x 18m) which would readily accommodate eight x 85m² two bedroom units per floorplate.*
- ii. *The proposed realignment of Blaxland Road should be shown 'white' in colour on the map, as per all other roads on the existing Height of Buildings Map under RLEP 2010. It is noted that this will remove the RL91 height control that currently applies to this part of the site. The width of this 'white' should be approximately 17-18m boundary to boundary. Building setbacks beyond this alignment are discussed further below and should be increased in the area opposite Hattons Cottage.*
- iii. *A transitional height band should be provided along the eastern side of the realigned Blaxland Road alignment and across the south-western corner of the site immediately opposite the Belmore Street/Parkes Street intersection. This is consistent with the development envisaged under the Concept Plan. The six storeys height envisaged under the indicative concept in the Concept Plan is considered reasonable. This would translate into a height limit of 21.5m under RLEP2010.*
- iv. *The height limit should also be reduced at the northern end of the site in the area of the proposed civic building to a six storey scale i.e. 21.5m.*

A suggested amended building height map is provided at Figure 3 below and Attachment incorporating the above recommended amendments.

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Figure 5: Recommended height controls map

The above amendments have been reflected in the amended Height of Buildings Map contained at Appendices B in the amended Planning Proposal (refer to Figure 1 below).

The Amended Planning Proposal does not seek to alter the existing 15.5m height limit which applies to that part of the Civic site comprising the Council car park on the corner of Blaxland Road and Parkes Street.

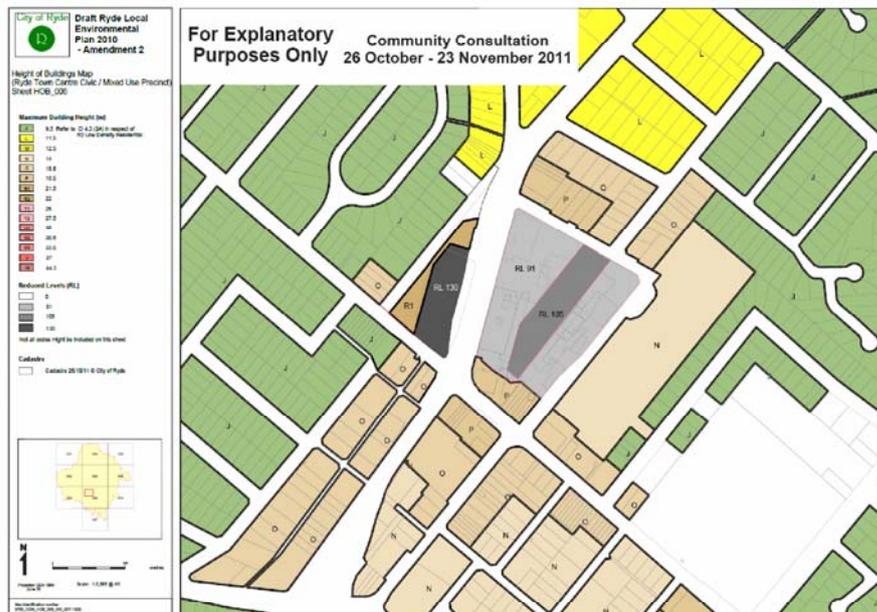


Figure 1: Proposed Height of Buildings Map

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Floor Area Controls

The proposed amendment to the RLEP 2010 seeks to reduce the total allowable floor area in Precinct 1 from 100,000m² of nett useable floor area to 60,000m². This is unchanged from the original planning proposal.

4.4 Objective and intended outcomes – as proposed

The stated objectives and intended outcomes of the Amended Planning Proposal are as per the original planning proposal, which was to amend the existing planning controls to facilitate the future development of the site.

The objectives and intended outcomes are discussed in more detail in the assessment of the original planning proposal reported to the Council meeting of 18 October 2011 (see Attachments).

4.5 Environmental Assessment

The key issues raised by the Amended Planning Proposal are as per the original Planning Proposal, which are:

- Traffic and parking
- Built form
- Heritage

Consideration of each of these issues is outlined below.

Traffic and parking

One of the key issues in the assessment of the original Planning Proposal and the amended Planning Proposal is the issue of the traffic and parking congestion likely to be generated by future development.

This issue was addressed in detail in Section 4.5 of our assessment of the original Planning Proposal (refer to Attachments).

The potential traffic and parking impacts remain unchanged between the original Planning Proposal and Amended Proposal as the amendments to the Planning Proposal are limited to changes to the Height of Buildings Map i.e. the height control. There is no change in terms of floor space, as the Amended Planning Proposal is identical to the original Planning Proposal in that it seeks to reduce the allowable floor space from the currently allowed 100,000m² NUFA to 60,000m².

Given that the traffic and parking generation of any future development is a function of the density and land use, and there is no change in FSR between the two Proposals, our original conclusions remain valid.

Our original conclusions are repeated below:

"It is evident from the above information that the traffic and access requirements and parking implications of the urban renewal of the Ryde Town Centre have been an important consideration throughout all of the LEP amendment process (from 2005 onwards).

Significant infrastructure has been implemented as part of Phase One of the ITS improvements with the construction of the Top Ryde City Shopping Centre. This infrastructure has been designed and implemented so as to accommodate the future access

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requirements to the Civic Centre site. This was based on development of 100,000m² Nett Usable Floor Area (NUFA) on the Civic Centre Site.

The Planning Proposal seeks to reduce the allowable intensity of development on the site through the reduction of the NUFA from 100,000m² to 60,000m².

The Traffic Impact modelling confirms that the current development proposal falls within the maximum development potential of Precinct 1.

Furthermore, the implementation of the Phase Two ITS improvements, namely the upgrade and widening of the Parkes Street/Devlin Street intersection, as part of the redevelopment of the Civic Centre site will facilitate further improvements to the functioning of this intersection.

In this regard, whilst it is recognised that traffic and parking is a fundamental concern to the residents immediately surrounding the Ryde Town Centre, Council have facilitated major traffic infrastructure works as part of the urban regeneration of the centre, that ensure the Planning Proposal as proposed are within the bounds of that envisaged and approved under the ITS approved in 2007.

The Planning Proposal has provided sufficient information to demonstrate that the intensity of development envisaged under the Concept Plan can be accommodated without significant adverse impacts, subject to particular works occurring. The Phase Two works and their timing is a matter for a detailed DA application and will be a condition of any approval."

Built Form and Building Height

The issue of built form/building height is the second of the two key issues to emerge in the assessment of both the original Planning Proposal and Amended Planning Proposal.

A detailed assessment of this issue was undertaken in Section 4.5 of the assessment of the original Planning Proposal (refer to Attachments).

The assessment acknowledges that this site has a history of having a tall building on the site, that is prominent on the skyline, visible from many directions and is a local landmark. However, this has recently changed with the recent construction of the Top Ryde City Shopping Centre and Council has a desire to enhance the landmark qualities of the site.

It is acknowledged that RL130 or 24 storeys as proposed by both the original and Amended Planning Proposal represents a very tall building and will be visually prominent within Ryde and the broader region. However, this height is considered appropriate for a town centre location well serviced by retail and commercial support services and public transport. Furthermore, the Concept is in accordance with the state governments Metropolitan Plan to maximise residences within walking distance of centres and public transport.

Notwithstanding this, it was recognised that the application of RL130 across the whole of the site was inappropriate as it had the potential to impact significantly on those properties immediately to the west and south-west of the site. For this reason, it was recognised that the controls should concentrate the height on the eastern side of the site fronting Devlin Street and provide a transition toward the western boundary to minimise privacy, overshadowing and visual impacts. The provision of a reduced height along the western edge of the site was also required to provide an appropriate relationship with the neighbouring Hatton's cottage.

Whilst the amendments to the Height of Buildings Map would control the building height and location across the site, it was also recognised that the draft LEP controls should be supported by a suite of planning controls to shape the future development of the site and ensure design excellence. It is important that any future development on the site comprised

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tall slender buildings with sufficient separation between buildings. This would minimise potential bulk and visual impact. Tall slender buildings would also minimise overshadowing, whilst future towers of different height would create greater visual interest.

In this regard, the findings of the assessment of the original Planning Proposal recommended the following changes to the draft Height of Buildings Map:

- The RL 130 height limit be restricted to the Devlin Street frontage of the site;
- The proposed Blaxland Road realignment have a nil height control;
- A transitional band of 21.5m being six storeys be provided along the eastern side of the Blaxland Road realignment; and
- The height limit at the northern end of the site be limited to 21.5m being six storeys.

The findings also recommended a refined set of objectives and development controls for the site be prepared and incorporated into the Ryde DCP 2010 prior to the finalisation of the Planning Proposal. The DCP controls are to include the following:

- urban design - slimmer buildings, tower separation, tower heights;
- built form and setbacks;
- site access;
- public domain/road widths;
- pedestrian linkages; and
- curtilage to Hattons Cottage.

Inclusion of specific provisions, as those listed above, within the Ryde DCP 2010 will assist in minimising the impacts of any future development.

The Council resolution of 18 October 2011 adopted the above recommendations and it is understood that site specific DCP controls are being prepared by Council to address the above issues.

The key difference between the original Planning Proposal and the Amended Planning Proposal is that the draft Height of Buildings Map accompanying the Amended Proposal incorporates the recommendations of the original Planning Report assessment identified above.

In this regard, subject to the preparation of the site specific DCP provisions, as recommended and adopted by Council, the issue of built form/building height has been satisfactorily addressed by the Amended Planning Proposal.

Visual Impact

The visual impact or loss of visual amenity as a result of future tall buildings on the site is one of the major concerns raised throughout the submissions. Particular concern is given to the loss of local character and streetscape, as a result of the changing scale and intensity of development. There is constant reference to the altered skyline and dominance of any future development on an already visually prominent site and the adverse impact this will have on the existing character of the area.

It is acknowledged that the site is a visually prominent site and the Planning Proposal will facilitate high rise development on the site in the future. However, as identified in the assessment of the original Planning Proposal, the highly visible nature of the site and tall buildings does not necessarily result in a detrimental visual impact.

Tall buildings can make positive contributions creating land marks within the landscape. This is part of the reason what some of the submissions object to the demolition of the existing Civic Centre building, is due to its iconic or landmark characteristics.

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Whilst construction of tall building on the site will be highly visible and would alter the character of the area, this is not considered inappropriate for the site given its town centre location, access to public transport and the current transition in the town centre character generated by the construction of the Top Ryde City Shopping Centre.

What is important is that the design of such buildings achieves architectural excellence and quality detailing. This will be a function of the Council's tender process and the detailed DA phase of any redevelopment of the site.

The Amended Planning Proposal includes the amendments to the draft Height of Buildings Map recommended by the original assessment. Whilst these recommendations did not recommend a significant reduction in the proposed height controls across the whole site as is called for by many of the submissions, the amendment focuses on improving the relationship and a transition in height to the immediately surrounding properties.

The original assessment also recommended the DCP controls to be developed to require slimmer more elegant towers i.e. restrict the floorplate size and stipulate the minimum separation distance to maximise the void between the towers. It is understood that such DCP controls are under preparation by Council.

In this respect, based on the Amended Planning Proposal and the development, adoption and implementation of an appropriate suite of DCP controls, the desired outcome of a local landmark development reflecting, design excellence that respects the community and provides highly level amenity is achievable.

Overshadowing

The amended Planning Proposal has refined the height controls across the site as recommended in the original assessment, so that the taller buildings are limited to the eastern side of the site, are limited in depth (east to west) and provide a greater transition in height toward the western boundary.

The implication of the amendments to the proposed draft Height of Buildings Map is that it limits the development on the immediate eastern side of the realigned Blaxland Road, particularly at the south-eastern corner adjacent to Parkes Street, to a maximum height of 21.5m being six storeys. The effect of these amendments is that it tightens the height controls across the site and seeks to minimise overshadowing impacts, where possible.

As part of the original Planning Proposal, shadow diagrams were provided at summer and midwinter, for the existing Civic Centre building, a development equal to that allowed under the current controls, and the concept scheme illustrated in the Concept Plan. The amended Height of Buildings Map does not affect the existing shadow diagrams.

When assessing solar access or overshadowing, shadow impacts are generally assessed in mid-winter i.e. the winter solstice being the worst case scenario. The shadow diagrams identify that any overshadowing in midwinter, as a result of the development proposed in the Concept Plan, will largely be limited to those residential properties located within the street block bounded by Devlin Street, Parkes Street and Belmore Street, immediately to the south of the site. Obviously those residential buildings closest to the site, in particular along the Parkes Street frontage, stand to be most affected.

However, when the shadows of the Concept Plan development are compared with that permissible under the current controls, it is evident that the modulation of the building form along the Parkes Street frontage (between the realigned Blaxland Road and Devlin Street) such that it is part 6 storeys and part tower, results in an improved solar access outcome for the Parkes Street fronting properties.

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In this regard, it is evident from the shadow diagrams that the location of the two residential towers at the northern end and south-eastern corner of the site, result in the least impact on the surrounding properties in terms of overshadowing. In actual fact, by midday in midwinter no neighbouring residential properties will be overshadowed by the development envisaged under the Concept Plan.

The construction of taller buildings on the site will obviously cast longer shadows than shorter buildings, and therein potentially affect a wider area. Similarly, it can be said that a taller slimmer building will cast a narrower shadow, that moves faster across surrounding properties, in effect, overshadowing a wider area but for a shorter period of time. Ultimately, the Concept Plan has been designed so as to minimise the extent of overshadowing by future development and is considered acceptable given the town centre location. Further analysis of the extent of any overshadowing will need to be assessed as part of any future development application for the site.

Heritage

As identified in the assessment report prepared in relation to the original Planning Proposal, the site contains two heritage items, identified in Schedule 5 of the RLEP 2010 as:

- Item 49, Obelisk - Devlin Street; and
- Item 54, Great North Road, Bedlam Point to Eastwood.

Furthermore, there are three heritage items in the vicinity of the site being:

- Item 15, Top Ryde Shopping Centre site – 115-121 Blaxland Road, Ryde (Lot 1 in DP 618154);
- Item 16, Masonic Temple (Hall) – 142 Blaxland Road (Lot 3 in DP 86255); and
- Item 17, "Hatton's Cottage" (Cottage) - 158 Blaxland Road, Ryde (Lot P in DP 443304).

Given the Top Ryde Shopping Centre has recently been redeveloped, Council has resolved to remove Item 15 from the LEP and this change is reflected in the Draft Ryde Local Environmental Plan 2011.

As identified in relation to the issue of built form and building height the Amended Proposal has amended the proposed draft Height of Buildings Map to accommodate the recommendations of the assessment of the original Planning Report, which were:

- The RL 130 height limit be restricted to the Devlin Street frontage of the site;
- The proposed Blaxland Road realignment have a nil height control;
- A transitional band of 21.5 being six storeys be provided along the eastern side of the Blaxland Road realignment; and
- The height limit at the northern end of the site be limited to 21.5m being six storeys.

These recommendations have been reflected in the amended draft Height of Buildings Map which accompanies the Amended Planning Proposal.

It is noted that the above recommendations were reflected in the Council resolution of 18 October 2011, and it is understood that site specific DCP provisions are currently being prepared for the site and its relationship with surrounding heritage items.

In addition to the amendment to the Height of Building map the assessment of the original Planning Proposal recommended a suite of site specific development controls be prepared to address the heritage items on and surrounding the site.

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In this respect, the impact of the Amended Planning Proposal in terms of heritage is largely the same as the original proposal and for this reason our recommendations in relation to heritage remain valid.

Social and Economic Impacts

The potential social and economic impacts of the original Planning Proposal were considered in the assessment report reported to Council on 18 October 2011.

The Planning Proposal may facilitate the future redevelopment of the site, allowing for a more sustainable development of the site, enabling new community and council facilities to be established.

In terms of economic impacts on surrounding commercial properties, the Planning Proposal is unlikely to have a detrimental impact, as it seeks to reduce the allowable floor space on the site that could potentially have been utilised for retail or commercial development.

In terms of social impacts, the new community facilities, including an auditorium/performing arts space for community events and performances will create a cultural and civic precinct which will have a positive social impact on the community.

The only difference between the original Planning Proposal and Amended Planning Proposal is that the draft Height of Buildings Map has been amended to restrict the application of the RL 130 height limit across the site and provide an improved transition to the properties to the west and southwest.

These amendments will not alter the likely social and economic impacts.

Public Infrastructure

Public Infrastructure provision to the site remains unchanged between the original and amended Planning Proposal i.e. the site is serviced by water, sewer, electricity, gas and telecommunications.

Hyder Consulting were engaged by Council to investigate the provision and capacity of public infrastructure servicing the site. The Hyder report, dated 30 March 2011 found that the site is well serviced by public infrastructure and is capable of being developed subject to relocation and/or augmentation of the relevant infrastructure.

Council have advised that since the Hyder Report an electricity zone substation has been constructed in Buffalo Road to service the area.

4.6 Consistency with Relevant Strategic Planning Framework

Metropolitan Plan and Sub-regional Strategy

The Amended Planning Proposal is considered to be generally consistent with the objectives and actions contained within the draft Inner North Sub-regional Strategy and the Metropolitan Plan for Sydney 2036.

The Metropolitan and Subregional strategies:

- identify Ryde as a 'Town Centre' that is expected to continue to be redeveloped and reinvigorated;
- expect the Ryde Town Centre to contain a mix of residential, retail, business and community uses;

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- identify that the Ryde Town Centre is expected to contain between 4,500- 9,500 dwellings and 8,000 jobs by 2036.

Ryde DCP 2010

The Amended Planning Proposal is considered to be consistent with Part 4.4 of the Ryde Development Control Plan 2010.

Council's Strategic Plan

The Amended Planning Proposal is considered to be generally consistent with the City of Ryde 2021 Community Strategic Plan 2020.

State Environmental Planning Policies

The Amended Planning Proposal is consistent with applicable state environmental planning policies, the key SEPPs being:

- SEPP 32 – Urban Consolidation (Redevelopment of Urban Land); and
- SEPP 65 – Design Quality of Residential Flat Buildings.

Section 117 Ministerial Directions

The Section 117 Directions are a list of Directions issued by the Minister for Planning and Infrastructure to relevant planning authorities under Section 117(2) of the *Environmental Planning and Assessment Act 1979*. These directions apply to and are required to be considered in the preparation of a planning proposal.

The following S117 Directions are the key directions applicable to this proposal being:

- 1.1 Business Zones
- 2.3 Heritage Conservation
- 3.1 Residential Zones
- 3.4 Integrating Land Use and Transport
- 6.1 Approval and Referral Requirements
- 6.2 Reserving Land for Public Purposes
- 6.3 Site Specific Provisions
- 7.1 Implementation of the Metropolitan Plan for Sydney 2036

The Planning Proposal is generally consistent with the above Directions, with the exception of Direction 1.1.

Direction 1.1 relates to Business and Industrial zones and Direction 1.1(4)(c) states:

“(4)A planning proposal must:

(c) not reduce the total potential floor space area for employment uses and related public services in business zones.”

The Amended Planning Proposal report prepared by JBA Planning identifies that the Amended Planning Proposal is inconsistent with Direction 1.1, but provides the following justification of why the Proposal is considered appropriate:

“Whilst the Amended Planning Proposal seeks to reduce the total developable floorspace allowable under Ryde LEP 2010, this reduction is not expected to impact on the Council's

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ability to achieve its employment targets under the draft subregional strategy for the following reason:

- *Due to existing site constraints the development of 100,000m² of floorspace is unachievable to the current maximum permissible height of RL91m and would likely result in unacceptable built forms and poor public domain design.*
- *Given the site's location and proximity to Top Ryde City and adjacent residential areas, the majority of floorspace will likely be predominately residential uses.*
- *The majority of future employment growth and addition of employment land floorspace will occur at Macquarie Park, which is the sub-region's major employment centre.*
- *The expanded Top Ryde City is providing new employment opportunities through an expanded shopping centre and new commercial floorspace.*
- *Under Ryde Draft LEP 2011, Council is proposing to increase employment floorspace opportunities around the Ryde Town Centre through the rezoning of certain lands along Devlin Street and Victoria Road to Enterprise Corridor.*
- *Council has recently provided increased employment lands and opportunities for new floorspace for employment generating uses through the gazettal of the Gladesville Town Centre and Victoria Road Corridor LEP which zoned land Mixed Use and Enterprise Corridor.*

In this regard the Amended Planning Proposal is considered appropriate in terms of its strategic metropolitan and regional planning context.

The objective of the Direction is to encourage employment growth in suitable locations, protect employment land and support the viability of identified strategic centres.

In this respect, the Amended Planning Proposal is consistent with this objective in that it is seeking to facilitate the redevelopment of the site as part of the renewal of the Ryde Town Centre.

The site is zoned B4 mixed use under the provisions of the existing Ryde Local Environmental Plan 2010, the desired future character envisaged by the zoning and adopted development controls seek development of the site is as mixed retail, commercial, residential and importantly civic and community precinct.

The original 100,000m² of developable floor area is not physically deliverable. Accordingly, the overall floor area of the site when developed will be 60,000m², the commercial/retail and civic areas of the site (in terms of land mass) will remain substantially unaffected by the change. Thus providing and maintaining a suitable level of employment land within the precinct.

In this respect, the Amended Planning Proposal is considered appropriate and generally consistent with the Section 117 Directions.

5.0 COMMUNITY CONSULTATION

5.1 Public Exhibition

The original Planning Proposal was publicly exhibited from 10 August 2011 to 21 September 2011. The public exhibition and notification of the proposal was formally advertised and notified by Council.

Submissions made in relation to the exhibition of the original Planning Proposal were considered in the assessment report reported to Council on 18 October 2011.

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The Amended Planning Proposal was publicly exhibited from 26 October 2011 to 23 November 2011. Section 5.4 of this report details the submissions made in relation to the exhibition of the Amended Planning Proposal and section 6.0 addresses the issues raised in the submissions.

5.2 KJA Consultation

In addition to the formal advertising and notification of the original Planning Proposal, the Civic Precinct Project Team employed KJA, an independent communications consultancy to conduct a program of communication and consultation.

The key elements of the KJA consultation and results were reported as part of the assessment report on the original Planning Proposal.

No further consultation has been undertaken by KJA as part of the amended Planning Proposal.

5.3 Public Hearing

Twenty-two (22) pro-forma letters, received in response to the exhibition of the Amended Planning Proposal, request that a public hearing be held by Council under section 57 of the *Environmental Planning and Assessment Act, 1979*.

Section 57 of the Act states:

"57 Community consultation

- (1) *Before consideration is given to the making of a local environmental plan, the relevant planning authority must consult the community in accordance with the community consultation requirements for the proposed instrument.*
- (2) *The planning proposal (as revised to comply with the determination under section 56 and in a form approved by the Director-General) is to be made publicly available during the period of community consultation. Detailed provisions may be summarised instead of being set out in full if the Director-General is satisfied that the summary provides sufficient details for community consultation.*
- (3) *During the period of community consultation, any person may make a written submission to the relevant planning authority concerning the matter (other than any matter that is mandatory under an applicable standard instrument under section 33A).*
- (4) *The relevant planning authority may (but need not) make publicly available, in accordance with the community consultation requirements, the submissions made concerning a matter (or a summary of or report on any such submissions).*
- (5) *If:*
 - (a) *a person making a submission so requests, and*
 - (b) *the relevant planning authority considers that the issues raised in a submission are of such significance that they should be the subject of a hearing, the relevant planning authority is to arrange a public hearing on the issues raised in the submission.*
- (6) *The relevant planning authority may arrange a public hearing on any issue whether or not a person has made a submission concerning the matter.*
- (7) *A report of any public hearing is to be furnished to the relevant planning authority and may be made publicly available by that authority.*

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- (8) *The consultation required by this section is completed when the relevant planning authority has considered any submissions made concerning the proposed instrument and the report of any public hearing.*

In accordance with section 57(5)(b) of the Act, Council may arrange a public hearing if, as the relevant planning authority (RPA), it so chooses.

The submissions request a public hearing be held given that there are more than 1500 submissions opposing the Planning Proposal and the submissions state:

"I believe that Council has not adequately considered the detrimental impacts on the residents and the environment of Ryde including overlooking, with severe loss of privacy and amenity to the hundreds of homes, and overshadowing, increased traffic congestion, increased air and noise pollution, inadequate open space provisions for the residents of the towers. These are all additional reasons for a public hearing and fundamental to my submission objecting to the Planning Proposal."

Whilst it is acknowledged that there is significant public interest in the outcome of both the original and Amended Planning Proposal, SJB Planning disagrees with the view that "Council has not adequately considered the detrimental impacts on surrounding residents". All of the issues raised in the above statement were addressed in detail in Section 6.0 of the assessment report for the original Planning Proposal (refer to Attachments) and continue to be addressed in this assessment of the Amended Planning Proposal.

In response to the above submission statements used to validate the need for a Public Hearing we note the following matters and responses as provided:

- Severe Loss of Privacy

Council is developing site specific development controls that when combined with State Planning Policies such as State Environmental Planning Policy (SEPP) No. 65 Design Code for Residential Flat Buildings consider and address privacy between sites at the development application stage when a detailed design for the site has been developed.

- Amenity

Amenity is a derived benefit of functional and well-designed spaces that improve or add to quality of life. Generally an area of high amenity is one that is located within established areas with access to services, infrastructure and transport. Moreover, high amenity can be derived through effective design that provides solar access, open space, ventilation and the like.

The subject site is strategically located within a town centre with access to services, infrastructure and transport. The amended Planning Proposal will contribute positively to local growth and have positive effects on the local socio-economic environment. Amenity derived from design, including the amenity of adjoining residents, will largely result from the ultimate built form of any future development.

Matters that relate to and affect amenity, raised through consultation, have been addressed in Section 6.0 and throughout the submission summary report table.

It is our understanding that Council is currently developing a suite a development controls to ensure that any future development retains the amenity of existing and adjoining community members and achieves a high level of amenity for prospective community members.

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- Overshadowing

The amended Planning Proposal reduces the height across the south-western side of the site. This combined with the site specific controls (currently being developed by Council) that will seek slimmer building forms will ensure that the impact of any overshadowing from any future development is minimised.

It is acknowledged that taller buildings will cast longer shadows and consequently affect a wider area than shorter buildings due to the resulting narrower building form the duration (or time) that a shadow is cast will ultimately be reduced. Thus having a reduced impact on individual properties and ensuring the amenity of existing and neighbouring properties is protected.

Notwithstanding this, the site is located in a town centre location in an area of high accessibility to shops, services and public transport. The level of overshadowing from the heights envisaged under the Amended Planning Proposal is considered acceptable for a town centre location.

- Increased traffic congestion

A comprehensive Integrated Transport Solution (ITS) was developed for the redevelopment of the Ryde Town Centre. The ITS involved intersection and road upgrades to accommodate traffic increases within the town centre. The ITS was approved by the RTA and has been partly implemented as part of the construction of the Top Ryde City Shopping Centre development. The ITS works will be completed with the redevelopment of the site.

The Planning Proposal has been considered by the RTA and the RTA concluded that based on a full implementation of the ITS there would be sufficient capacity within the road network to support the projected traffic volumes.

- Air and noise pollution

Air Pollution

The amended Planning Proposal itself will not create environmental impacts, such as pollution. The impact of the development in terms of the biophysical environment and potential to generate pollution will be considered at DA stage.

Noise Pollution

Similar to the response provided above, the amended Planning Proposal itself will not create noise. There are two categories of noise pollution concern raised by submitters that have been addressed, including noise impacts associated with construction and those associated with any future development when completed.

In general, the potential for noise generation and impact arising from transference between properties is a matter considered at DA stage when the type and mix of uses are known. There are specific development criteria to ensure that noise generating activities or plant are located away from sensitive receivers and/or attenuated to reduce the scope or potential for impact.

In relation to construction noise impacts, these are transient and as such there scope for impact is limited. Notwithstanding, construction impacts are controlled through the imposition of condition, wherein the hours of construction are limited to prevent disruption.

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- Inadequate open space

The site is zoned for B4 Mixed Use. The site does not currently serve as open space for the purpose of providing recreational opportunities nor is it identified for such uses in Council's strategic documents.

As report previously, Ryde Park, which has an area greater than 45,000m² is located within the Town Centre and provides a suitable area of green/open space to meet existing and projected demand.

If the amended Planning Proposal is approved and redevelopment of the site proceeds provision of open space will be subject to detailed design and assessment. This will be informed by the development of site specific controls currently being developed by Council..

In this regard, SJB Planning is of the view that the issues raised in the submissions have been assessed and addressed in the report dated 18 October 2011 and this report are not of such significance that they warrant a Public Hearing.

Notwithstanding this, given that the Planning Proposal is for Council owned land, in terms of probity and public perception, especially given the considerable interest in the Planning Proposal, we consider that it is in Council's interest to hold a public hearing, so as to ensure that the local community has had all opportunities to express their concerns and raise all issues on the Planning Proposal.

5.4 Summary of submissions

This report considers those submissions lodged with Council by 23 November 2011. Submission received after this date have not been addressed in this report.

A total of 2042 submissions were received. This included 59 individual written submissions and 5 different pro-forma letters, of which there were a total of 1,983 copies.

A summary of the submissions is provided in Table 2 below.

Level of Support	Quantity	Percentage	Quantity (exc. Proforma)	Percentage	Issues raised
Support	2	<1%	2	3.215%	Positive Socio-Economic contribution to Ryde City.
Conditional Support	0	0%	0	Nil	Nil
Object	2,039	99.8%	61	95.31%	<ul style="list-style-type: none"> • Social impacts (crime, overpopulation) • Traffic and parking impacts • Overdevelopment • Public Transport • Capacity of Infrastructure & services to support

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					<ul style="list-style-type: none"> population growth Amenity impacts (noise, dust, view loss, privacy loss, wind tunnels, overshadowing, aesthetics/visual amenity) Impact on property values; Uncharacteristic development; Streetscape; Lack of public open space; Transparency of process and lack of Community consultation; Sale of public land; Public open space (loss, scarcity, impact on health and well-being); Funding and costing options; Alternative development options; and Sustainability/biophysical environmental impact.
Neutral	1	<1%	1	1.56	<ul style="list-style-type: none"> Sydney Water does not object. Consideration of upgrades at future DA stage.
Total	2,042	100%	64	99.9%	

Table 2: Summary of submissions

The matters raised in the submissions to the Amended Planning Proposal are largely the same list of issues as raised in relation to the original Planning Proposal. The issues have been summarised below:

- Traffic and parking impacts
- Building height, form and scale
- Amenity impacts – overshadowing, visual impact, wind tunnelling, loss of privacy, loss of views
- Impact on the character of the area
- Pedestrian impact
- Overdevelopment, over population, overcrowding

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- Precedent for further high density development
- Insufficient Infrastructure to support the development
- Retention of existing Civic building/heritage significance
- Impact on neighbouring heritage items
- Loss of Open Space
- Lack of provision for public transport
- Insufficient capacity on public transport
- Community benefit
- Form of civic space
- Provision of Council offices
- Turn site into a park
- Conflict of Interest/transparency of process
- Public Consultation – miscommunication/brochure misleading
- Insufficient detail of costs and funding options
- Sale of community assets/public ownership
- Impact on land values
- Social impacts – community isolation
- Building construction impacts – noise, dust, hours
- Rezoning of adjoining site
- Retention of Special Use zoned areas
- Impact on flight paths

As demonstrated above the public exhibition attracted significant public interest. The objections raise a number of issues, but the majority of matters raised are concerned with the traffic and parking impacts, building height and built form impacts such as visual impact, loss of privacy and overshadowing.

Discussion about the potential environmental, economic and social impacts is outlined in section 3.5.

A detailed response to each submission is provided in the Submissions Summary and General Comments.

6.0 ISSUES RAISED IN SUBMISSIONS

6.1 Traffic and Parking Impacts

Traffic and Parking impacts were one of the two paramount concerns raised in the submissions made to the public exhibition of both the original and Amended Planning Proposals.

This issue was addressed in detail in Section 4.5 of the assessment report for the original Planning Proposal and is summarised again in Section 4.5 of this report. In terms of the amended Planning Proposal, this will not alter the likely traffic and parking impacts of any future development on the site.

As identified in the assessment of the original Planning Proposal, the difficulty with this issue is that the Planning Proposal itself does not result in any traffic or parking impacts. The proposal seeks to amend two planning controls – height and floor space – that currently apply to the site. The proposed amendments do not trigger any direct traffic and parking impacts. The amendment to the height control is proposed to facilitate the construction of taller buildings on the site. Traffic and parking generated by any future development will be a function of the density of the development and land use.

This amendment to the permissible height on the site is proposed to be offset with a reduction in the allowable floor area on the site. The allowable floor space on the site is

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proposed to be reduced from 100,000m² to 60,000m² of Nett Useable Floor Area. This in itself can only result in a reduced development yield and therefore reduced potential traffic and parking impacts as a result of any future redevelopment of the site, when compared against a development that would be permitted under the current controls.

In this regard, traffic and parking impacts will need to be considered at the DA stage. Detailed Traffic and parking reports will need to be submitted as part of any development application, once the final density and mix of land uses have been resolved for the site.

Notwithstanding these differences between the Planning Proposal and DA process, a Traffic Impact Assessment has been prepared and accompanies the Planning Proposal. The Traffic Impact Assessment was discussed in detail in Section 4.5 of the original assessment report.

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Recommended Action:

Issue to be considered further at detailed DA stage.

6.2 Building Height/Building Form

The issue of the building height and form has been addressed in Section 4.5 of this report.

Recommended Action:

DCP controls to be developed.

Issue to be considered at detailed DA stage.

6.3 Amenity impacts – overshadowing, visual impact, wind tunnelling, loss of privacy, loss of views

As identified in the assessment of the original Planning Proposal, the amenity impacts such as overshadowing, visually overbearing development, wind tunnelling, loss of privacy and loss of views are not directly generated by the subject Planning Proposal. These amenity impacts are a function of the development itself, not a change to the planning controls.

Notwithstanding, this it is acknowledged that the proposed change to the applicable height control will facilitate or enable the construction of a different form of development to that permissible under the existing LEP controls, i.e. the construction of taller buildings on the site. In this respect, regard must be given to such concerns.

Overshadowing

This issue was addressed in detail in Section 6.3 of the assessment of the original Planning Proposal and has been addressed in Section 4.5 of this report.

Recommended Action:

DCP controls to be developed to require slimmer towers to minimise overshadowing.

Issue to be considered further at the detailed DA stage.

Visual Impact

This issue has been addressed in detail in Section 4.5.

Recommended Action:

DCP controls to be developed to require slimmer more elegant towers i.e. restrict the floorplate size and stipulate the minimum separation distance to maximise the void between the towers.

Issue to be considered at detailed DA stage.

Wind tunnelling

Recommendation:

Wind tunnelling impacts will be dependent on the final design of any future redevelopment of the site and will need to be assessed at the DA phase.

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Loss of privacy

Many of the submissions raise concerns that future high rise development on the site will have a significant impact on their privacy i.e. residents of future high rise development will invade their privacy, being able to peer down into their backyards and houses.

The Amended Planning Proposal has accommodated the recommended amendments to the draft Height of Buildings Map to provide an improved transition in height along the western side of the site. These amendments restrict the height of development along the western side of the site a maximum of 21.5m, being six storeys and will therefore in turn reduce potential perceived privacy impacts.

Notwithstanding this, it does not remove the perceived impact of many members of the community that the potential future high rise development on the site would have on surrounding properties, should the Planning Proposal be supported.

As identified in the assessment of the original Planning Proposal, the State Government's Residential Design Code recommends that adequate separation between buildings be provided to maximise visual privacy i.e. building separation should increase in proportion to building height to ensure appropriate urban form, adequate amenity and privacy for building occupants.

For buildings in excess of nine storeys, the Residential Flat Design Code recommends a separation of over 24m. The design of any future development on the site will need to consider the required separation requirements so as to maximise the privacy of the surrounding properties. Given the location of the Devlin Street, Parkes Street and Blaxland Road around the perimeter of the site, it is likely that the any future development on the site will be able to be designed and site in such a way as to meet the requirements of the Residential Flat Design Code.

In this regard, any future development on the site will be required to meet the State Government standards in terms of building separation and privacy controls.

Recommendation:

This issue will need to be assessed further during any future DA phase.

Loss of views

The Amended Planning Proposal maintains a maximum height control of RL 130 along the eastern part of the site as proposed under the original Planning Proposal. This exceeds the maximum height control applying to the Top Ryde City Shopping Centre site by 25m and therefore has the potential to facilitate development that may impact on the views from the residential apartments currently under construction on the Top Ryde City Shopping Centre site.

The apartments within the Top Ryde City Shopping Centre site are likely to enjoy 180 degree unobstructed views to the west. Whilst it is acknowledged that some views may be lost as result of future development, should the Planning Proposal be supported, it is unlikely that any such towers on the subject site would result in the loss of all views from such properties and are likely to be in keeping with the principles of view sharing.

Notwithstanding this, a view impact assessment will need to be undertaken as part of the assessment of any future DA for the redevelopment of the site.

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Recommended Action:

Further assessment at the detailed DA phase.

6.4 Out of Character

As identified above, many of the submissions are greatly concerned with the visual impact of the future development which will be facilitated by the proposed changes to the height controls to the site, and the resultant impact on the character of the area.

The scale of development envisaged under the Amended Planning Proposal will alter the character of the site and immediate surrounds, but it is important to note that the character of the Ryde Town Centre is already undergoing a transition. This is a function of the amendments to the planning controls applicable to both the Civic Centre site (Precinct 1) and the Top Ryde City Shopping Centre site (Precinct 2) under LEP 143 in 2006 and the subsequent construction of the Top Ryde City Shopping Centre.

The change in planning controls instigated by LEP 143 were a conscious decision by Council to reinvigorate the Top Ryde City Shopping Centre site and town centre as a whole, and for the Ryde Town Centre to keep pace with growth in other town centres within the Ryde local government area.

The construction of the Top Ryde City Shopping Centre development has significantly increased the scale of development within the Ryde Town Centre, significantly increasing the building mass and building heights, in turn changing the character of the Ryde town centre.

In this context, whilst the development envisaged under the Concept Plan, exceeds the height of the Top Ryde City development, the scale is not considered out of character with recent development and is considered appropriate for this town centre location.

Recommended Action:

No action required.

6.5 Pedestrian Impact

Several submissions to the Amended Planning Proposal raise concerns over pedestrian impacts of future development of the site.

This issue was addressed in detail in the assessment of the original Planning Proposal. The Planning Proposal itself does not generate any impact on pedestrians, it is an issue related to the development of the site.

The impact of any future development and the associated traffic impacts on pedestrians will need to be considered at the detailed DA phase.

Recommended Action:

This issue will need to be considered at the DA phase of redevelopment.

6.6 Overdevelopment, over population, overcrowding

Significant concern is raised in the submissions both to the original Planning Proposal and Amended Planning Proposal that the high rise apartment buildings are an over development of the site and will result in an over population and overcrowding of the area.

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This issue was discussed in the assessment of the original Planning Proposal and whilst this concern is noted, both the original and amended Planning Proposal seek to amend the floor space control to reduce the allowable development on the site from 100,000m² to 60,000m². The objective of the Planning Proposal is therefore to allow an alternative development form as opposed to allowing more development.

On this basis, it is therefore difficult to argue that such a proposal will result in an overdevelopment of the site.

Recommended Action:

No further action required.

6.7 Precedent for further high density development

The Amended Planning Proposal itself does not set a precedent for further high density development, but it does acknowledge the changing character of the Ryde Town Centre and is a direct response to the State Government's planning policy.

However, it should be noted that high density development beyond the parameters of the Council's existing planning controls, will require a Planning Proposal or amendment to the LEP controls, which in turn will be assessed on their own merits.

Recommended Action:

No further action required.

6.8 Insufficient Infrastructure

This issue was addressed in detail in the assessment of the original Planning Proposal where it was concluded that this issue will need to be addressed at the detailed DA phase.

The Amended Planning Proposal does not increase the potential imposition on existing infrastructure, over the original Planning Proposal.

Recommended Action:

This issue will need to be considered at the DA phase of redevelopment.

6.9 Retention of existing Civic building/heritage significance

A number of the submissions to the Amended Planning Proposal raise concern that the existing Ryde Civic Centre building is of heritage significance and worthy of retention.

The Amended Planning Proposal does not alter the position in terms of the retention of the existing building. In fact, technically neither of the Planning Proposal's propose the demolition of the existing building, rather seek to alter the height and floor space controls applying to the site on which the existing Civic Centre building stands.

Notwithstanding this, whilst the Heritage Impact Statement prepared by Graham Brooks and Associates as part of the preparation of the Planning Proposal does not review the heritage significance of the existing Civic Centre building, this appears to be due to the fact that recent heritage studies undertaken by the Royal Australian Institute of Architects (RAIA) (2005) and Council in 2010 have not considered the building of heritage significance.

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Recommended Action:

No further action required.

6.10 Impact on neighbouring heritage items

Concerns are again raised in the submissions to the Amended Planning Proposal that the historic buildings close to the Civic Centre site, in particular Hattons Cottage, will be impacted upon by the height envisaged under the Planning Proposal.

The impact of the height of development envisaged under the original Planning Proposal was considered in detail in the assessment of the original Planning Proposal, and it was recommended that amendments be made to the proposed heights to provide an improved transition to Hattons Cottage and a detailed set of specific DCP controls be prepared to protect the curtilage of Hattons Cottage.

The Amended Planning Proposal has incorporated the amendments recommended to the draft Height of Buildings Map, so as to provide an improved transition down to Blaxland Road along the western side of the site. This will provide the improved relationship to Hattons Cottage.

In terms of the DCP controls, it is understood that specific DCP controls are currently under preparation.

Furthermore, the impact of the final design of any future development on the site will need to be considered at the detailed DA phase.

Recommended Action:

Controls to be included in the DCP to protect the heritage curtilage of Hattons Cottage.

This issue will need to be considered at the DA phase of redevelopment.

6.11 Loss of Open Space

The Civic Centre site is seen by many members of the local community as being "public open space" and they consider use of this site for any other purpose as being detrimental to their amenity. Many submissions raise concern regarding the current lack of open space throughout the LGA and impact that this will have on the health, vitality and well-being of the existing residential population but also the future residents of future development on the site.

This issue was addressed in detail in the assessment of the original Planning Proposal and the Amended Planning Proposal does not alter the position in relation to this issue.

Whilst the general public may interpret this area as open space, the existing site is zoned B4 Mixed Use under RLEP 2010 and is not zoned for Open Space or future open space purposes, nor appears to have ever been intended to be used for this purpose.

In this regard, whilst the grass area at the northern end of the site is seen as defacto open space by some members of the community, it is not useable, it is not a park, nor public open space.

Within the Ryde Town Centre, Ryde Park provides approximately 45,000m² of active open space and 2,000m² of public plaza is also provided within the shopping centre site adjacent.

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Recommended Action:

No further action required.

6.12 Lack of provision for public transport

This issue was discussed in detail in the assessment of the original Planning Proposal (refer to Attachments). The Amended Planning Proposal does not alter the position in relation to this issue.

Public transport services have been considered as part of the Traffic Impact Assessment (TIA) prepared by Better Transport Futures dated July 2011 which forms Appendix F of the original Planning Proposal.

Furthermore, the NSW State Transit Authority made a submission that was supportive of the Planning Proposal, but raises concerns that the Planning Proposal is not wide reaching enough, in that the areas on Blaxland Road and Parkes Street also lend themselves to increased height and increased population densities.

State Transit also identified a number of issues that will need to be addressed at the detailed design phase, including enhance pedestrian links to the retail hub for bus customers and pedestrians and consider including bus access to the intersection of Blaxland/Lane Cove Road and Devlin Streets.

Recommended Action:

The issues raised by STA will be addressed in the detailed design phase and the DA phase of any redevelopment.

6.13 Insufficient capacity on existing public transport services

Again, the Amended Planning Proposal does not alter the position in terms of the capacity of existing public transport services.

As the supplier of public transport services, the issue of capacity on existing bus services is a matter for the consideration of the STA. If the Planning Proposal is adopted and the subsequent LEP amendments implemented and the site redeveloped, it will be a matter for the STA to augment existing services to accommodate increased patronage.

Recommended Action:

No further action required.

6.14 Community Benefit

Concern is raised that the Proposal is not providing a community benefit, rather it is a profit driven development.

Whilst members of the local community may not perceive any community benefit from the amended Planning Proposal, it should be noted that the sale of the land and redevelopment of the site will deliver new Council facilities, including meeting rooms and an auditorium. This space as envisaged by Council will deliver a modern flexible space that may be adapted to meet the needs of a growing and changing community.

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Furthermore, redevelopment of the site will assist in the revitalisation of the Ryde Town Centre including increase the diversity of local services and retail opportunities and contributing to growth of the local economy.

The extent of community facilities and community benefits is addressed in Section 4.5.

Recommended Action:

No further action required.

6.15 Form of civic space

The final form and specification of the civic space will be a matter for the detailed DA phase.

6.16 Provision of Council offices

The Amended Planning Proposal does not preclude the Council offices staying on site. However, this is not a pre-condition to the support or otherwise of this proposal.

Recommended Action:

No further action required as this matter is not relevant to this Planning Proposal.

6.17 Turn the site into a public park

The existing zoning of the envisaged Civic Centre site does not anticipate this use and Council's Plans and decisions have not required open space on the site. The site is located in close proximity to the Ryde Park, which is located within the Ryde Town Centre and provides adequate open space for the Town Centre.

For this reason, this option has not been explored as part of the Planning Proposal and is not a viable alternative.

Recommended Action:

No further action required.

6.18 Conflict of Interest/transparency of process

As identified in the original assessment, questions of conflict of interest and transparency of process will always be raised where a determining authority is also the developer. Council has sought to address this issue through the engagement of an independent planning consultant to review both the original and amended Planning Proposals and all submissions made to the exhibition of both Proposals.

Furthermore, Council has had a Probity Plan prepared and implemented, that outlines the roles and processes for the staff involved.

Council is the relevant planning authority for the purpose of the preparation of a Planning Proposal as established by s.55 of the *Environmental Planning and Assessment Act 1979* and confirmed by the Department of Planning and Infrastructure in their correspondence of 21 October 2011 (refer to Attachments).

Should Council resolve to adopt the Planning Proposal, it then has to be submitted to the Department of Planning and Infrastructure (DPI) for assessment and determination by the Minister. The DPI and Minister for Planning will provide a further independent assessment of the Planning Proposal and determine whether the amendments should proceed.

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Recommended Action:

No further action required.

6.19 Public Consultation – miscommunication and misleading

A number of the submissions raise concern that there has been a level of miscommunication with residents as part of the consultation process.

In particular concern was raised in respect to:

- Legibility and accessibility of the public documentation – documentation was not in plain English, too much use technical terms and jargon;
- Lack of understanding of the process;
- Insufficient information was available on the development (i.e. no detail design);
- Misleading documentation has been used; and
- That consultation has been tokenistic.

The extent of community consultation is considered to be satisfactory and meets the statutory requirements under the Act and as directed by the Department of Planning and Infrastructure in their correspondence of 21 October 2011 (refer to Attachments).

In terms of the process, there still appears to be a level of confusion in the community between a planning proposal and the development application. A number of the submissions obviously were expecting detailed design equivalent of a development application. That is not the purposes of a Planning Proposal. A planning proposal is a document that explains the intended effect of a proposed local environmental plan (LEP) and sets out the justification for making that plan.

Should the Planning Proposal be supported at all levels and the planning controls amended, a detailed development application will need to be submitted to obtain approval for any future development of the site.

The process is also discussed in Section 4.1 of the assessment of the original Planning Proposal (refer to Attachments).

Recommended Action:

No further action required.

6.20 Insufficient detail of costs and funding options

The level of information on development costs and funding options disclosed to the public is a matter for Council. Costing information is not necessary for a Planning Proposal.

6.21 Sale of community assets/public ownership

The question of the sale of community assets versus the retention of the site in the public ownership is a matter for Council and is not a matter for consideration as part of the Planning Proposal.

The Planning Proposal only relates to the amendment of the existing building height and floor space controls as they apply to the site.

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6.22 Impact on land values

Some submissions raise concern that the Planning Proposal will impact on land values. This is not a matter for consideration of the Planning Proposal.

6.23 Social impacts – community isolation

There is a general fear among residents that increasing population and allowing for high rise development will contribute to overpopulation and overcrowding and the area will devolve into slums and ghettos.

The perception is that high density dwellings, will attract a transient, rental based (as opposed to owner/occupier) population that will not contribute to the community as a whole and/or are of a lower socio-economic demographic. This is considered to impact on the value of adjoining land (due to the consequent amenity impacts) and erode the social fabric of the Community.

The tenure and demographics of any future high rise residential development on the site, should the Planning Proposal be approved, will be dependent on the design and quality of the development.

The design, quality, mix of uses, mix of apartment types and sizes will be considered, assessed and determined during the detailed DA phase of any potential redevelopment of the site and are therefore not a matter for consideration as part of the review of the planning proposal.

Furthermore, increasing densities around town centres such as Ryde, which is well serviced by existing infrastructure and services is accordance with the NSW State Government policies for population increase i.e. increasing population within walking distance of town centres and public transport.

Recommended Action:

No further action.

6.24 Building construction impacts – noise, dust, hours, vehicle movements, property damage

The issue of building construction impacts such as noise, dust, vehicle movements and parking and hours of construction and property damage remain unchanged between the original and Amended Planning Proposal.

These impacts are a matter for consideration at the detailed DA phase of any redevelopment of the site.

Recommended Action:

This issue will be considered as part of the detailed DA phase of any redevelopment.

6.25 Rezoning of adjoining site

A number of the submissions raise concern that there is no reference in the Amended Planning Proposal to the proposed rezoning of the properties at 158 to 194 Blaxland Road, Ryde.

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The proposed rezoning of 158 to 194 Blaxland Road, Ryde does not form part of the subject planning proposal and therefore is not being assessed as part of this report.

Recommended Action:

This issue will be considered by Council as part of DLEP 2011.

6.26 Rezoning of Field of Mars Reserve and Wildlife Refuge

A number of submissions request that Council honour its 2009 decision to zone all of the Field of Mars Reserve and Wildlife Refuge as E2 Environmental Conservation.

This matter does not apply to the Planning Proposal.

Recommended Action:

No further action.

6.27 Retention of Special Use zoned areas

Numerous submissions request that Council retain the special use zoned areas across the Ryde local government area.

This issue does not apply to the Ryde Civic Centre site as it is not within a special use zone. The Ryde Civic Centre site is currently zoned B4 Mixed Use and is not proposed to be changed under the Planning Proposal.

Recommended Action:

No further action.

6.28 Impact on flight path

The impact of the Amended Planning Proposal on flight path is unchanged as the subject site is not identified on Sydney Airport Corporations Obstacle Limitation Surface Maps and as such will not affect the Sydney Airport Flight Path.

Recommended Action:

No further action be taken.

7.0 CONCLUSION

An Amended Planning Proposal has been submitted to Council on behalf of City of Ryde Council to increase the applicable height control and reduce the allowable floor space control applicable to the Council Civic Centre site at 1A Devlin Street, Ryde.

The Amended Planning Proposal has incorporated the amendments to the proposed height controls as recommended in the assessment of the original Planning Proposal and resolved at the Council Meeting of 18 October 2011, which were:

- The RL 130 height control be limited to the Devlin Street frontage;
- The proposed Blaxland Road realignment have a nil height control;
- A transitional band at 21.5m height be provided along the east side of the Blaxland Road realignment; and
- The height limit at the northern end be limited to 21.5m or 6 storeys.

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SJB Planning NSW Pty Ltd was engaged by Council to undertake an assessment of the Amended Planning Proposal applying to the land and review the submissions received in the public exhibition of the Planning Proposal (this report).

The report concludes that the amended proposal to amend the height and floor space controls is a rational planning outcome, is consistent with NSW Department of Planning policies, is consistent with the Draft Inner North Sub-regional Strategy, would potentially facilitate development generally consistent with the Chapter 8 of the Ryde DCP 2010 and therefore has merit.

The amendment to the height and floor space controls is considered to be strategically appropriate and an improved urban design outcome, subject to the implementation of development parameters.

As recommended in the assessment of the original Planning Proposal prior to the gazettal of the Planning Proposal, a site specific DCP that includes a suite of DCP controls to direct future development should be prepared. The DCP should include a suite of objectives and controls that address the following aspects:

- urban design - slimmer buildings, tower separation, tower heights;
- built form and setbacks;
- site access;
- public domain/road widths;
- pedestrian linkages; and
- curtilage to Hattons Cottage.

It is understood that the DCP controls are currently being drafted and will be reported to Council in the near future.

This report concludes that the subject to the preparation of a suite of site specific DCP controls, the Planning Proposal is considered acceptable and for this reason is supported.

In relation to the requests for a public hearing, given the Planning Proposal relates to public land being Council owned and Crown land and the significant public interest in the Proposal and for reasons of probity and public perception, we are of the opinion that Council consider holding a public hearing to ensure that all members of the community have every opportunity to have all issues heard.

8.0 RECOMMENDATION

- A. That Council determine whether or not to hold a public hearing.
- B. Should Council resolve not to have a public hearing, we recommend:
 1. That Council support the amended Height of Buildings Map (refer to Attachments).
 2. That Council support the reduction in the maximum floor space permitted on the site from 100,000m² to 60,000m² NUFA.
 3. That Council adopt the written instrument generally as drafted in the amended Planning Proposal.
 4. That Council proceed with the Planning Proposal, subject to the preparation of site specific DCP controls prior to gazettal of the Planning Proposal.

ITEM 5 (continued)

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5. That Council proceed with the preparation of a site specific DCP for the site incorporating the following controls, prior to the gazettal of the Planning Proposal :
 - (a) urban design - slimmer buildings, tower separation, tower heights;
 - (b) built form and setbacks;
 - (c) site access;
 - (d) public domain/road widths;
 - (e) pedestrian linkages; and
 - (f) curtilage to Hattons Cottage.
6. That Council note that endorsement of the Planning Proposal in no way fetters the statutory and regulatory responsibilities of the Council under the *Environmental Planning & Assessment Act 1979* or Council's obligation to objectively consider the suitability of any future development application on this site.
7. That all persons who have made a submission be formally advised of Council's decision.

Report prepared by
Michael Baker, Associate / Alison McCabe, Director, SJB Planning NSW Pty Ltd



ITEM 5 (continued)

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Appendix **A**

SUBMISSION SUMMARY

ITEM 5 (continued)

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Notification Submission – Summary

Position	Quantity	Percentage	Issues raised
Support (S)	2	3.215%	<ul style="list-style-type: none"> Positive Socio-Economic contribution to Ryde City.
Conditional Support (CS)	Nil	0%	
Object (O)	61	95.31%	<ul style="list-style-type: none"> Social impacts (crime, overpopulation) Traffic and parking impacts Overdevelopment Public Transport Capacity of Infrastructure & services to support population growth Amenity impacts (noise, dust, view loss, privacy/loss, wind tunnels, overshadowing, aesthetics/visual amenity) Impact on property values: Uncharacteristic development: Streetscape: Lack of public open space: Transparency of process and lack of Community consultation; Sale of public land; Public open space (loss, scarcity, impact on health and well-being): Funding and costing options: Alternative development options; and Sustainability/biophysical environmental impact.
Neutral (N)	1	1.56%	<ul style="list-style-type: none"> Consideration of upgrades at future DA stage.
Total	64	99.99%	
Duplicate documents			

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Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
Government Agency Responses/Submissions						
1	D11/95535		<p>Sydney Water:</p> <ul style="list-style-type: none"> No objection to proposed rezoning; Impact will be assessed at future DA stage; Sydney Water will specify required works and upgrades at this time; and Any upgrades will be undertaken at the cost of the proponent. 	N	Noted. Referrals will be made to Sydney at detailed design stage.	Matters to be addressed at future DA stage. No action required.
All other submissions						
1	D11/101615		<ul style="list-style-type: none"> Objects to increased height; Amenity impacts (visual- eyesore, uncharacteristic); Sale of public land; 	O	<p>Objection noted. The increase in height is considered to reflect & reinforce the Town Centre role and location of the site.</p> <p>The site is visually prominent within the LGA and wider area. The increased height will balance and compliment the scale and height of the neighbouring Top Ryde centre.</p> <p>The amended Planning Proposal provides for transition between the site and adjoining residential zones.</p> <p>A suitably designed building achieving architectural excellence has the potential to contribute a positive landmark within the landscape. The ultimate built form will be subject to a future development application. At which time Council will consider its architectural and design merit.</p> <p>Management of a Council asset is an operational matter for Council. It</p>	<p>No action required.</p> <p>DCP controls to be developed and issues in relation to amenity to be considered at detailed DA stage.</p>

ITEM 5 (continued)

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Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
			<ul style="list-style-type: none"> Redevelopment of the site should be as a civic centre (cultural & administrative); 		is not a matter for consideration in the assessment of the merits of a Planning Proposal.	No action required.
			<ul style="list-style-type: none"> Does not consider the amended proposal to address concerns expressed as part of the previous exhibition – would like previous concerns reconsidered. 		All submissions were considered and assessed as part of the previous and (where relevant) the current assessment	No action required.
2	D11/101600		<ul style="list-style-type: none"> Objects to proposed height; Amenity impacts (visual- eyesore; uncharacteristic); Privatisation of public land; Redevelopment of the site should be as a civic centre (cultural & administrative). 	O	Objections raised accord with Submission No. 1 (D11/101615) refer to no. 1 for response to issues.	Refer to actions for submission no. 1
3	D11/1590		<ul style="list-style-type: none"> Objects to proposed height; Amenity impacts (visual- eyesore; uncharacteristic); Privatisation of public land; Redevelopment of the site should be as a civic centre (cultural & administrative). 	O	Refer to response to submission No. 1	Refer to actions for submission no. 1
4	D11/101562/ D11/101555/ D11/101548/ D11/98511	1727	<ul style="list-style-type: none"> PROFORMA SUBMISSION OBJECTION – TYPE NO. 1 Objects: Redevelopment of the site should be as a civic centre (cultural & administrative); Does not support high density, residential tower developments; 	O	<p>Objection noted.</p> <p>Future Council use of the site is yet to be finalised. The future use of the site is not a consideration in the assessment of the Planning Proposal.</p> <p>Noted.</p>	<p>No action required.</p> <p>No action required.</p> <p>No action required.</p>

ITEM 5 (continued)
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Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
5	D11/101339		<ul style="list-style-type: none"> Seeks retention of existing open space for parks (increasing pressure on existing open space due to population growth): Wants special use zones retained; Zoning of Mars Reserve & Wildlife Refuge should be E2 Environmental Conservation (as promised by Council) does not consider the part use of this site as playing fields suitable; Requests that the submission be treated as formal submission Objects to the construction of towers; Considers the shopping centre and proposal an architectural insult; Considers the existing Council building to have architectural merit – should be retained; 	O	<p>The site is presently zoned B4 'Mixed Use' under the Ryde Local Environmental Plan (LLEP) 2010. The site is not designated for public recreation. Future redevelopment will provide landscape treatments along Street frontages</p> <p>The application of special uses zones is not relevant to the consideration of the Planning Proposal.</p> <p>The identification of land to be preserved is outside the scope of the Planning Proposal. As such this matter is not relevant to the consideration and assessment of the Proposal.</p> <p>Request noted.</p> <p>Objection noted. The proposal does not seek consideration for the purpose of construction.</p> <p>Noted.</p> <p>The existing building was assessed for heritage significance (including architectural value) in 2010. The assessment resolved that the building was representative of the international style, but there are</p>	<p>Matters have been considered in the assessment of the proposal. No further action is required.</p> <p>Matters have been considered in the assessment of the proposal. No further action is required.</p>

ITEM 5 (continued)

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Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
6	DT1/100938		<ul style="list-style-type: none"> Intend to vote against Councillors that support the DLEP. Visual amenity impacts (Considers the existing Council building to be unappealing; Permitting bigger buildings will only have greater impact); Profit driven development (no Community benefit); Would prefer to see the site redeveloped as open space; Traffic impacts; 	O	<p>Refer to response to submission No. 1</p> <p>Intensions noted.</p> <p>Council has resolved that the building has reached its serviceable life and the site is suitable for redevelopment.</p> <p>better examples of this form of civic architecture.</p>	<p>DCP controls to be developed and issues in relation to amenity to be considered at detailed DA stage.</p> <p>No action required.</p> <p>No action required.</p> <p>The site is presently zoned B4 'Mixed Use' under the RLEP 2010. It is not intended to serve as public open space. The strategic location of the site within the town centre, close to transport routes, services and amenities makes it ideal for its proposed and intended use.</p> <p>As previously reported a comprehensive integrated</p> <p>NO action required. To be assessed further at DA Phase</p>

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Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
7	D11/100927		<ul style="list-style-type: none"> Believes the Councillors should stand with the community to oppose the proposal. Amenity impacts (overshadowing, loss of privacy): 	O	<p>Transport Solution (ITS) was developed for the redevelopment of the Ryde Town Centre.</p> <p>The ITS involved intersection and road upgrades to accommodate traffic increases within the centre.</p> <p>The Planning Proposal has been considered by the RTA. The RTA concluded that based on a full implementation of the ITS there would be sufficient capacity within the network to support the projected traffic volumes.</p> <p>Noted.</p> <p>Overshadowing: The amended Planning Proposal reduces the height across the south-western side of the site. This combined with the site specific controls (currently being developed by Council) that will seek slimmer building forms will reduce the impact of overshadowing.</p> <p>As previously reported, taller buildings are expected to cast longer shadows and consequently affect a wider area than shorter buildings.</p> <p>However, due to the resulting narrower building form the duration (or time) that a shadow is cast will ultimately be reduced.</p>	DCP controls to be developed and issues in relation to amenity to be considered at detailed DA stage.

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Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
8	D11/100888		<ul style="list-style-type: none"> • No objection to the proposed reduction in FSR; • Objects to height increase; • Traffic impacts; • Social impacts (overdevelopment); • Uncharacteristic height; • Councilors should support community interest not developers; • Corruption/monetary benefit for Council in progressing the proposal. 	O	<p>Loss of Privacy: Council is developing site specific development controls that will combined with State level Planning Policies such as State Environmental Planning Policy (SEPP) No. 65 Design Code for Residential Flat Building consider and address privacy between sites at development application stage when a detailed design for the site has been developed.</p> <p>Refer to submission no. 6</p> <p>Future development of the site will be guided by the application of the site specific development controls presently being developed by Council. The controls combined with State levels plans, including SEPP 65, will control the level of development and ensure amenity.</p> <p>Refer to response on visual amenity and character at submission no. 1.</p>	<p>DCP controls to be developed and issues in</p> <p>No action required.</p>
			<ul style="list-style-type: none"> • Not a consideration for the assessment of the Planning Proposal. • Not a consideration for the assessment of the Planning Proposal. 		<p>Noted. The proposed height increase is</p>	

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Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
9	D11/100677		<ul style="list-style-type: none"> Access should only be provided from Devilin St; Object to proposed 15.5m high and mixed use. Proposed height still too much; Traffic impacts; 	O	<p>restricted that area shaded dark grey attached to the main report.</p> <p>Transition heights have been provided. This transition zone allows for development up to six storeys. Moreover, site specific development controls are being developed by Council to address and ensure suitable urban design and amenity outcomes are achieved.</p> <p>Traffic impacts and traffic arrangements remain unchanged. Traffic impacts in respect to the redevelopment of the town centre were considered as part of an Integrated Traffic Solution (ITS) developed for the town centre. The ITS, is in the process of being implemented. Assessment of the proposal by the RTA has raised no objection.</p> <p>Objection noted. The amended Planning Proposal does not alter the 15.5m height control proposed under the previous Planning Proposal. The site is presently zoned B4 'Mixed Use' under RLEP 2010.</p> <p>Refer to response at submission no.8</p> <p>Refer to response at submission no. 6.</p>	<p>relation to amenity to be considered at detailed DA stage.</p> <p>To be assessed at the DA stage.</p> <p>No action required in relation to issues made.</p>

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Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
10	D11/100328		<ul style="list-style-type: none"> Public transport capacity and impacts: Imposition of mooring fees to persons parking vessels on the road Considers the public consultation process to be a farce (i.e. decision has already been made to progress the application): Community has lost confidence in Councillors: Privatisation of public land: Redevelopment of the site should be as a civic centre (cultural & administrative); and Does not consider the amended proposal to address concerns expressed as part of the previous exhibition – would like previous concerns reconsidered. Sale of community asset reduces community value and quality of life: The development will have amenity impacts including overshadowing, overlooking, wind tunnels, visual impact lack of positive streetscape elements and landscaping: 	O	<p>Public transport service, frequency and delivery are the responsibility of NSW Transport. The site is serviced by frequent service timetables that provide access to other transport hubs and centres.</p> <p>Issue does not relate to the assessment of a Planning Proposal</p> <p>Council has undertaken public consultation and exhibition of the Planning Proposal in accordance with regulatory requirements. All submissions have been considered in the assessment of the Proposal and issues addressed.</p> <p>Noted.</p> <p>Refer to response to submission no. 1</p> <p>Refer to response provided at submission no. 1</p> <p>Refer to comments above and those provided in response to submission no. 1.</p> <p>Noted.</p>	<p>No further action required.</p> <p>No action required.</p> <p>Response as above.</p>
11	D11/100228			O	<p>Noted.</p> <p>In respect to Overshadowing & loss of privacy refer to submission no. 7</p> <p>Matters relating to positive streetscape elements & wind</p>	<p>DCP controls to be developed and issues in relation to amenity to be considered at detailed DA stage.</p>

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Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
			<ul style="list-style-type: none"> Social impacts including isolation of community members & overpopulation; Privatisation of open space, loss of community asset/facility; Pedestrian connectivity and pathways not improved; 		<p>tunnels are subject to detail design and application of development controls that control building separation and aesthetic and architectural treatment of buildings. It is understood that Council are presently developing these controls that will seek to provide a development to achieve design excellence. These matters will be considered as part of detailed design and assessment at future DA stage.</p> <p>As stated in response to matters (as raised in relation to the original Planning Proposal) Town Centres such as Ryde, well serviced by existing infrastructure and services have been identified by the NSW State Government for population increase.</p> <p>There is no direct link to increasing heights and social fragmentation.</p> <p>Refer to response provided at submission no. 1</p> <p>Recent improvements have been made to the pedestrian network around the Town Centre, including the construction of overpasses and the installation of lifts to improve accessibility. These will remain in public ownership to ensure continued accessibility.</p>	<p>No action required.</p> <p>No action required.</p>

ITEM 5 (continued)

ATTACHMENT 1

Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
12	D11/99512 D11/101608 D11/96244 D11/95931		<ul style="list-style-type: none"> Traffic impacts to Parkes St/Blackland Rd; Would like to see the current Civic building height maintained, reduced residential development scale of no more than 3 storeys, retention of ground level public accessible open space and no sale of land. Believes Council should work within the existing LEP provisions; Objects to height increase; Considers transition zones "cjenistic" & any "decent architect" would have done this; Loss of and privatisation of green space; Proposal has no community benefit; Plans misrepresent the potential capacity of the site; 	O	<p>Refer to response provided at submission no. 6.</p> <p>Development preferences are noted.</p> <p>Preference is noted. The building has reached serviceable life and no longer provides necessary space for Council operations. The site is strategically placed within the Town Centre, within proximity to transport and services and is considered ideal for the proposed up scaling.</p> <p>Objection to the height is noted.</p> <p>Comments noted.</p> <p>The site is presently zoned B4 "Mixed Use" and not RE1 – Public recreation. The site has never been identified for use as a park or public open space.</p>	<p>No action required.</p> <p>DCP controls to be developed, development potential of the site will be considered and assessed at detailed DA stage.</p>

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Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
			<ul style="list-style-type: none"> Amenity impacts (overlooking, visual amenity) Does not understand how the proposal can increase the value of the land when the FSR has been reduced; Considers the provision within the LEP to permit a 10% variation to the RL91 height control unwarranted and excessive; Undesirable precedent for increasing heights throughout the LGA; Impact on property values; Little consideration of the Blaxland west residential area, including impacts on parking; Traffic impacts Why has Council not opened the process up to a Design Competition; 		<p>Refer to response to submission given at submission no. 1 & 7.</p> <p>The value of the land is not a consideration for the purpose of assessing the merit of the Planning Proposal.</p> <p>This is a provision of the Standard LEP.</p> <p>Any future applications for height increases will be assessed on their own individual merit.</p> <p>Land values are not a consideration in the assessment of the merits of the Planning Proposal.</p> <p>Parking will be a consideration of the detail design and future DA stage. Council are currently preparing a site specific DCP that will be subject to a separate public consultation process.</p> <p>Refer to response at submission no. 6.</p> <p>The amended Planning Proposal relates only to increases in height and does not consider the detail design or form of any future development. This will be subject to</p>	<p>Actions as at submission no. 1 & 7</p> <p>No action required.</p> <p>No action required.</p> <p>No action required.</p> <p>No action required.</p> <p>DCP controls to be developed and matter to be considered at detailed DA stage.</p> <p>No action required.</p> <p>Matter to be considered at future DA stage.</p>

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Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
13	D11/99474		<ul style="list-style-type: none"> Overdevelopment; Believes the current civic building has not reached its serviceable life; Believes that the proposal is a Council grab at increased rate revenue; Privatisation of public land; Council should promise not to increase rates; Traffic impacts; 	O	<p>Refer to response made at submission no. 7.</p> <p>Maintenance issues of Council are not a matter for consideration in the assessment of a Planning Proposal.</p> <p>Refer to comment above.</p> <p>The sale of land is a matter for Council and not consideration in the assessment of a Planning Proposal.</p>	Refer to actions at No. 7
14	D11/99315		<ul style="list-style-type: none"> Modified version of PROFORMA TYPE 1: Objects to the privatisation of public land; 	O	<p>a future development application that will be assessed in accordance with site specific controls currently being developed by Council.</p> <p>Refer to comments above.</p> <p>Preference noted. Council's costs and operational matters are not matters for consideration in the assessment of a Planning Proposal.</p>	No action required.
			<ul style="list-style-type: none"> Operational matters of Council, including land sales are not a matter for consideration in the 		<p>This is a matter for Council and not a matter for the consideration of a Planning Proposal.</p> <p>Refer to response at submission no. 6.</p>	No action required.

ITEM 5 (continued)

ATTACHMENT 1

Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
15	DI1/99304		<ul style="list-style-type: none"> Seeks retention of the special use zoning to enable flexibility in future public uses; Retention of open space due to shortage; 		<p>assessment of Planning Proposals.</p> <p>The site is zoned B4 'mixed use', the Amended Planning Proposal relates only to the proposed changes in height. Any future use of the site will be consistent with its zoning under the RLEP 1995. The subject zoning permits the carrying of Civic uses.</p> <p>As indicated the site is zoned for B4 Mixed Use. The site does not currently serve as open space for the purpose of providing recreational opportunities nor is it identified for such uses in Council's strategic documents.</p> <p>As reported in the previous assessment, Ryde Park, which has an area greater than 45,000m² is located within the Town Centre and provides a suitable area of green/open space to meet existing and projected demand.</p> <p>Request noted.</p>	<p>No action required.</p>
16	DI1/97898		<ul style="list-style-type: none"> Requests letter to be treated as a formal submission. Amenity impacts (overshadowing, wind tunnels); Traffic impacts; Retain land in public ownership; Proposal is a "cash-grab" for Council; Retain and refurbish the existing Council building; Council has willfully neglected the maintenance of the building; Council need to listen to residents and refuse the proposal. 	O	<p>Refer to responses provide at submission nos. 1, 6, 11 & 12.</p>	<p>Refer to actions at submission no. 1, 6, 11 & 12.</p>
			<ul style="list-style-type: none"> Northern district times – 26/10/11 –RTA indicated that 	O	<p>Comments of the media are noted.</p>	<p>No action required.</p>

ITEM 5 (continued)

ATTACHMENT 1

Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
17	D11/96244		<ul style="list-style-type: none"> the subject "route" is the second most congested in the state; Traffic impacts – need for cumulative assessment of impacts; Existing transport routes (private and public) are already congested and at or near capacity; The proposal will further exacerbate these issues. Privatisation and sale of public land; Thus considers the proposed height increase "void"; Believes the current civic building was constructed with community opposition; Shopping centre causes adverse amenity impacts (privacy & shadowing) – this will be exacerbated; Council building should have architectural merit. 	O	<p>The RTA <i>Key Road Performance Report</i> released in September 2011. This report is released annually by the RTA and is aimed at providing information to the general public as a means of informing them on current traffic travel time statistics for various road link networks throughout the City. It is means of allowing the public to make informed decisions in respect to their mode of travel (public transport or private motor vehicle) and times they travel.</p> <p>Refer to response provided at submission no. 6</p> <p>Comments noted.</p> <p>Refer to response provided at submission no. 14.</p> <p>The amended Planning Proposal may still be considered. The potential/future sale of the land is not a matter for consideration in the assessment of the proposal.</p> <p>Noted.</p> <p>Refer to response provided at submissions no. 1 and 7.</p> <p>The ultimate design and built form</p>	<p>No action required.</p> <p>No action required.</p> <p>No action required.</p> <p>No action required.</p> <p>Refer to actions for submissions nos. 1 & 7.</p> <p>Matter to be considered at</p>

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Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
18	D11/95960		<ul style="list-style-type: none"> The site is not suitable for the proposed development. Alternatives in North Ryde or the Macquarie business area should be considered. 	O	<p>Preferences are noted. The site is located within an identified Town Centre under the NSW State Government Metropolitan Plan 2036. The proximity of the site to transport networks, services and infrastructure makes it ideal for the proposed form of mixed use development.</p> <p>The amended Planning Proposal was exhibited in accordance with <i>Environmental Planning and Assessment Act 1979</i>. Persons contacted directly by Council are those who had lodged a previous submission.</p>	No further action required.
19	D11/95745		<ul style="list-style-type: none"> Considers the communication of the proposal deceitful – i.e. the separation of the two sites – should be a holistic consideration. Social Impacts (overdevelopment): Traffic impacts: 	O	<p>The scale of development is limited by the height and FSR controls. These will complimented by a suite of Development Controls that are currently being developed by Council to ensure the suitability of any future development.</p> <p>Refer to submission no. 6.</p>	<p>DCP controls to be developed and issues in relation to amenity to be considered at detailed DA stage.</p> <p>No action required.</p>

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Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
			<ul style="list-style-type: none"> Capacity of existing infrastructure: 		<p>The amended Planning Proposal does not increase the potential demand on services comparative to the original Proposal reported in October 2011.</p> <p>As previously stated the site is located within an established and well serviced urban area. Hyder Consultants have investigated and determined that all public infrastructure (including, gas, water, electricity etc.) has the capacity to support the proposal.</p> <p>Notwithstanding, should the amended Planning Proposal be approved, these matters will be the subject of further consideration at the detailed design and development application stage.</p> <p>Refer to response at submission no. 1</p>	<p>Matters to be considered and addressed at DA stage.</p>
			<ul style="list-style-type: none"> Visual amenity impact/uncharacteristic development; 		<p>Matters relating to the management of Public assets are not pertinent to the assessment of a Planning Proposal.</p>	<p>DCP controls to be developed and issues in relation to amenity to be considered at detailed DA stage.</p> <p>No action required.</p>
			<ul style="list-style-type: none"> Retention of public land; 		<p>The Amended Planning Proposal relates only to the permissible height of the subject site. Given the sites strategic context and</p>	<p>No action required.</p>
			<ul style="list-style-type: none"> Recognises the need for redevelopment – just another form; 			<p>No action required.</p>

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Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
20	D11/95445 & D11/103586/ unregistered submission		<ul style="list-style-type: none"> Project driven by monetary gain not community benefit. Member of the City of Ryde Climate Change and Sustainability Advisory Committee. Considers the proposal unsustainable. Considers the parking allowance too low. The proposal does not seem to make allowance for the auditorium or public use of the site. 	O	<p>surrounding built form it is considered that the proposed form of development is suitable. The ultimate design and built form will be guided by development controls being developed specifically for the site.</p> <p>The proposal, should it be approved and Councils plan realised, is likely to generate benefits to the community.</p> <p>Increasing heights and density around town centres and transport routes is consistent with urban consolidation policies of the State Government and has positive and tangible positive impacts on the demand ad consumption of resources.</p> <p>Various State level planning policies are in place to encourage sustainable residential development (BASIX & SEPP 65) and Council are presently developing a site specific DCP. Theses controls when developed should include sustainability targets in line with National policy for Ecological Sustainable Development.</p> <p>The provision of car parking will be determined at DA Stage.</p>	<p>No action required.</p> <p>Matters of sustainability and design will be considered at DA stage.</p> <p>Consider at detailed DA stage.</p>

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Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
			<ul style="list-style-type: none"> Proposal would generate high levels of greenhouse gas emissions – high embodied energy in construction materials; Operational costs, reliance on burning fossil fuels (electricity); The proposed development will not enable future residents to achieve a zero carbon footprint; Adaptive reuse of the existing building will have a reduced impact; The proposed development will make Ryde a dormitory suburb; Supports the re-localisation movement; Proposal has insufficient provision of open space & as 		<p>Refer to comments above regarding at point 2.</p> <p>This is not a matter for the consideration of a Planning Proposal. Sustainability of future development, should the proposal be approved, will be subject to detail design and assessment.</p> <p>This is a matter for Council and not the assessment of a Planning Proposal.</p> <p>Ryde is identified as a Town Centre under the Metropolitan Plan 2036 for Sydney. It is supported by an array of commercial and retail land uses that will and do provide employment opportunities. Should the proposal be approved, any future development of the site will contribute to these opportunities and provide for further economic and social growth within the centre.</p> <p>Refer to comments above. Increasing of economic opportunities within the Ryde Centre will permit residents to shop, work and live within the LGA.</p> <p>The amended Planning Proposal</p>	<p>As above.</p> <p>No action required.</p> <p>No action required.</p> <p>No action required.</p> <p>No action required.</p> <p>DCP controls to be</p>

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Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
21	D11/95137/D 11/95131 & D11/94283		<ul style="list-style-type: none"> Inadequate open space has adverse impacts on a child's physical and mental development – therefore high density dwellings should not be encouraged; Traffic impacts. Proposal reflects a lack of respect for the community; Amenity impacts (visual amenity, loss of character, loss of privacy); Considers the disparity of the existing Civic building a matter of willful neglect by Council to justify the proposed development; 	O	<p>relates only to permissible height. The provision of open space will, if the proposal is approved, be subject to detailed design and assessment. Council is presently developing site specific development controls that will guide and inform the provision of open space on the site.</p> <p>Units provide for diversity of available housing stock and contribute to housing affordability. Residential Flat Building Design – State Environmental Planning Policy 65 and the development of a DCP will address the design, layout and provision of open space within a future development.</p> <p>Refer to response provided at submission no. 6</p>	<p>developed and issues considered at detailed DA stage.</p> <p>As above.</p> <p>No action required.</p> <p>Matters subject to further consideration at DA stage, if the proposal is approved.</p> <p>No action required.</p>

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Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
22	D11/93936		<ul style="list-style-type: none"> Requests Council to provide on-going cost reports & reasoning for such costs, with independent audits on "high maintenance costs"; Does not believe that sound reasons have been given for the proposal. Supports adaptive reuse and upgrade of the existing building 	O	<p>Request is noted. The ongoing running costs of Council are not a matter for the consideration of a Planning Proposal.</p> <p>The amended Planning Proposal does not involve any construction works. It relates only to an increase in permissible height. Any future development options are matter for the consideration of Council subject to the lodgement of a development application. As such this is not a matter for consideration in relation to the amended Planning Proposal.</p> <p>Refer to response at submission no. 7.</p> <p>Design critique noted. Ultimate form & layout subject to future detail design and assessment of a DA.</p> <p>Refer to comments above.</p> <p>The amended Planning Proposal includes appropriate height transitions that when used in combination with site specific development controls can establish an appropriate site curtilage to ameliorate the potential impacts of future development on adjoining heritage items.</p> <p>The potential heritage impact of any redevelopment of the site will also</p>	<p>No action required.</p> <p>No action required.</p> <p>Council is developing site specific development controls.</p> <p>All matters raised in this submission are subject to detailed design and would be considered and assessed at future DA stage.</p>

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Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
23	D11/103887		<ul style="list-style-type: none"> Considers basement level car parking an improved site response (from a visual amenity perspective). 	S	<p>These matters will be considered at detailed design stage, if the amended Planning Proposal is approved.</p> <p>Support is noted.</p>	No action required.
24	D11/103807		<ul style="list-style-type: none"> Supports the proposal: Revisitisation and redevelopment of the area; Concerned regarding potential amalgamation with Lane Cove Council & loss of community revenue; Site should be redeveloped as a landmark. Objects to 24 storey height limit; Overdevelopment; Infrastructure capacity; Unsustainable (resources & services); Social impacts (loss of community, education & lifestyle); Proposal driven by monetary gain. 	O	<p>Objection to height noted.</p> <p>Refer to response at submission no. 7.</p> <p>Refer to response at submission no. 19</p> <p>Refer to response at submission no. 20</p> <p>Local services & infrastructure will be upgraded to provide for population growth.</p> <p>The potential financial benefit or detriment is not a matter consideration in the assessment of merit of a Planning Proposal</p>	No action required.
25	D11/103675 D11/106771 D11/106773 D11/106775 D11/106896	70	<p>PROFORMA OBJECTION SUBMISSION – TYPE 2:</p> <ul style="list-style-type: none"> Objects: Sale of public asset/land: 	O	<p>Objection noted.</p> <p>Refer to response provided at submission no. 1</p>	No action required.

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Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
26	D11/103651 D11/104652 D11/105765 D11/105902 D11/105910 D11/106474	64	<ul style="list-style-type: none"> Overdevelopment; Loss of civic space; Traffic impacts; Uncharacteristic height; and Amenity impacts (loss of privacy). 	0	<p>Refer to response at submission no. 7</p> <p>Zoning of the site allows for Civic uses. The indicative concept plans make provision for mayoral chambers and a performance hall. However, these matters will be subject to the further consideration of Council, if the Proposal is approved and when detailed design takes place.</p> <p>Refer to response at submission no. 6</p> <p>Refer to response at submission no. 1</p> <p>Refer to response at submission no. 7.</p>	<p>Matters subject to further consideration at DA stage, if the proposal is approved. No action required.</p> <p>No action required.</p> <p>Matters subject to further consideration at DA stage, if the proposal is approved.</p> <p>As above.</p>
			<p>PROFORMA OBJECTION SUBMISSION – TYPE 5</p> <ul style="list-style-type: none"> Objects to the amended Planning Proposal: The site is "community" land, residents should decide if it should be sold. This should be done by referendum. No referendum. No sale. Land held for future generators; Objects to any height increase above 10 storeys (and the associated rezoning); 		<p>Objection noted.</p> <p>Operational decisions of Council are not matters for consideration in the assessment of a Planning Proposal.</p> <p>In principle objection to height and zoning noted. The amended Planning Proposal including transition heights is considered suitable for the strategic location of</p>	<p>No action required.</p> <p>No action required.</p>

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Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
27	D11/103654 D11/103640 D11/102655 D11/103675 D11/106145 D11/103644	117	<ul style="list-style-type: none"> Traffic impacts (2nd most congested road – lane Cove to Pymble); Overdevelopment; Environmental impacts (cars = pollution); Councillors have not “campaigned” & therefore cannot sell the land; Undesirable precedent for similar heights elsewhere is the LGA. 	O	<p>the site.</p> <p>Refer to response at submission no. 16. We note that the relevant stretch of road is that between Epping & Victoria Road.</p> <p>Refer to response provided at submission no. 7.</p> <p>The Planning Proposal itself will not create environmental impacts, such as pollution. The impact of the development in terms of the biophysical environment and potential to generate pollution will be considered at DA stage.</p> <p>Matters of political campaigning are not relevant to the assessment of Planning Proposals.</p> <p>Refer to response provided at submission no. 12.</p> <p>Refer to response at submission no. 1.</p> <p>Redevelopment options are not a matter for the consideration of a Planning Proposal. If approved, these issues will be considered as part of the detail design phase and assessed as part of a future development application.</p>	<p>No action required.</p> <p>Matters subject to further consideration at DA stage, if the proposal is approved.</p>

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Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
28	D11/103433		<ul style="list-style-type: none"> • Objects to proposed 24 storey height limit; • Would like to see redevelopment of the site to respect the community and the environment; and • Requests formal consideration of the submission. 	O	<p>Refer to response provided at submission no. 8</p> <p>Should the amended Planning Proposal be approved, Future redevelopment will be guided by site specific development controls (presently being developed by Council).</p> <p>The issues raised in the submission have been considered in the assessment of the amended Planning Proposal. Concerns are noted.</p>	<p>Refer to actions stated at submission no. 8.</p> <p>Matters subject to further consideration at DA stage, if the proposal is approved.</p> <p>No further action is required.</p>
			<ul style="list-style-type: none"> • Acknowledges the changes to the Planning Proposal. However does not consider them sufficient; • No information has been provided in respect to the following: <ul style="list-style-type: none"> ➢ Sustainability (refer to in correspondence as infrastructure) – use green roof, living walls to “disperse” heat, building should be ergonomically designed & self-sustaining (energy consumption); ➢ Traffic – major arterial roads currently congested. This will be exacerbated. Impact of through traffic as people try to avoid main, congested roads; ➢ Height – visual impact (eye-sore), 24 storeys will be visually prominent. Considers the current height suitable. ➢ Questions unit yield. Believes Council are avoiding providing a response; ➢ No community benefit. 		<ul style="list-style-type: none"> ➢ Refer to response at no. 20 ➢ Refer to response at no. 6 ➢ Refer to response at no. 1 <p>Ultimate yield is dependent on detail design. This is not a matter for consideration in the assessment of the Planning Proposal.</p> <p>Refer to response at</p>	<p>Matters subject to further consideration at DA stage, if the proposal is approved.</p> <p>No action required.</p> <p>Matters subject to further consideration at DA stage, if the proposal is approved.</p> <p>As above.</p> <p>No action required.</p>

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Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
29	D11/10267		<p>Writer would like a response that addresses her particular statements.</p> <p>➤ The proposal is unethical.</p> <ul style="list-style-type: none"> Traffic impacts: If Council needs more room they should extend the existing building over the library; Would like to a bus stop near the second bridge on Pope St 	O	<p>➤ The original Planning Proposal was supported by a Procity Plan and has been assessed by independent Planning Consultants to ensure impartiality. This plan is still current and relevant to the amended Planning Proposal.</p> <p>Ultimately the Minister for Planning and Infrastructure will assess and determine the application, ensuring an independent, unbiased and ethical decision making.</p> <p>The issues raised have been considered as part of the amended Planning Proposal. It is at the discretion of Council in providing a response of a direct to the submitter.</p> <p>Refer to response at submission no. 6.</p> <p>Suggestion is noted. However, this is not a matter for consideration of the amended Planning Proposal.</p> <p>Public transport services and infrastructure are the responsibility of the NSW State Transit Authority (STA). If the proposal is approved, STA will augment their services. These matters are subject to detailed design at a future DA</p>	<p>Matter for Council</p> <p>No action required.</p> <p>No action required.</p> <p>No action required.</p> <p>No action required.</p>

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Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
30	D11/106457		<ul style="list-style-type: none"> Representation on behalf of the <i>Residents for Ryde</i> Group: Sale of public land: Uncharacteristic height (visual impact, prominent and elevated position): Redevelopment is due to poor maintenance and neglect of the existing Council building: Requests a public hearing (S.57 of the LG Act) due to the volume of submission (1,700) in opposition: Considers council to have been disingenuous with respect to the Community consultation process: 	O	<p>stage:</p> <p>Refer to response provided at submission no. 1</p> <p>Refer to response at submission no. 1.</p> <p>Operational matters of Council are not matters for consideration in the assessment of a Planning Proposal.</p> <p>Council, as the relevant consent authority, may arrange a Public Hearing pursuant to s.57 (5)(b). Whilst SJB Planning does not believe the issues raised as part of public consultation are of a nature that would necessitate a public hearing. Based on the level of interest and to ensure probity in the process it has been recommended that a Public Hearing be held to permit the community all opportunity to air their concerns and be heard by Council.</p> <p>Council has engaged in Community Consultation and exhibited the amended Planning Proposal in accordance with regulatory requirements. All matters raised as part of this process have been</p>	<p>No action required.</p> <p>Matters subject to further consideration at DA stage, if the proposal is approved.</p> <p>No action required.</p> <p>Council to determine.</p>

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Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
			<ul style="list-style-type: none"> Believes that the \$7M spent of the Planning Proposal process could have been used to fund a substantial refurbishment of the existing Civic building; Amenity Impacts – far reaching (loss of privacy, noise, pollution, quality of life); Existing congestion – cumulative traffic impacts; Lack of open space for future residents; Gross overdevelopment; Considers a 4 star green rating an "ordinary goal"; 		<p>considered in the assessment of the original and amended Planning Proposal and in the formation of subsequent recommendations.</p> <p>Monetary and financial matters of Council operation are not matters for consideration in the assessment of merit of a Planning Proposal.</p> <p>Refer to responses at submission no. 7</p> <p>Noise: The potential for noise generation and transference is considered at detailed design and DA stage.</p> <p>Refer to response at submission no. 6</p> <p>The provision of open space within any future development, should the amended Planning Proposal be approved, will be guide by a development control plan (currently being developed by Council) and state level policy, such as SEPP 65.</p> <p>Refer to response at submission no. 7.</p> <p>Refer to response at submission</p>	<p>No action required.</p> <p>Matters subject to further consideration at DA stage, if the proposal is approved.</p> <p>Matters subject to further consideration at DA stage, if the proposal is approved.</p> <p>Matters subject to further</p>

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Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
			<ul style="list-style-type: none"> Undesirable precedent for similar forms and size of development; Even split of Councillors (for & against the proposal) – Mayor used casting vote to pass the Proposal; More than 2/3 of residents surveyed by Council oppose the plan – now supported by 1700 submissions that also oppose the development; Ryde is not located on the rail line; Insufficient public transport services and infrastructure to cater to population increase; RTA's Key Road Performance report – confirmed resident concerns regarding existing congestion; Social impacts (crime, anti-social behaviour); 		<p>no. 20</p> <p>Refer to response provided at submission no. 12</p> <p>This is not a matter for consideration in the assessment of a Planning Proposal.</p> <p>The volume of submissions and the nature of all concerns has been considered in the assessment of the proposal</p> <p>Ryde is an identified Town Centre under the Sydney Metropolitan Plan 2036 and is located on major arterial transport routes and is well serviced by existing public transport (bus) infrastructure that is capable of being augmented to meet demand if and when required</p> <p>Refer to response at submission no. 15</p> <p>There is no direct causal link between the high density/high rise development and crime. However, it is noted that the principles of Crime Prevention through Environmental Design (CPTED) are incorporated in to Council and State planning controls to design</p>	<p>consideration at DA stage, if the proposal is approved.</p> <p>No action required.</p> <p>No action required.</p> <p>No action required.</p> <p>No action required.</p> <p>Matters subject to further consideration at DA stage, if the proposal is approved.</p> <p>No action required.</p>

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Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
			<ul style="list-style-type: none"> • Appearance of the Mayor on CH10 News –stating that 24 storey development was not being imposed – has caused a confused and angry community, as they perceive this to be what is being proposed; • Considers 3 week exhibition period insufficient; • Inadequate exhibition documents; • Loss of landmark/iconic site; • 9 out of 10 residents are “appalled” with the proposal; • Use of technical terms (RLS) exclusionary for the community; • Community want greater involvement in the Planning 		<p>out crime through creating safe space that is well lit and provides for visual surveillance.</p> <p>The Amended Planning Proposal was exhibited for a period of 28 days consistent with advice provided by the Department of Planning and Infrastructure dated 21 October 2011</p> <p>The proposal, if approved, enables consideration of development applications seeking construction of buildings up to 24 storeys. However, the ultimate form of the buildings and heights will be subject to the assessment of a future development application.</p> <p>If the Planning Proposal is approved, redevelopment of the site could provide for an improved outcome in terms of development quality and contribute positively to the local identity and achieve equal iconic status as the existing building.</p> <p>Objection is noted.</p> <p>Council has used comparative storey height references and the visual concept plan to provide an interpretation of what the Relative Levels (RLS) may look like in terms of built form.</p>	<p>No further action required.</p> <p>Matters subject to further consideration at DA stage, if the proposal is approved.</p> <p>No action required.</p> <p>No action required.</p> <p>No action required.</p> <p>No action required.</p>

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Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
31	D11/106472		<ul style="list-style-type: none"> and decision making process; Defer consideration of the DLEP until issues relating to Special Uses zones, Tennis World site and Porters Creek are fixed; Council's Integrated Open Space Planning Project will be completed in the coming months; Deferral will enable Council to consider the outcomes of the State Government review of the EP&A Act & their consultation in relation to the future of open space; Proposal not in the interests of the community. 	O	<p>Refer to comments in respect to the community consultation above.</p> <p>These matters do not relate to the amended Planning Proposal being considered and as such are not matters for consideration in the assessment of the Proposal.</p> <p>Repeal of the EP&A Act is unlikely to have an impact on the strategic direction of metropolitan plan 2036 to increase density around identified town centres. Provision of open space is not controlled by the EP&A Act.</p> <p>Refer to submission no. 6.</p> <p>Objection noted.</p> <p>Refer to response at submission no. 1</p>	<p>No action required.</p> <p>Matters subject to further consideration at DA stage, if the proposal is approved.</p>

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Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
			<ul style="list-style-type: none"> Amenity (visual impact, privacy/loss, loss of solar access.); Impact on services & infrastructure (public transport, drainage); Traffic impacts; Social Impacts (crime); Parking impacts (lack of on street parking); Pedestrian accessibility; Council – willful neglect of Civic building – why has Council not adequately maintained the building? Consideration of alternate options – community consultation of each should have been undertaken; Uncertainty regarding the outcome & planning process; Public perception (Distrust for Council, the community is being rail-roaded, the proposal reflects “lazy planning”, The proposal is being “rushed” through – consultation only commenced in August 2011); 		<p>and the wider community.</p> <p>Refer to response at submissions no. 1 & 7</p> <p>Refer to responses at submissions no. 19</p> <p>Refer to responses at submissions no.6</p> <p>Refer to responses at submissions no. 30.</p> <p>Refer to responses at submissions no. 12</p> <p>Refer to responses at submissions no. 11</p> <p>Refer to responses at submissions no. 21</p> <p>Refer to responses at submissions no. 30</p> <p>The Planning Process will provide certainty.</p> <p>These matters are noted.</p>	<p>Matters subject to further consideration at DA stage, if the proposal is approved.</p> <p>Matters subject to further consideration at DA stage, if the proposal is approved.</p> <p>No action required.</p> <p>Matters subject to further consideration at DA stage, if the proposal is approved.</p> <p>Matters subject to further consideration at DA stage, if the proposal is approved.</p> <p>No action required.</p> <p>Matters subject to further consideration at DA stage, if the proposal is approved.</p> <p>No action required.</p> <p>No action required.</p> <p>No action required.</p>

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Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
			<ul style="list-style-type: none"> Public consultation issues (insufficient information made available to the public regarding possible options; Transparency in the process & probity concerns); Council's running costs should be made public – why do they need \$60million? Undesirable precedent for tower development; Undisclosed tender process and future leasing arrangements in relation to any future development; Council not operating in the public interest – lack of governance and transparent decision making; Overdevelopment; Existing parking and traffic congestion will be exacerbated – overflow into surrounding residential streets; Social impacts - Resident mix (renters vs. owner/occupier); Requests that detailed design information regarding the proposal be provided to the public for 		<p>Refer to responses at submissions no. 10</p> <p>Matters relating to Council's costs are not a matter for consideration in the assessment of a Planning Proposal.</p> <p>Refer to responses at submissions no. 12</p> <p>Not a matter for consideration in the assessment of a Planning Proposal.</p> <p>Refer to response provided at submission no. 34</p> <p>Refer to response at submission no. 7</p> <p>Refer to responses at submission no. 6</p> <p>Refer to responses at submission no. 11</p> <p>Detailed design will only occur if the</p>	<p>As above.</p> <p>No action required.</p> <p>No action required.</p> <p>No action required.</p> <p>No action required.</p> <p>Matters subject to further consideration at DA stage, if the proposal is approved</p> <p>Parking and Traffic will be further considered at DA stage.</p> <p>No action required.</p> <p>Matters subject to further consideration at DA stage.</p>

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Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
32	DT11/105874/	2	<ul style="list-style-type: none"> assessment; Heritage impacts (Hatton's Cottage); Natural Hazards (flooding impacts); Cumulative impact of recent development within proximity to the site; Issue with Councillors (A Councillor indicated (albeit based on staff advice) that zoning of a parcel of land on Blaxland Road from Hattons Cottage would not be rezoned & Councillors are ill informed on the process and the changes); The community would like greater input in the planning and decision making process; Council must listen to the voice of the community (1500 submissions); and Requests a referendum. 	O	<p>amended Planning Proposal is approved by Council and the Department of Planning & Infrastructure. If the matter progresses and the future development application, including detail design would be subject to further public consultation.</p> <p>Refer to response at submission no. 22</p> <p>The impact or potential impact on flood affection in relation to the site is a matter for consideration at DA stage.</p> <p>This matters relate to cumulative traffic impacts; refer to response at submission no. 6</p> <p>Comments are noted. However these are not matters for consideration in the assessment of a Planning Proposal.</p> <p>Refer to response provided at submission no. 34</p>	<p>if the proposal is approved.</p> <p>Matters subject to further consideration at DA stage, if the proposal is approved</p> <p>As above.</p> <p>Matters subject to further consideration at DA stage, if the proposal is approved.</p> <p>No action required.</p> <p>No action required.</p> <p>Refer to actions at no. 1.</p>

ITEM 5 (continued)

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Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
33	D11/105642		<ul style="list-style-type: none"> Concerns regarding built form and visual amenity of high rise development; Social impacts (gross overdevelopment, overpopulation, overcrowding, loss of community well-being); Traffic impacts (worsening congestion) Capacity/Impact of infrastructure and services (hospitals); Amenity impacts (overshadowing, privacy issues) Economic impacts (devaluation of property); Undesirable precedent (increase in high rise/high density development generally); Unattractive Top Ryde Shopping Centre; Development driven by profiteering developers not community interest; Impact of the sale of land on the future of Council's civic practices?; Council should apply for Federal Government grant to fund redevelopment; An architectural competition should be held; Preservation of open space; Question regarding Strata title over the proposed library - or is Council going to pay rent? (enclosed an envelope for Council to respond) 	O	<p>Refer to responses at submissions no. 1, 7, 12, 19, 20, 21 and 30.</p> <p>In relation to the provision for deep soil, it is advised that this is a requirement of a development control plan. The amended Planning Proposal relates only to modification in heights. The ultimate built form of the site, if the proposal is approved, will be subject to further detailed design and the lodgement and assessment of a development application. The</p>	<p>Refer to actions at submissions no. 1, 7, 12, 19, 20, 21 and 30.</p> <p>Landscaping and deep soil will be considered at future DA and detailed design stage.</p>

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Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
34	D11/105761		<ul style="list-style-type: none"> Redevelopment should provide an iconic building; Radical change (speed); Development alternatives (use of untenanted space in Top Ryde shopping centre); Traffic impacts – cumulative impacts of recent developments both within and beyond Ryde LGA. Current traffic modelling insufficient – further surveys & models required; Proposal fails to meet required 40% deep soil requirements; Lack of provision for future open space; Application of development controls needs to be vigilant; Ticking boxes in DCPs does mean a development meets the needs of a community. Opposes the Planning Proposal; Opposed LEP 143 in 2005 for increased height in Ryde Town Centre (RL130); One of two objectors to LEP 143 – had more understood the impacts response would have been greater; Council should have considered loss of views when assessing LEP 143. It should have considered the impacts to the community. 	O	<p>provision for and of deep soil will be considered at this stage, in line with the relevant adopted controls.</p> <p>In this regard, it is understood that Council are currently developing a site specific DCP to guide future development of the site.</p>	No action required in relation to matters raised.
			<ul style="list-style-type: none"> Council needs to be clear and transparent in respect to the Planning Proposal and its potential impacts; Step back from the Planning Proposal & consult with 		<p>Both the current and previous Planning Proposal and subsequent assessment reports have been approved.</p> <p>The impact on views is not a matter for consideration in Planning proposal such as LEP 143. Any potential loss of view as a result of the future development at the Civic site will be considered as part of a future DA should the subject amended Planning Proposal be approved.</p>	

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Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
36	D11/106757		<ul style="list-style-type: none"> Supports redevelopment but not at the expense of the community. <p>the community to find a solution</p>	O	<p>made available to the public for review and comment. All matters raised and the planning implications for each proposal considered and assessed.</p> <p>The original Planning Proposal was supported by a Probity Plan and has been assessed by independent Planning Consultants to ensure impartiality. This plan is still current and relevant to the amended Planning Proposal.</p> <p>Ultimately the Minister for Planning and Infrastructure will assess and determine the application, ensuring an independent, unbiased and ethical decision making.</p> <p>Concern regarding development is noted</p>	No action required in relation to matters raised.
			<ul style="list-style-type: none"> Ryde Community Group for the Environment: <ul style="list-style-type: none"> Refer to submission No. 38 – modified copy – additional comments include: <ul style="list-style-type: none"> Community propose an alternative, low rise, redevelopment & restoration of the "iconic" Civic Centre; Would like to see "significant" open space at the site; Removal of "special use zones" from DLEP – they would like to see these fixed to ensure the preservation of open space. Retention would provide certainty for the community; Long term implications for poor decision making; Considers there to be contradictions in the terms of reference for the ISOP and the Planning 		<p>Refer to response at Submission no. 6;</p> <p>The DLEP 2011 is subject to a separate exhibition and planning process to the amended Planning Proposal, the subject of this exhibition, assessment and report. These matters including, the</p>	

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Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
36	D11/105756		<p>Proposed being considered for the Civic site;</p> <ul style="list-style-type: none"> Disputes the rezoning of Tennis World site, Porters Creek, & M2 Surplus land. <p>Attached a previous submission dated 4 November 2011. The submission makes general reference to DLEP 2011 in particular the impact of rationalising Special Use zones with surrounding zoning.</p>	O	<p>rationalisation of Special Uses zones, the ISOP and rezoning of land at Tennis World, Porter Creek and Surplus M2 land are subject to a comprehensive land strategy and policy review in line with directions of the DP&I for implementation of the standard LEP. That will streamline the NSW Planning System. These matters are not relevant to the subject proposal or its assessment.</p> <p>The submission is acknowledged however, has no bearing on the subject Planning Proposal that relates to that land as show in figure Figure 5 of the prefacing report.</p>	<p>The concerns raised by the Ryde Environment Group should be considered by Council as part of their deliberations in respect to the comprehensive LEP review.</p> <p>Refer to actions at no. 12, 19, 20 and 30.</p>
37	D11/105751		<ul style="list-style-type: none"> Opposes the amended Planning Proposal: Lack of clear and meaningful community consultation; Amenity impacts (gross over development, inappropriate scale and height, visual amenity, loss of solar access, lack of specifics regarding open space provisions for future residents); Public land should only be used with the support of the community (sale of public land); Unsustainable design (lacks vision & environmental credentials); Heritage impacts (design & form of future development should retain the visual prominence of items of heritage significance); Councillors out of touch with residents (will not be re-elected); The PP is short term thinking; Impact on flight paths; Cost implications of the proposal for rate payers. <p>Objects to the Planning Proposal:</p>	O	<p>Refer to responses at submissions no. 12, 19, 20 and 30.</p> <p>In respect to flight paths, as previously reported, the site is not identified as being within the Contical Surface of the Obstacle Limitation Areas identified for Sydney Airport. Accordingly the proposal does not require concurrence from the Sydney Airport Corporation Limited or the Civil Aviation Safety Authority under the provisions of the <i>Civil Aviation (Building Control) Regulation</i>.</p> <p>There will be no impact on flight paths.</p> <p>Objection noted.</p>	<p>No action required in relation to flight path conflicts.</p>

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Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
	(refer also to submission D11/105842)		<ul style="list-style-type: none"> Traffic study – indicates that the area is “at capacity”; disagrees with traffic model, in particular the notion that people will use their car less; Lack of consideration for pedestrian and cyclist safety; Pedestrian mobility is restricted; Public transport (difficult to access); Traffic impacts (exacerbate existing congestion); Inaccurate exhibition information – misrepresentation of heights (19 storeys when it should be 24 storeys); Civic development is not mentioned in the exhibition material – misrepresentation. 		<p>Refer to response to submissions no. 6 and 16.</p> <p>Refer to response to submission no. 11 (pedestrian accessibility & safety).</p> <p>Council encourages cyclists to use established routes along residential streets away from major arterial roads. This was assessed and considered as part of the original Planning Proposal (and remains unaffected by the amended Proposal currently being considered).</p> <p>Refer to response at submission no. 9 and 29.</p> <p>Refer to response at submission no. 6.</p> <p>The exhibition documentation reflected the appropriate information.</p> <p>Council’s future plans in terms of occupation of the site are presently unresolved. We note that the B4 “mixed use” zoning allows for civic uses to be undertaken within the zone. However, this is a matter for Council and not a matter for consideration in the assessment of the amended Planning Proposal.</p>	<p>Refer to actions at submissions 6 and 16.</p> <p>Refer to actions at submission 11.</p> <p>No action required in relation to cycle paths.</p> <p>Refer to actions at submission no 9 & 29.</p> <p>Refer to actions at submission 6.</p> <p>No further action required.</p> <p>No action required.</p>

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Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
			<ul style="list-style-type: none"> Car park heights are expressed in planning terms (?) – accordingly true impact of height cannot be determined (may be referring to use of the Relative Level or RL); If FSR has been reduced on the site, why has the height also not decreased? A 40% decrease in FSR should equal a 40% decrease in height (i.e. 6 storeys) – medium density; Conflict of interest (council as a developer/ Lack of transparency); Undesirable precedent; Amenity impacts (loss of solar access, lack of open space, visual impact); No community benefit for Ryde residents – loss of open space; Considers the use of indicative plans misleading; Uncertainty in the outcome; 		<p>Council has used comparative storey/ height references and the visual concept plan to provide an interpretation of what the Relative Levels (RLs) may look like in terms of built form.</p> <p>The proposal for increased height is considered consistent with the town centre location and the metro plan to increase densities around town centre.</p> <p>Refer to response at submission no. 34</p> <p>Refer to response at submission no. 12</p> <p>Refer to responses at submissions no. 1 & 7</p> <p>Refer to response at submission no. 6</p> <p>Noted.</p> <p>The adoption of planning controls will give certainty in relation to the site and what can and cannot be achieved.</p>	<p>No action required.</p> <p>No action required.</p> <p>No action required.</p> <p>Matters to be considered at DA stage. Council to develop suitable site specific controls.</p> <p>No action required.</p> <p>No action required.</p> <p>No action required.</p>

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Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
38	D11/105748		<ul style="list-style-type: none"> Understands the justification for the proposal; Believes proposal will be beneficial to the area & contribute to an improved; Does not agree with the sale of public land to achieve redevelopment; Considers the ownership of less than half the site (report that Council will retain 40% ownership) is not considered a financially viable situation; The proposed RL 130 will be higher than the maximum height of the adjoining Top Ryde Centre (RL 105); 	O	<p>Comments noted</p> <p>Refer to response at submission no. 1</p> <p>Matters relating to the management of Council assets is not a matter for consideration in the assessment of a Planning Proposal.</p> <p>It is the intent of the proposal to reinstate the civic centre to its landmark status. The proposal is considered suitable given the site Town Centre location, well serviced by public transport, retail and commercial opportunities and the current transition in the built form character of the area.</p> <p>Refer to responses at submissions 1 and 7;</p>	<p>No action required</p> <p>No action required.</p> <p>No action required.</p>
39	D11/105742		<ul style="list-style-type: none"> Amenity impacts (visual impacts, overshadowing); Overdevelopment; Requests that the email be treated as a formal submission. 	O	<p>Comments noted.</p> <p>Refer to response at submission no. 7</p> <p>Request noted.</p>	<p>Issues raised have been considered in the assessment of the application. No further action is required.</p> <p>No action required.</p> <p>As above.</p> <p>DCP controls to be developed and impacts considered at detailed DA stage.</p>

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Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
			<ul style="list-style-type: none"> Impact on quality life: Amenity impacts (quality of life, noise privacy loss, reflectivity, overshadowing): Objects to sale of public land: Parking impacts (council employees street parking): Impact on services and infrastructure: Considers high rise/high density dwellings akin to tenements (social impact): Believes they will remain unoccupied – ghost town (i.e. Docklands in Melbourne): Traffic impacts (exacerbate existing congestion, disruption due to construction). 		<p>Refer to response at submission no. 31</p> <p>Refer to responses at submissions nos. 1 & 7. In relation to reflectivity, these matters are subject to detailed design and will be considered and assessed at detailed design stage.</p> <p>Refer to response at submission no. 1</p> <p>Refer to response at submission no 12. Council's intent for the site is currently unresolved, the provision of staff parking at the site, if redeveloped, would be subject to future assessment and dependant on the final mix of uses.</p> <p>Refer to response at submission no. 19.</p> <p>Design quality of Residential Flat Building development is guided and regulated by national, state and local policy. Any future development will be assessed against these policies to ensure design excellence and suitable residential amenity.</p> <p>Concerns are noted.</p> <p>Refer to response at submission no. 6.</p> <p>Construction impacts are a matter</p>	<p>Refer to action at no. 31</p> <p>DCP controls to be developed and impacts considered at detailed DA stage.</p> <p>No action required.</p> <p>DCP controls to be developed and impacts considered at detailed DA stage.</p> <p>To be considered at DA stage.</p> <p>DCP controls to be developed and impacts considered at detailed DA stage.</p> <p>No action required.</p> <p>No action required.</p> <p>Matters to be considered</p>

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Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
40	D11/105534		<ul style="list-style-type: none"> RTA recognises the poor operational level of the road network in the area – how can everyone acknowledge the road network is at capacity & then progress an application that would contribute to traffic generation? Considers the supporting traffic report limited in radial scope. Why has this proposal not gone through the Local Traffic Committee or commented on by Local Police? Amenity impacts (overshadowing, loss of privacy): Undesirable precedent – further supported by Council's support of recent development for increased height in the town centre at the JPPP. 	O	<p>Refer to response at no. 6 and 16.</p> <p>As above.</p> <p>These referrals would be undertaken as part of a future development application, if the proposal is approved.</p> <p>Refer to response at submission no. 6</p> <p>Refer to response at submission no. 12.</p> <p>Recent JPPP decisions reaffirm the appropriateness of the amended Planning Proposal that the Town Centre is strategically well placed to accommodate the proposed increase and that increasing height and density is consistent with the likely future character of the area.</p>	<p>Refer to actions at submission no. 6 and 16.</p> <p>Further investigation at DA stage.</p> <p>Referral of future DA.</p> <p>DCP controls to be developed and impacts considered at detailed DA stage.</p> <p>No action required.</p>
41	D11/105532		<ul style="list-style-type: none"> Object to the amended Planning Proposal (PP): 	O	<p>Objection noted.</p>	

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Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
42	D11/105529		<ul style="list-style-type: none"> • Amended PP does not address previous concerns including: <ul style="list-style-type: none"> ➢ Sale of public land; ➢ Will destroy the civic precinct through overdevelopment; ➢ Traffic and congestion; ➢ Height and privacy; ➢ Makes a distinction between high density and high rise. The latter is not attractive or an acceptable mode of addressing housing need whereas the former is; ➢ lack of play/green space. • There is no demand for the proposed development (i.e. 2x 24 storey towers); 	O	<p>Refer to response at submission no. 1</p> <p>Should the amended Planning Proposal be approved, Redevelopment will contribute positively to revitalisation of the Town Centre. The preservation of a Civic functions is preserved through zoning that permits civic uses. Council are yet to determine the full extent of these services.</p> <p>Refer to response at submission no. 6.</p> <p>Refer to responses at submissions no. 1 and 7.</p> <p>Highrise development can be attractive depending on design quality. This will be subject to the development of suitable controls and future assessment at DA stage.</p> <p>Refer to response at submission no. 20</p>	<p>No action required.</p> <p>As above.</p> <p>As above.</p> <p>As above.</p> <p>DCP controls to be developed and impacts considered at detailed DA stage.</p> <p>Further investigation at DA stage.</p>

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Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
43	D11/105501		<ul style="list-style-type: none"> Residents & Tax Payers own the site – they should decide how, if and when it is sold or developed; Uncharacteristic height/scale & Amenity impacts (visual); Heritage impacts – dominance of proposed, diminish value; Existing zoning and heights for the area are suitable and should remain; Traffic & Parking impacts. 	O	<p>population.</p> <p>This is an operational decision of Council and is not a consideration for the assessment of a Planning Proposal.</p> <p>Refer to response at submission no. 1.</p> <p>Refer to response provided at submissions no. 22</p> <p>The zoning of the site will remain B4 "mixed use" the Planning Proposal relates only to height. The height increases are consistent with the current character transition and will reinforce the civic centre of the Town and balance development at the Top Ryde Shopping Centre site.</p> <p>Refer to responses at submissions no. 6 & 12</p>	<p>No action required.</p> <p>DCP controls to be developed and impacts considered at detailed DA stage.</p> <p>As above.</p> <p>No action required.</p> <p>Further investigation regarding traffic and parking will occur at future DA stage.</p>
			<ul style="list-style-type: none"> Retain site as public land; Does not want high rise development; Wants all existing green space retained – no sale of open space land – there is need for further open 		<p>Refer to response at submission no. 1</p> <p>Development preferences are noted.</p> <p>Refer to submission response at No. 14</p>	<p>No action required in respect to issues raised.</p>

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Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
44	D11/105493		<ul style="list-style-type: none"> Retention of Special use zones to provide certainty that schools, hospital etc will be retained – does not want these sites rezoned commercial or residential; 2009 decision of Council to rezone all of Mars Park E2 should be honoured; Requests letter to be treated as a formal submission. <p>space in the area:</p> <ul style="list-style-type: none"> Opposes the sale of land, increased height, increased population and increasing traffic; Traffic impacts – exacerbated by Top Ryde. Developer should have built a tunnel to divert traffic. Increasing population will contribute further; Impact on infrastructure – residents levied with higher rates to pay for service upgrades; A similar proposal by an individual ratepayer would not receive the same favourable treatment; Amenity/ impacts (visual, loss of privacy); Overdevelopment. 	O	<p>Refer to response at submission no. 14.</p> <p>Submission has been treated as a formal submission.</p>	Refer to actions at submission no. 19
45	D11/105489		<ul style="list-style-type: none"> Objects to the proposal Uncharacteristic heights; Amenity (visual impact); Council should not build what it cannot afford to maintain; Believes the current building should be renovated; Council should lead by example in encouraging people to reuse and restore existing buildings and not proliferate development. 	O	Refer to response to submission no. 19	Refer to actions at submission no. 19
46	D11/105487		<ul style="list-style-type: none"> Will exacerbate existing traffic problems. Need infrastructure upgrades to cope with increase in population; 	O	<p>Refer to response at submission no. 6.</p> <p>Refer to response at submission no 19</p>	<p>Refer to action at submission no. 6.</p> <p>Refer to action at submission no 19</p>
47	D11/105467		<ul style="list-style-type: none"> Proposal is driven by profiteering and not the community interest Still consider the amended proposal to be a gross 	O	<p>Refer to response at submission no. 6</p> <p>The amended Planning Proposal</p>	Refer to action at submission no. 6

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Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
48	D11/105466		<p>overdevelopment of the site:</p> <ul style="list-style-type: none"> Initial concerns have not been addressed; Lack of consideration of community concerns has reaffirmed their objection to the proposal; The reduced FSR, setbacks, built form & heights are no concession as the following matters persist: <ul style="list-style-type: none"> Do not agree with destruction Civic precinct; Appalled by the Council Proposal; Do not want/need increased pedestrian or vehicular traffic; Do not agree with the amended height (RL 130); Do not agree with sale of public land; Do not want their quality of life compromised. <p>They want to see the existing Civic building retained and renovated. Replacement should only take place when Council has considered the above.</p>	O	<p>seeks to permit an increase in height for future development. The proposal itself does not seek development of the site, this will occur at DA stage.</p> <p>Matters relating to overdevelopment are discussed at submission no. 1</p> <p>All concerns raised in submissions to both the original and amended Planning Proposal have been considered in the assessment of the proposal at each stage.</p> <p>The ongoing concern of the submitter is acknowledged.</p>	Refer to actions at submission no. 19
49	D11/105457		<ul style="list-style-type: none"> Objects to the scale of the development; Densive of Council's decision to permit the Putney Hill development go ahead – they should not perpetuate the mistake; Impact on infrastructure; Not in the community interest; Opposes sale of land & multi-storey tower development; Believes Council should maintain the status quo; Profit not community driven; Should improve existing facilities not redevelop; Loss of public land; Visual amenity impacts. 	O	<p>Objection noted.</p> <p>Refer to submission no. 30</p>	Refer to actions at submission no. 30

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Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
50	D11/105454		<ul style="list-style-type: none"> • Objects to the Planning Proposal: • Undesirable precedent for high rise development; • Traffic impacts; • Insufficient infrastructure (lack of public transport, no train). 	O	Objection noted. Refer to response at submission no.12 Refer to response at submission no.6 Refer to response at submission no.19.	Refer to actions at submission no.12 Refer to actions at submission no.6 Refer to actions at submission no.19.
51	D11/105450		<ul style="list-style-type: none"> • Objects to proposed rezoning; • Undesirable precedent; • Traffic impacts (lack of public transport options); • Sale of land will remove asset base, concern this could lead to another Council forcing amalgamation with Ryde and its residents would be treated unfairly; • Considers current zoning suitable to allow Council to redevelop. 	O	Objection noted. Refer to response at submission 12. The site is located in an area well serviced by Public transport. Refer to response at submission no. 1. Matters of future amalgamation are not relevant to the consideration and assessment of a Planning Proposal.	Refer to response at submission no.12 STA will augment services to meet demand. Refer to response at submission no. 1.
52	D11/105448		<ul style="list-style-type: none"> • Supports the Planning Proposal (as amended); • Considers the proposed redevelopment necessary and in keeping with Ryde's status as a "city" & will compliment Top Ryde; • Will increase the assets of the Council; • A/ryle Centre site – hopes this site will be used for 	S	Comments noted Current controls would lead to the uneconomic use of land. The Planning Proposal allows for redevelopment that meets the strategic goals of the State Government and the long socio-economic growth of Ryde.	No Action

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Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
53	D11/105422		<ul style="list-style-type: none"> affordable housing. Site is service by necessary infrastructure to ensure suitability. Would not be happy/ to see the site used for another purpose; Current Civic centre is beyond repair, maintenance will only prolong the inevitable need to demolish and redevelop. 	O	Noted.	No action.
54	D11/105185		<ul style="list-style-type: none"> Objects to the proposal; 2 (SIC) storeys of units is gross overdevelopment; Lack of support infrastructure; Amenity impacts (visual, loss of privacy); Traffic impacts; Sale of public land; Proposal uncharacteristic; Driven by profit and not community interest. 		Refer to responses at submission no. 19	Refer to actions at submission no. 19
55	D11/106509 D11/105950 D11/105959 D11/105953 D11/105962 D11/106067	5	<ul style="list-style-type: none"> PROFORMA SUBMISSION OBJECTION – TYPE NO. 3: Objects to the Planning Proposal; Request for a public hearing under s.57 of the EP& A Act due to the number of submissions to be lodged (1500); Believes Council has not given adequate consideration to the detrimental impacts of the proposal of the community of Ryde; Amenity impacts (loss of privacy, loss of solar access, pollution, noise inadequate open space) Traffic impacts; Would like to see the Civic centre retained; 	O	<p>Objection noted.</p> <p>Request is acknowledged. The decision to hold a Public Hearing is at the discretion of Council.</p> <p>All submissions received have been considered in the assessment of the original and amended Planning Proposal.</p> <p>Matters relating to amenity have been considered and addressed at submissions no. 7, 20, 30</p> <p>Refer to response at submission no. 6</p> <p>It is the intent of Council to maintain a civic and function use at the site,</p>	<p>Matter for Council</p> <p>No further action is required.</p> <p>Develop appropriate site responsive Development controls. Consider impacts at future DA stage.</p> <p>Further consideration of traffic matters to occur at future DA stage.</p> <p>No action required.</p>

ITEM 5 (continued)

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Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
56	D11/105053		<ul style="list-style-type: none"> Do not want high rise development at the site, want the community alternative vision (the vision is unexplained); Retention of public land. 	O	<p>The final intensity of the use will be dependant up the approval of the Planning Proposal and operational nature, capacity and requirements of Council and the site in the future.</p> <p>The alternative vision for open space and a Park at the site, does not optimise the strategic location of the site and the ultimate development potential. Moreover it is noted that the town centre is already provided with adequate recreation land.</p> <p>This is an operational matter of Council and not relevant to the assessment of a Planning Proposal.</p>	<p>No action required.</p>
			<ul style="list-style-type: none"> Objects to the amended Planning Proposal; Sale of public land; Redevelopment should make the community proud and last 100 years; Overdevelopment; Cumulative impact of the proposal with the recent Top Ryde; 		<p>Objection noted.</p> <p>Refer to response at submission no. 1.</p> <p>Refer to response at submission no. 46.</p> <p>Refer to response at submission no. 7</p> <p>This will be a matter for consideration at future DA stage, if the amended Proposal is approved. Notwithstanding, the cumulative impacts of the Ryde Town Centre redevelopment, was considered in the assessment of Parking, which</p>	<p>Refer to actions at submission no. 1.</p> <p>Refer to actions at submission no. 46.</p> <p>Refer to actions at submission no. 7</p> <p>Subject to further consideration at DA stage.</p>

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ATTACHMENT 1

Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
57	D11/104386		<ul style="list-style-type: none"> Doesn't believe the concerns of residents are being Does not consider that the amended Planning Proposal responds to the Community's concerns, particularly in relation to the height; Land is important as the centre of Ryde and should be retained. If the Argyle theatre can't be used – sell this site to developers – this can fund the new Civic centre; What is planned for the far side of Blaxland Road? Will it also be rezoned for high rise development? Traffic Impacts; 	O	<p>lead to the development and implementation of the Integrated Transport Solution (ITS).</p> <p>Refer to response at submission no. 6</p> <p>The amended Planning Proposal relates only to heights changes at the Civic Centre site.</p> <p>Council's asset management decision is not a matter for consideration in the assessment of the merit of the amended Planning Proposal.</p> <p>Subject to approval of the amended Planning Proposal and development of suitable development controls. A future development achieving design excellence has the opportunity to restore the landmark status of the site.</p> <p>The proposal to increase permissible height is considered suitable for the site from a Planning point of view. The communities concerns have been considered in the assessment of the proposal and recommendations where necessary to resolve potential impacts.</p> <p>Concerns noted.</p>	<p>No further action required.</p> <p>No action required.</p> <p>No action required.</p> <p>Refer to actions at submission no. 6</p> <p>No action required.</p> <p>No action required.</p>

ITEM 5 (continued)

ATTACHMENT 1

Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
58	D11/106660	2	<ul style="list-style-type: none"> • Taken seriously by Councillors: • Consider the plan to be rushed through the community consultation process. 	O	<p>Community consultation has been undertaken in accordance with regulatory requirements. It is however recommended that a further consultation be undertaken by way of a Public Hearing to allow the community a avenue of further voicing their concerns in relation to the proposal.</p> <p>Comments are noted.</p>	No action required.
59	D11/106667		<ul style="list-style-type: none"> • Supports the proposal: • Current Civic centre is unsuitable and aging facilities (embarrassing); • Need to look to the future and have vision; and • Needs to be achieved without increasing rates. • Objects: • The plans do not take into consideration the residents; • Proposal to increase height is driven by profit not by community interest or benefit; • Loss of Character (visual and historic)/uncharacteristic scale(height), Streetscape impacts; • Sale of public land; • Amenity impacts (visual impact, loss of views, loss of solar access – general and particularly in relation to future residents of Top Ryde City Apartments); 	O	<p>Objection noted.</p> <p>Refer to response at submission no. 6</p> <p>Refer to response at submissions nos. 1 and 22.</p> <p>Refer to response at submission no. 1.</p> <p>Refer to responses at submissions nos. 1 and 7.</p> <p>View loss - Partial view loss may occur as a result of the future development. Future application will need to be supported by a view impact assessment.</p>	<p>Refer to actions at submission no. 6</p> <p>Refer to actions at submissions nos. 1 and 22.</p> <p>Refer to actions at submission no. 1.</p> <p>Refer to actions at submissions nos. 1 and 7. Matters of view loss to be considered and assessed at DA stage.</p>

ITEM 5 (continued)

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Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
60	D11/106770		<ul style="list-style-type: none"> Traffic impacts (exacerbate existing congestion, residential streets used a "rat run" to avoid congestion on main arterial roads); Parking (total number of spaces & allocation between uses and apartments, impacts of commuter parking, lack of available on street parking); The Proposal should have been considered as part of Top Ryde City redevelopment; Pedestrian accessibility (new Parkes Street lift constantly out of order); Public consultation information misleading (out of date and unreflective of current development); Compensation for residents; Construction impacts (noise, lack of on street parking, accessibility to properties, prohibit construction on weekends); Objects to the Planning Proposal to allow increased height; The proposal is contrary to the wishes of the Ryde 	O	<p>Noted.</p> <p>Refer to response at submission no. 39</p> <p>Objection noted.</p>	<p>Refer to actions at submission no.6</p> <p>Refer to actions at submission no. 39.</p> <p>No action required.</p> <p>No action required.</p> <p>No further action required.</p> <p>No action required.</p> <p>Conditions to be imposed on any future consent.</p>

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Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
61	D11/106678		<p>Community:</p> <ul style="list-style-type: none"> Spate of overdevelopment (i.e. Weemala); Developers not contributing to the improvement of local services or infrastructure (i.e. roads); Traffic impacts (exacerbate existing congestion – main arterial roads, roads at capacity); <i>Ryde – Hunters Hill Flora and Fauna Preservation Society:</i> Objects to the Planning Proposal (PP) to increase height; PP does not demonstrate design excellence (proposal for increased height to RL 130 is in fact considered contrary to this); Does not believe that SLB in their report to Council adequately demonstrated that any future development at the site will reflect design excellence; and Consideration of car parking (in particular underground parking) form and size should be considered at the zoning stage. 	O	<p>Refer to responses at submissions Nos. 6 & 16.</p> <p>Objection noted.</p> <p>The amended Planning Proposal relates only to changes in the height controls relating to the site. Detailed design of any future development will only occur if the proposal is approved.</p> <p>It is understood the development controls are being developed for the site that will guide future development to ensure an appropriate, site responsive outcome.</p>	<p>No action required.</p> <p>As above.</p> <p>DCP controls to be developed and issues in relation to amenity to be considered at detailed DA stage.</p> <p>All matters are subject to future consideration at detailed design and DA stage.</p>

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Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
			<ul style="list-style-type: none"> Proposal driven by commercial profit not proper urban design rationale or design excellence outcomes; Retention of only 40% of the site (under Strata title) by Council – sale of public land should not be allowed; Seeks clarity of the proportion of land to be retained by Council will be taken up by road; Extent of excavation required to permit high rise development will compromise reintroduction of native vegetation to the site; The site presently provides public open space – site should be studied for its natural heritage value of the soil & re-establishment of native bushland; 		<p>These matters are addressed at detailed design and DA stage.</p> <p>This is an operational matter for Council and not a matter for consideration in the assessment of a Planning Proposal.</p> <p>Notwithstanding, Council presently intends to maintain mayoral chambers and performance hall at the site. The tenure arrangement is undetermined at this time.</p> <p>Excavation works would not prohibit the provision of deep soil planting on the site. These matters are not a consideration for the assessment of a Planning Proposal. Rather these matters would be considered at DA stage.</p> <p>Refer to response at submission no. 20 in relation to open space.</p> <p>In relation to natural heritage value, we note that the site is located within a highly modified urban environment. The strategic importance of the site within the town centre does not lend itself to native bushland regeneration works. Consideration of environmental and heritage values will form part of any future</p>	

ITEM 5 (continued)

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Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
62	D11/106574		<ul style="list-style-type: none"> Disruption of natural groundwater filtration and impact on ground water quality. Public open space has positive effects on community well-being; Objects to high rise development at the site; Would like to see an "inspiring Civic centre". Supports the community vision for the site; Wants all existing green space retained – no sale of open space land – there is need for further open space in the area; Retention of Special use zones to provide certainty that schools, hospital etc will be retained – does not want these sites rezoned commercial or residential; 2009 decision of Council to rezone all of Mars Park E2 should be honoured; Requests letter to be treated as a formal submission. 		<p>development application, should the amended Planning Proposal be approved.</p> <p>Environmental site investigations, including ground water testing (if necessary) would occur at detailed design and DA stage, if the amended Planning Proposal is approved.</p> <p>Agreed. Refer to response at submission no. 14</p> <p>For all other comments refer to responses at submission 4.</p>	<p>DCP controls to be developed and issues in relation to amenity to be considered at detailed DA stage.</p>
63	D11/106833		<ul style="list-style-type: none"> Overdevelopment; There should be no allowance for residential or retail 	O	<p>Refer to response at submission no. 7</p> <p>The amended Planning Proposal</p>	<p>DCP controls to be developed and issues in relation to amenity to be considered at detailed DA stage.</p> <p>No action required.</p>

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Notification Submission – Summary						
Sub #	TRIM Ref	# copies (only proforma subs)	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
			<ul style="list-style-type: none"> development on the site; Redevelopment should only permit minor increases (if any) to the existing footprint; Retention of open space; Concerned that Council has proceeded with the proposal despite public opinion. 		<p>does not alter the existing B4 "mixed use" zoning. The aforementioned zone permit mixed use developments incorporating both residential and retail uses.</p> <p>Refer to response at submission no.51</p> <p>Refer to response at submission no. 20.</p> <p>noted.</p>	<p>DCP controls to be developed and issues to be considered at detailed DA stage.</p>

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ATTACHMENT 1

Appendix **B**

ORIGINAL PLANNING PROPOSAL

ITEM 5 (continued)

ATTACHMENT 1

SUBJECT: Ryde Civic Precinct - Planning Proposal

Meeting: Planning and Environment Committee **Date:** 18 October 2011

STRATEGY: Land Use & Development

ACTION: Coordinate land use and open space planning

OVERVIEW AND PURPOSE OF REPORT

SJB Planning NSW Pty Ltd has been engaged by Council to undertake an independent assessment of a Planning Proposal submitted on behalf of Ryde City Council to amend the planning controls applying to the Council owned land at 1A Devlin Street, Ryde "the site".

The proposal is to prepare a draft local environmental plan (DLEP) for the site to amend Ryde Local Environmental Plan 2010 to amend the Height of Buildings Map and amend the floor area controls in Schedule 6 applying to the site.

At the Council meeting held in 9 December 2008 Council resolved to prepare an amendment to the draft Ryde LEP 2008 (now known as LEP 2010) to increase the permissible height of the Civic/Mixed Use Precinct from RL91 Australian Height Datum (AHD) to RL130 AHD.

A Planning Proposal for exhibition was subsequently prepared and submitted to Council by JBA Planning on behalf of Ryde City Council in late July 2011 to amend the height from RL91 to RL130 and reduce the nett useable floor space from 100,000m² to 60,000m².

At the date of the preparation of this report, a Development Application for the subject site has not yet been lodged with Council. This report does not consider or make an assessment of any Development Application concerning development of the site.

It is also noted that this report does not in any way consider the merits, the conditions or any of the circumstances relating to any agreement, commercial arrangements for sale, lease or retention of the site which Council may have or propose to enter into regarding the subject land in the future.

This report assesses the following key matters:

- The adequacy of the Planning Proposal for the purposes of submission to the Department of Planning and Infrastructure; in accordance with *Environmental Planning and Assessment Act, 1979* and *Environmental Planning and Assessment Regulation 2000*;
- Reviews, summarises and assesses the issues raised in the submissions received during the public exhibition of the Planning Proposal; and
- The planning merit of the actual Planning Proposal prepared and submitted to Council.

The key issue to emerge in the assessment of this Planning Proposal is the application of the proposed height control across the majority of the site. The proposed RL130 height limit itself is considered appropriate given the town centre location of the site. However its application across to the full width of the site, i.e. immediately adjoining the Blaxland Road properties, is problematic and was considered unacceptable due to the lack of a transition and the potential resultant visual and overshadowing amenity impacts.

For this reason, this report recommends that the Planning Proposal, most notably the height control map, be amended to provide a suitable transition to the Blaxland Road properties. It also recommends a suite of site specific controls be prepared as part of a DCP to address issues of building slenderness, overshadowing, heritage, transition and scale to Blaxland Road, width of Blaxland Road, setback to Devlin Street and landscaping.

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Otherwise, this report concludes that the proposal to amend the height and floor space controls applying to the Council owned land at 1A Devlin Street, Ryde is a rational planning outcome, is consistent with NSW Department of Planning policies, is consistent with the Inner North Subregion Draft Subregional Strategy, is consistent with the Ryde Development Control Plan 2010 and therefore has merit.

This report concludes that subject to amendments to the proposed height map and the preparation of a suite of site specific DCP controls, the Planning Proposal is considered acceptable.

Specifically the stated objectives and intended outcomes of the submitted Planning Proposal and aspects of the indicative concept drawings are consistent with the built form outcomes envisaged in the existing DCP.

In accordance with the NSW Government's 'gateway' process which deals with rezoning applications and LEP amendments, a planning proposal can be prepared by the relevant planning authority (RPA) or by a proponent for the proposed LEP. In either event, the RPA is ultimately responsible for any planning proposal to be forwarded to the Minister for the next step in the process, being the gateway determination.

Therefore in accordance with the findings of this report, it is considered that the Planning Proposal, subject to the recommended amendments, should proceed to the NSW Department of Planning.

1.0 THE SITE AND SURROUNDING LAND

1.1 Site Description

The land the subject of this proposal is known as 1A Devlin Street, Ryde and is more commonly known as the site of the Council's Civic Centre or described as the Civic Precinct.

The site is an irregular triangular shaped lot with an area of 16,037m² or 1.6 hectares. The site is generally orientated north-south with a main frontage to Devlin Street to the east, Parkes Street to the south-west and Blaxland Road to the west.

It has length of approximately 290m along the Devlin Street frontage and a maximum width of 165m at the frontage to Parkes Street. The width of the site varies, with the narrowest point at the northern end of the site near the intersection of Devlin Street and Blaxland Road. The site widens from north to south.

The site currently accommodates the Council chambers and offices, Civic Hall, former Council library, car parking, landscaping, roads and two pedestrian bridge connections to the recently completed Top Ryde City Shopping Centre.

Vehicular access to the site is via Blaxland Road and Parkes Street.

The site contains two locally listed heritage items, being an Obelisk located in the south-west corner of the site immediately behind the former Council library building, and the second being the Great North Road alignment, which follows the alignment of Blaxland Road sweeping around the rear or western side of the Civic Centre building.

1.2 Legal Description

The land includes eight allotments which are owned by Ryde City Council and the Crown road reservations of Blaxland Road. The subject lots are detailed in Table 1.

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Address	Property Description	Zone	Owner
1 Devlin Street	Lot 10 Deposited Plan 110978	B4 Mixed Use	Ryde City Council
	Lot 11 Deposited Plan 110978	B4 Mixed Use	Bevillesta Pty Ltd
	Lot 12 Deposited Plan 110978	B4 Mixed Use	Ryde City Council
	Lot 49 Deposited Plan 1115510	B4 Mixed Use	Ryde City Council
150 Blaxland Road	Lot T Deposited Plan 443304	B4 Mixed Use	Ryde City Council
152 Blaxland Road	Lot S Deposited Plan 443304	B4 Mixed Use	Ryde City Council
154 Blaxland Road	Lot R Deposited Plan 443304	B4 Mixed Use	Ryde City Council
156 Blaxland Road	Lot Q Deposited Plan 443304	B4 Mixed Use	Ryde City Council

Table 1 Subject Land

1.3 Topography

The site has a commanding ridge top position, located on the top most part of the ridge line that runs north-east to south-west through the Ryde Town Centre.

It is noted that the site is one of the most elevated parts of the Ryde Town Centre and the Council building historically has been recognised as a landmark for Ryde. Due to this elevated position, the Council buildings are visible from many directions and regional vantage points. The landmark status of the existing building and the visibility of the building has been altered and somewhat diminished with the recent construction of the Top Ryde City Shopping Centre.

The highest point of the site is on the northern edge at the corner of Devlin and Blaxland Road at RL59.53. The north-eastern edge of the site is generally level with the south-eastern corner at RL58.33. However, the south western edge falls away, with a distinct level change of approximately 12m from the eastern edge to the south-western Parkes Street site edge at RL46.33.

1.4 Detailed Site Description

The site comprises three main parts:

1. Council buildings and landscaped surrounds (Lots 10, 11 and 12 DP110978 and Lot 49 DP1115510)
2. Blaxland Road – Crown Road Reservations
3. Car park – corner of Parkes Street and Blaxland Road (Lots T, S, R and Q in DP443304)

Council buildings and landscaped surrounds

The principle part of the site is that area legally described as Lots 10, 11 and 12 DP110978 and Lot 49 DP1115510, which comprises the Ryde Civic Centre building and library, landscaped grounds and car parking. This represents the eastern half of the site fronting Devlin Street and has an area of approximately 8,450m²

Obviously the existing Ryde Civic Centre building and the Civic Hall are the dominant elements on this part of the site. The Civic Centre building has a height at RL90. Lots 11 and 12 in DP1110978 have a covenant with right of way allowing access to the underpasses that service the Top Ryde City development to the east of Devlin Street.

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Otherwise the site is constrained by various other easements that primarily traverse Lot 10 DP110978 and Lot 49 DP1115510, and include:

- A 6m wide water supply easement which traverses the full length of the site and runs generally to the eastern side of Blaxland Road;
- Various rights of way to serve the existing Council buildings; and
- Various easements for electricity purposes.

The topography of the eastern part of the site is relatively level with a slight fall of 3m from north to south over the 290m length, from RL59.5 at the very northern end to RL56.2 at the Blaxland/Parkes Street frontage. The ground level at the existing Civic Building is at around RL57.6.

Blaxland Road Reservation

The Blaxland Road reservation sweeps around the rear or western side of the Ryde Civic Centre, extending from Parkes Street in the south through to the Devlin Street/Blaxland Road intersection in the north.

This part of the site is irregular in shape and has an area of 5,583m². Blaxland Road is now a no through road at its northern end. This part of Blaxland Road provides vehicular access to the site (including the Parkes Street car park) and to Nos. 158 to 184 Blaxland Road, opposite the site.

Council has recently identified that this part of Blaxland Road (and parts of Devlin Street) are in the ownership of the Crown despite being maintained by Council for many years. Council is currently in the process of compulsorily acquiring these parts under the *Local Government Act 1993* and the *Roads Act 1993* to regularise ownership.

Car park on the corner of Parkes Street and Blaxland Road

The third part of the site comprises Lots T, S, R and Q in DP443304 (formerly Nos. 150 to 156 Blaxland Road).

This area is located on the western side, on the corner of Parkes Street and Blaxland Road and comprises a bitumen car park with spaces for 78 vehicles. It is rectangular in shape with a frontage of 50m to Parkes Street and 40m to Blaxland Road and has an area of approximately 2000m².

The car park is elevated from the Parkes Street frontage by between 2-3m. The topography of the car park generally falls in an east to west direction and north to south.

1.5 Surrounding Land Use and Development

The site forms part of the wider Ryde Town Centre. The wider Ryde Town Centre is generally bounded by Curzon Street, Smith Street and Pope Street to the north, Ryde Public school, Argyle Street and Princes Street to the east, Victoria Road to the south, and Blaxland Road and Belmore Street to the west.

In this context, the site is located on the north western edge of the Town Centre and can be described as an island surrounded by roads. It is disconnected from the retail core and town centre by the busy Devlin Street thoroughfare.

Immediately to the north of the site is the large 'Y' shaped intersection of Devlin Street, Blaxland Road and Lane Cove Road. The street blocks immediately north and east of this intersection comprise three and four storey residential flat buildings and multi-unit housing,

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whereas to the west of Blaxland Road is a small cluster of commercial buildings and typically low density detached residential development.

Directly to the east, on the opposite side of Devlin Street, is the recently completed Top Ryde City Shopping Centre. This presents as a part three and part six storeys in elevation to Devlin Street, with the two taller residential tower components still under construction further to the east in the background. Two pedestrian bridges at the northern and southern ends of the subject site connect directly to the Shopping Centre.

On the southern side of the Top Ryde Shopping Centre is Blaxland Road, which for this part runs in an east-west direction between Devlin Street and Victoria Road. This part of Blaxland Road is the traditional main or high street of the Ryde Town Centre and comprises a mix of retail and commercial uses, and is typically two storey scale.

Immediately to the south of the site, on the opposite side of Blaxland Road between Devlin Street and Belmore Street is a mix of development, comprising the heritage listed Masonic Hall at 142 Blaxland Road and two multi-unit housing complexes at 144 and 148A Blaxland Road. South of this development is a mix of three and four storey residential flat buildings and multi-unit housing developments. West of Belmore Street development is typically one and two storey detached low density residential development.

West of the site, on the opposite side of Blaxland Road, is typically low density residential development comprising single and two storey detached dwellings. Directly opposite the site at No.158 Blaxland Road is the local heritage listed "Hattons Cottage".

2.0 BACKGROUND

The proposed amendments to the planning controls applying to the Civic Precinct site have a lengthy history – dating back to the preparation of the Ryde Town Centre LEP 143 in 2004.

2.1 LEP143

LEP 143 established the height and floor space allocations for the Top Ryde Shopping Centre site and Civic Precinct sites within the Ryde Town Centre.

Prior to the Ryde Town Centre LEP 143, the planning controls were governed by the Ryde Planning Scheme Ordinance (RPSO). Under this document, there were no height or floor space restrictions applicable to the site.

The Ryde Town Centre LEP 143 was prepared over a 2 year period commencing in 2004. Councillors contributed to the preparation of the LEP through a series of workshops held in June and November 2005, which defined a vision for the future of the Civic Precinct.

Council indicated that it wished to leverage off its landholdings to deliver community benefit within a redeveloped Civic Mixed Use Precinct, in conjunction with the redevelopment of the Shopping Centre site.

As a result LEP 143 was prepared on the basis of the Civic Precinct being redeveloped with one or more buildings up to RL115 with up to 100,000m² of permissible floor space.

DLEP 143 and supporting documents were publicly exhibited in October/November 2005, and included an Integrated Traffic Solution.

A detailed submission to the DLEP 143, by Council's Property Section, makes reference to concept designs for the site providing for a maximum height of RL130 AHD and requesting that the height limit be increased from the draft RL115 to RL130 AHD.

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LEP 143 was adopted by Council in December 2005 and submitted to the Department for Planning for gazettal. It sought to increase the height of the Civic Precinct site to RL130 and increase the floor space potential to 100,000m². On 29 May 2006, the Ryde Local Environmental Plan No.143 – Ryde Town Centre Precincts (LEP 143) was gazetted by the NSW Government.

LEP 143 introduced new zoning, planning and design provisions for the Ryde Town Centre, set the development standards for height and permissible land uses and established several character precincts within the town centre.

LEP 143 set a total floor space allocation of 100,000m² for the site. However, in the making of the plan, the Minister amended the height for the Civic Precinct to be no higher than the existing Civic Centre (RL91 AHD).

In correspondence dated 29 May 2006, the Minister for Planning forwarded his explanation to Council for his decision not to agree to the height proposed by Council for the Civic Precinct site. The Minister states:

'I have made changes to the Plan as I'm of the opinion that the planning of the Top Ryde precinct is a matter of significance for State and regional environmental planning.

My concerns in considering the Plan relate to the visually prominent Civic Centre site. I am not satisfied that the draft Plan as submitted has satisfactorily addressed urban design issues and accordingly I have limited the height on this site to that of the existing Civic Centre building (RL91 or up to 10 storeys).

However I am open to reconsidering higher buildings in this prominent location through a new LEP amendment. Any such LEP would need to be the result of Council undertaking a mandatory competitive design process for the site. The draft plan would need to demonstrate that design excellence will be achieved at this visually significant location'.

LEP143 set a maximum building height of 15.5m for the land at 150-156 Blaxland Road being the Council car park on the corner of Parkes Street.

It should be noted that it was LEP 143 that also established the height and floor space allocations for the Top Ryde shopping Centre site of RL 91 for the majority of the site, RL105 (17 storeys) for central part of the site and an overall floor space allocation of 150,000m².

2.2 Ryde Town Centre Concept Master Plan

In May 2005, Hassell Architects were engaged by Council to assist in the visualisation of the Civic Centre site. This involved retesting the controls and planning studies developed for LEP 143, the DCP and technical studies, through a design led approach and produce ideas for a master plan that established a vision for the site.

Hassell's produced the Ryde Town Centre Concept Master Plan in August 2006. It is understood that portions of this document have been made publicly available in Council reports. The Masterplan report identifies the key urban design principles, explored a range of built form and open space possibilities and development options. The Concept Master Plan has been made available to SJB Planning for the purposes of the assessment of the subject Planning Proposal.

2.3 Amendment to Ryde LEP 2008

On 5 June 2007, Council resolved to undertake a competitive design process on the basis of a height limit of RL130 AHD. To support this it recommended that Council prepare an amendment to the Ryde LEP 2008.

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Council also established a Civic Precinct Committee to act as an ongoing body for the redevelopment of the site.

On 3 December 2008, Council resolved to prepare an amendment to the Ryde LEP to increase the maximum permitted building heights within the Civic Precinct site to RL 130. The Department of Planning was subsequently advised of Council's resolution and a draft LEP amendment prepared (known as Draft Ryde LEP 2010 (Amendment No.2)).

Rockliff PD/DBL Property was engaged by Council in 2008 to:

- Generally review and comment on the initial site Concept Master Plan;
- Consider the ability and appropriateness to accommodate the permissible 100,000m² Net Useable Area (NUA) on the site; and
- Consider the appropriateness and justification, to request the Minister for Planning to reconsider allowing a height to RL 130 as originally proposed by Council, rather than the reduced height of RL 91 and amend DLEP 2008.

The report prepared by Rockliff PD/DBL Property dated 16 January 2009, concludes that the height limitation imposed on the site is unreasonable and should be reinstated to RL 130 on the following grounds:

- a) The urban form of the Ryde Town Centre
- b) The appropriateness of RL130 in terms of urban form and impact on adjoining areas;
- c) The unreasonable restriction imposed by the RL 91 height limitation in terms of delivering the gazetted 100,000m² i.e. allow a more suitable urban form and design outcome.

This submission was reported to Council with a copy of all submissions received to the draft LEP.

On 30 June 2010, the Ryde Local Environmental Plan 2010 (RLEP 2010) was gazetted and LEP 143 repealed. The LEP 143 controls were consolidated within RLEP 2010 in a like for like transition i.e. the planning controls applying to the site under LEP 143 were incorporated in RLEP 2010 (i.e. building heights of 15.5m and RL91m AHD and a net useable floor area of 100,000m²).

On 11 May 2009, the Director General of the Department of Planning (DoP) wrote to Council to advise that Council may continue with the preparation of the draft LEP and supports it to proceed. The DoP correspondence advised that:

- DoP has determined that there is no need for an environmental study;
- existing studies and supporting material to be brought together for exhibition of the LEP;
- consultation under Section 62 of the Act is not required for this plan;
- the recent changes to the Draft Inner North Subregional Strategy, do not prescribe height controls in different centres,
- when a design competition is undertaken it is to consider visual impact; and
- Council has delegation to issue a Section 65 Certificate.

Consultation was undertaken with the NSW Government agencies in October 2009 and a report on the government consultation was reported to Council in November 2009, seeking support to move to the next phase, being public exhibition.

Since Council's resolution of December 2008 to prepare the LEP amendment, there have been a number of legislative and policy changes regarding the preparation of new and amending LEPs. Under new legislative arrangements LEP amendments are now referred to as "Planning Proposals".

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In November 2010, the Department of Planning and Infrastructure (DPI) advised that the Department had determined that the Draft Ryde LEP 2010 (Amendment No.2) had been converted to a Planning Proposal, and that all conditions precedent to public exhibition have been met.

The DPI also determined that the Planning Proposal should be exhibited for a minimum period of 28 days and finalised by 31 December 2011.

3.0 EXISTING CONTROLS

3.1 Ryde Local Environmental Plan 2010 (RLEP2010)

RLEP 2010 is the principle planning instrument applying to the site. It replaced the former Ryde Planning Scheme Ordinance (Ryde PSO and LEP 143) and was drafted in accordance with the State Government's Standard LEP Template

3.1.1 Zoning

The site is currently zoned B4 Mixed Use under RLEP 2010 (refer to Figure 1 below). The B4 zone provides for a broad range of uses including business premises, office premises, shops, residential development, community facilities, seniors housing and health care facilities.

In terms of surrounding zones, the B4 Mixed Use zoning applies to the whole of the Ryde Town Centre area. The Ryde Town Centre includes the land to the east and south of the site.

North of the site, on either side of Blaxland Road and Lane Cove Road, bounded by Prince Street, Buffalo Road and Smith Street, land is zoned R4 High Density Residential.

West and south-west of the site, i.e. west of Belmore Street and Blaxland Road, the land is zoned R2 Low Density Residential. It is noted that Council is currently seeking to rezone the properties at 158 to 194 Blaxland Road, immediately west of the site, to B4 Mixed Use under draft RLEP 2011.

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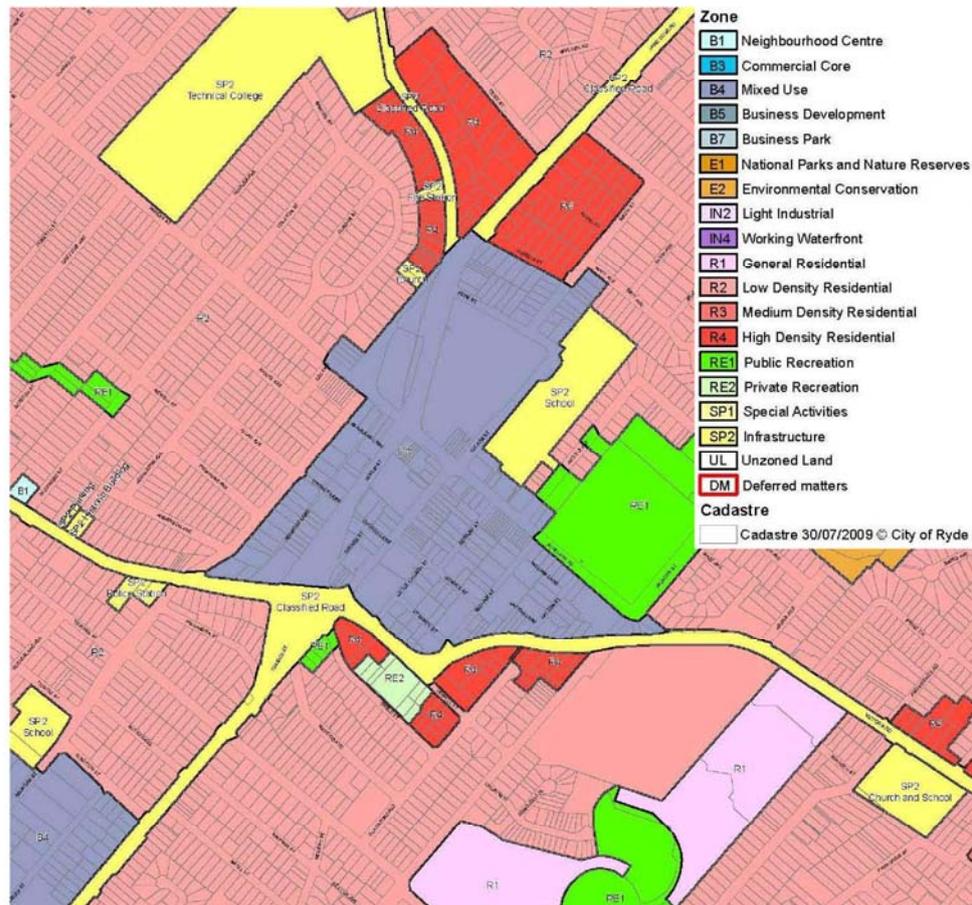


Figure 1: RLEP 2010 Zoning Extract

3.1.2 Building Height

Building Heights within the City of Ryde are controlled by Clause 4.3 of RLEP 2010 which sets out the objectives of the height controls and establishes building height limits as shown on the Height of Buildings Map (refer to Figure 2 below).

Two height limits currently apply to the site:

- A maximum building height relating to the main part of the site, including the Blaxland Road – road reserve, of RL 91 AHD; and
- A maximum building height of 15.5m for the existing Council car park on the corner of Blaxland Road and Parkes Street.

In terms of building heights controls surrounding the Civic Centre site:

- North of the site, the R4 High Density Residential zoned land has a maximum height of 11.5m,

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- East of the site the B4 Mixed Use zoned Top Ryde City Shopping Centre site has three height controls comprising 18.5m to Blaxland Road and part RL91/part RL105 across the remainder of the site;
- South-east across the remainder of the Ryde Town Centre is a mix of 14m, 15.5m and 18.5m height limits;
- South of the site, the B4 Mixed Use zoned Belmore Street, Parkes Street, Devlin Street, Victoria Road block has a height limit of 15.5m; and
- To the west, the R2 Low Density Residential has a 9.5m height control. The proposed rezoning under draft LEP 2011 of the Blaxland Road properties to B4 Mixed Use is proposed to have a height limit of 15.5m or 4 storeys.

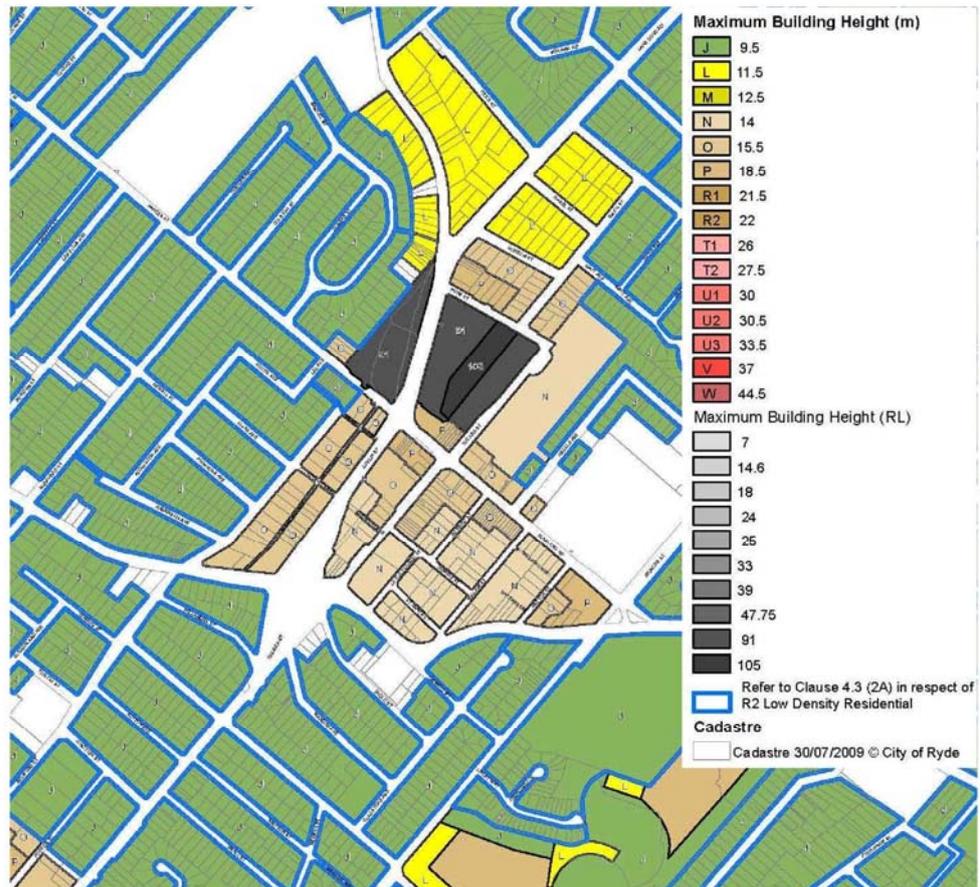


Figure 2: RLEP 2010 Height of Buildings Extract

3.1.3 Floor Space Ratio

Clause 4.4 of the RLEP 2010 identifies the maximum floor space ratio for land across Ryde via the Floor Space Ratio (FSR) Map (refer to Figure 3 below). However, there is no floor space ratio applying to any part of the Ryde Town Centre.

However, under Schedule 6 of RLEP 2010, the planning controls for the Civic/Mixed Precinct (Precinct 1) set a maximum nett useable floor area (NUFA) of 100,000m².

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It is noted that a NUFA of 100,000m² on the site equates to an FSR (as defined under the RLEP 2010) of approximately 5.6:1.

In terms of surrounding FSR's:

- North of the site, the R4 High Density Residential zoned land has a maximum FSR of 0.75:1,
- East of the site the B4 Mixed Use zoned Top Ryde City Shopping Centre site (Precinct 2) has a maximum nett useable floor area of 150,000m² (minimum 15% residential, maximum 45% shops);
- South-east across the remainder of the Ryde Town Centre and south of the site, the B4 Mixed Use zoned land has no FSR control and density is controlled by the height of buildings controls only;
- has no FSR control; and
- To the west, the R2 Low Density Residential has a maximum FSR of 0.5:1. The proposed rezoning under draft LEP 2011 of the Blaxland Road properties to B4 proposes a maximum FSR of 1.5:1.

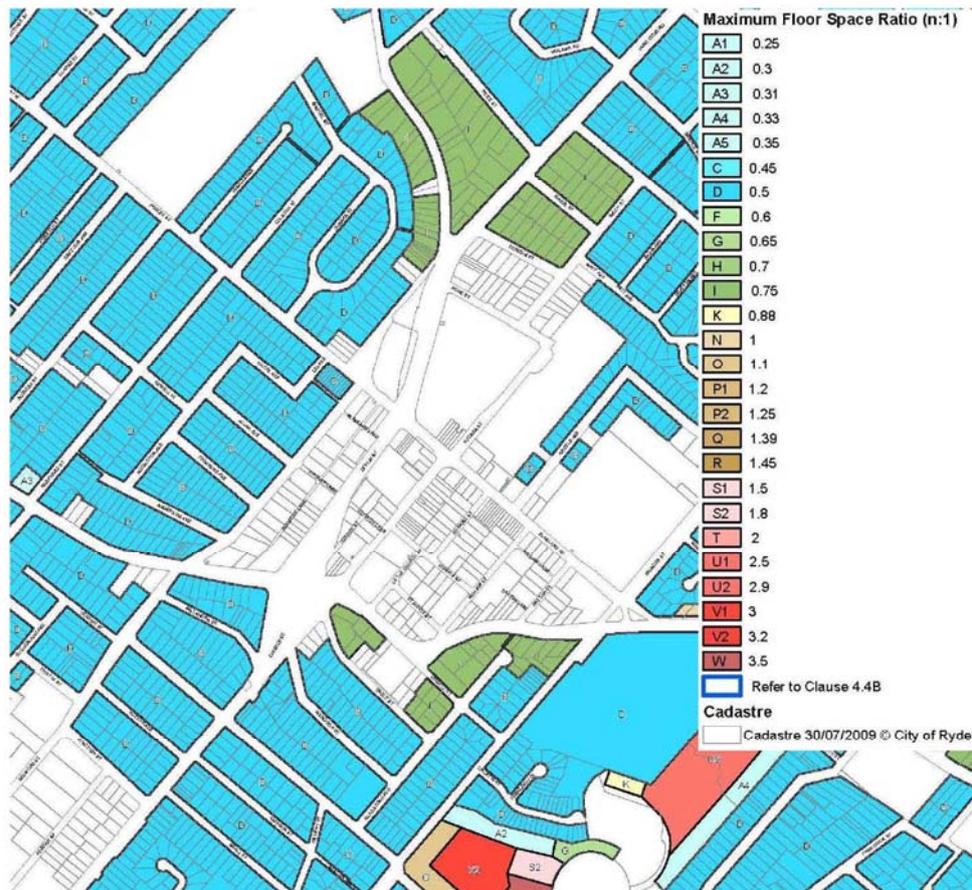


Figure 3: RLEP 2010 FSR Extract

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3.1.4 Planning Controls for Ryde Town Centre

Schedule 6 of RLEP 2010 contains specific planning controls for the Ryde Town Centre. The site is located within Precinct 1 of the Ryde Town Centre.

Schedule 6 identifies the following key requirements for Precinct 1:

- a total net useable floor area of 100,000m²;
- identifies that car parking designed and located so that it is not visible when viewed from public streets, thoroughfares and plazas is not to be included in net useable floor area;
- requires the DA to apply to the whole of the Precinct;
- requires the consent authority to consider the access management, design quality, public domain enhancement, arts and culture facilities economic impact, social impact, staging, construction management, a 3D computer model of the development, traffic impacts.

3.2 Ryde Development Control Plan 2010

Part 4.4 Chapter 8.0 of the Ryde DCP 2010 establishes the future character, objectives and controls for the Precincts within the Ryde Town Centre.

The DCP identifies the following future character for the site:

Civic/Mixed Use Precinct will comprise a range of uses being government, community, residential and commercial activities and will incorporate buildings and landscapes that demonstrate civic qualities and design excellence, governance and leadership, and triple bottom-line sustainability.

The objectives under the DCP for the Civic Precinct are:

1. *To enhance the landmark qualities of the precinct with new development,*
2. *To create an efficient access network within the precinct, reduce the quantum of ground plane parking, enhance the public domain and promote pedestrian activity.*
3. *To improve the convenience of public transport with better facilities for both the service providers and users.*
4. *To improve links for pedestrians, bus users and cyclists between the retail heart and civic hub across Devlin Street.*
5. *To enhance the relationship of the Civic Precinct with surrounding areas.*
6. *To create opportunities for a range of uses including government, community, residential and commercial activities.*
7. *To minimise car usage*

The controls for the site are:

- a. *Government, retail, commercial, residential, recreation and community uses may be permitted.*
- b. *The visual pre-eminence of the Civic/Mixed Use Precinct within the Town Centre is to be retained. Development within the precinct should be to the maximum permissible height.*
- c. *A development application for the whole of the Precinct must be accompanied by the following:*
 - i. *Access (addressing vehicular, bicycle, pedestrian and public modes of transport) Management Plan.*
 - ii. *Design Quality Plan.*
 - iii. *Public Domain Enhancement Plan.*
 - iv. *Arts and Cultural Plan.*
 - v. *Economic Impact Report.*
 - v. *Social Impact Report.*
 - vi. *Staging Plan.*

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- vii. *Construction Management Plan.*
- ix. *3D Computer Model.*
- x. *An archival recording (of any buildings proposed to be demolished) prepared in accordance with the NSW Heritage Office Guidelines. Two original copies of the Archival Recording must be submitted to Council for accession to the Library collection.*
- xi. *An Archaeological Management Strategy prepared in accordance with NSW Heritage Office Guidelines.*
- xii. *An Interpretation Plan that is linked to the Arts and Cultural Plan for the Precinct.*

3.3 Strategic Context

It is evident from the above analysis of the existing controls that the site is located on the western edge of the Ryde Town Centre. The commercial core of the town centre is located to the east and south east of the site with the recently constructed Top Ryde City currently having the highest densities and heights within the Town Centre.

An area of high density residential zoned land is located to the north around the Blaxland Road, Devlin Street, Lane Cove Road intersection, but this is not exceptionally high given the proximity to the town centre, with a 0.75:1 FSR control and 3 storey height control. Development within this area is typically three storey residential flat buildings.

Slightly higher development is permitted to the south of the site within the Belmore Street to Devlin Street block as it is identified within the Town Centre, with a 4 storey height control.

The western boundary of the site i.e. Blaxland Road currently, essentially forms the western boundary of the Town Centre (with the exception of the Parkes Street car park site). West of this point is the R2 low density development comprising detached one and two storey dwellings.

It is noted that Council is seeking to amend this boundary under Draft RLEP 2011 to shift it slightly further west to include the 158 to 194 Blaxland Road properties within the Town Centre under a B4 zoning.

3.4 Metropolitan Plan for Sydney 2036

The 'Metropolitan Plan for Sydney 2036' was released by the NSW Government in December 2010 and is the government's key strategic planning policy document designed to shape the future growth of Sydney.

The Metropolitan Plan builds on the 2005 Metropolitan Strategy and incorporates the Metropolitan Transport Plan. The Plan aims to make Sydney a more connected, sustainable city as the population grows over the next 25 years.

The Plan establishes strategic directions and key policy settings, the following of which are relevant to our site:

- Make Sydney a more resilient, compact, connected, multi-centred and networked city;
- Locate at least 80% of all new homes within the walking catchments of existing and planned centres of all sizes with good public transport;
- Focus activity in accessible centres;
- Plan for centres to grow and change over time;
- Plan for urban renewal in identified centres;
- Target development around existing and planned transport capacity;
- Improve local opportunities for walking, cycling and using public transport;
- Plan for 770,000 additional homes with a range of housing types, sizes and affordability levels for a growing and ageing population; and

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- Increase the proportion of homes within 30 minutes by public transport of jobs in a Major Centre, ensuring more jobs are located closer to home.

3.5 Inner North Subregion – Draft Subregional Strategy

The Metropolitan Plan for Sydney 2036 is supported by a set of draft subregional strategies. The Ryde local government area is located within the Inner North Subregion.

The Inner North Subregion - Subregional Strategy is still in a draft form, but sets the following strategic directions in relation to the Ryde local government area and more specifically the Ryde Town Centre:

- Sets an employment capacity target of an additional 21,000 jobs by 2036 for the Ryde local government area;
- Sets a housing target of 12,000 dwellings by 2036 for the Ryde local government area;
- Identifies that 60-70% of new housing across the metropolitan area are to be accommodated in existing urban areas, focused around centres and corridors;
- Identifies Ryde as a 'Town Centre' that is expected to continue to be redeveloped and reinvigorated; and
- Expect the Ryde Town Centre to contain a mix of residential, retail, business and community uses.

4.0 REVIEW OF THE PLANNING PROPOSAL SUBMITTED ON BEHALF OF CITY OF RYDE

4.1 The Process

A planning proposal is a document that explains the intended effect of a proposed local environmental plan (LEP) and sets out the justification for making that plan. It is read and used by a wide audience, including the general community as well as the Department of Planning and Infrastructure and Minister for Planning, who is responsible for determining whether or not the proposal should proceed.

A planning proposal must explain and justify the proposal. It must also be technically competent, include an assessment of the impacts of the proposal and where necessary be supported by technical studies and investigations.

The Concept Plan prepared by Hassell Architects, which accompanies the Planning Proposal, is one such study or investigation. It comprises a study of the urban environment, illustrates an indicative concept or scheme for the redevelopment of the site and tests the scheme in terms of visual and overshadowing impacts. The Concept Plan is not a development application and will not be determined i.e. approved or refused, as part of this process. It is effectively additional information prepared to support or inform the Planning Proposal. Its purpose is to assist in identifying a development framework for the site.

Should Council resolve to adopt the Planning Proposal, it will then be referred to the Department of Planning and Infrastructure for assessment and determination i.e. gazettal.

Any redevelopment of the site, should the Planning Proposal be supported at all levels, will still be the subject of a detailed Development Application, which will need to be assessed under the normal regulatory framework.

4.2 Overview of the planning proposal

A planning proposal has been prepared by JBA Planning Pty Ltd on behalf of the City of Ryde Council (Council).

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The Planning Proposal is a site specific amendment to the RLEP 2010 to amend the height and floor space controls that apply to the site.

The proposal relates to the Civic Centre site identified as Precinct 1 under the RDCP 2010 and includes the Blaxland Road – road reservation.

The proposal does not require a change to the zoning of the site. The zoning is to remain B4 Mixed Use under RLEP 2010.

4.3 Explanation of provisions to be used in the local environmental plan

Two amendments are proposed to RLEP 2010:

1. An amendment to the “Height of Buildings Map”; and
2. An amendment to the floor area controls in Schedule 6 of the RLEP 2010.

A copy of the draft LEP is included at Appendix C of the Planning Proposal and is also provided at Attachment 1 of this report.

Height of Buildings

The proposal seeks to change the maximum building height on the main part of the site, including the road reserve of Blaxland Road, from RL 91 to RL 130.

Amending the height limit applicable to the site is achieved by amending the RLEP 2010 Height of Building Map (Sheet HOB_006), which specifies the maximum building heights for the site.

A draft Height of Building Maps is included at Appendix B of the Planning Proposal and is replicated in Figure 4 below. A copy of the Map is also provided at Attachment 2.

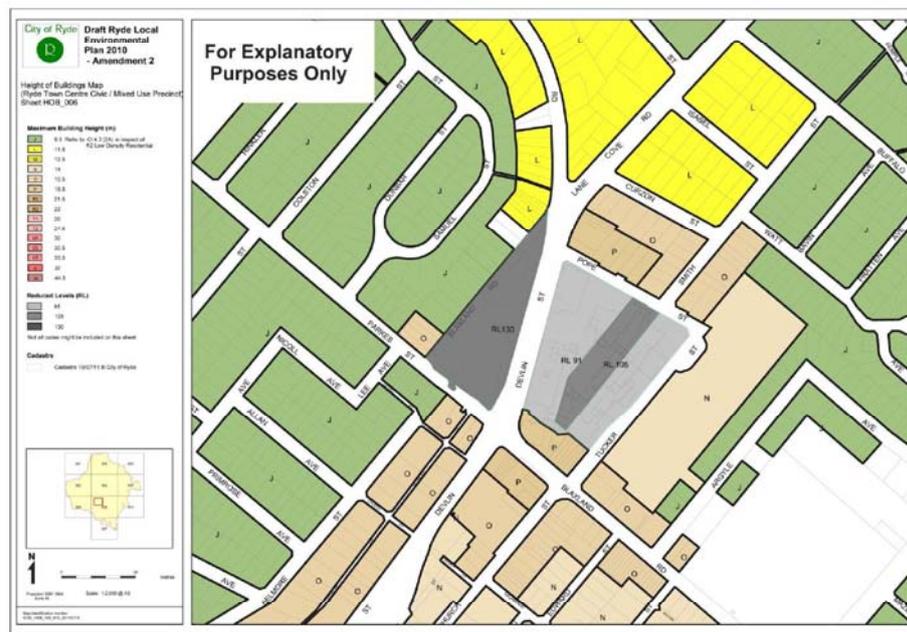


Figure 4: Proposed Height of Buildings Map

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It is noted that the Planning Proposal does not seek to alter the existing 15.5m height limit which applies to that part of the Civic site comprising the Council car park on the corner of Blaxland Road and Parkes Street.

Floor Area Controls

The floor space controls applying to the site are contained within Clause 1 of Schedule 6 of RLEP 2010.

Clause 1 of Schedule 6 identifies that the floor space control for the Civic Centre – Precinct 1 site is:

(1) The total nett useable floor area in Precinct 1 must not exceed 100,000m².

The proposed amendment to the RLEP 2010 seeks to reduce the total allowable floor area in Precinct 1 to a total nett useable floor area of 60,000m².

Nett Useable Floor Area is defined in Schedule 6 of RLEP 2010 as:

“net (sic) useable floor area” of a building, means the gross floor area of the building excluding the following:

- (a) storage space associated with plant rooms, lift towers and other areas used exclusively for mechanical services or ducting,*
- (b) cooling towers, machinery rooms and related storage space,*
- (c) internal walls,*
- (d) stairs, lobbies, corridors and other space permanently set aside for circulation,*
- (e) lift wells and service ducts,*
- (f) toilets and space permanently set aside for common storage,*
- (g) plant, machinery and service areas including service corridors and garbage areas,*
- (h) car parking ticketing booths, trolley return areas and associated storage space,*
- (i) temporary kiosks that are designed to be readily relocated and placed in public circulation areas,*
- (j) terraces, balconies and like spaces with walls less than 1.5 metres high.*

The proposed new planning control is as follows:

(1) The total net useable floor area in Precinct 1 must not exceed 60,000m².

The Planning Proposal documents note that 60,000m² of nett useable floor area is the equivalent of approximately 66,000m² of Gross Floor Area.

The proposal neither requires nor proposes any other provisions of the LEP to be amended.

4.4 Objective and intended outcomes – as proposed

The stated objectives and intended outcomes of the proposed LEP amendments as detailed in the submitted Planning Proposal are as follows:

“3.1 Objectives and Intended Outcomes

The Planning Proposal is a site specific amendment to the RLEP 2010 to amend the height and floor space controls that apply to the site. The intended outcome of the Planning Proposal is to amend the existing planning controls to facilitate the future development of the site.

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A major objective of the LEP amendment is to provide new height and floor space controls for the site that allow for the sustainable development of the site, whilst enabling new community and council facilities to be established.

The current maximum building height relating to the main part of the site, including the road reserve of Blaxland Road is RL91m. It is proposed to increase the maximum building height relating to the main part of the site, including the road reserve of Blaxland Road, to RL 130m. No change is proposed to the height control (i.e. 15.5m) applying to the Council car park land in the south west corner of the site (150-156 Blaxland Road).

The Planning Proposal also seeks to amend the floor space controls in Schedule 6 of the RLEP that apply to the site. The proposed amendment seeks to reduce the maximum permissible net useable floor area from 100,00m² to 60,000m²."

Accompanying the Planning Proposal is an indicative concept of the intended outcome for the site prepared by Hassell Architects. The Concept Plan identifies the following vision for the site:

"Building upon its historic role as a community and mixed use residential area, the Ryde Civic Precinct will become an attractive and vibrant mixed use community and residential precinct. Blaxland Road, in its realignment, will become one of the best urban streets in Ryde to visit and live.

The Ryde Civic Precinct redevelopment is expected to:

- *Revitalise civic and Council chamber uses on the site;*
- *Provide new contemporary and flexible community and cultural facilities;*
- *Be distinct in urban character, yet complement and support the functions of the Ryde Town Centre,*
- *Be of the highest quality design both in built and public domain outcomes; and*
- *Deliver a development based on environmental and sustainability principles."*

The Ryde Civic Precinct Concept Plan prepared by Hassell Architects identifies a scheme which involves the following elements:

- A realigned Blaxland Road providing an entry road into the new Ryde Civic Precinct with on-street parking along the western edge;
- A new Civic forecourt and vehicular turning circle at the northern end of the site;
- A shared zone north of the Civic forecourt to provide vehicular access to existing residents and a pedestrian connection to Blaxland Rd (north);
- Large native trees (proposed Sydney Blue Gum) are to be planted along the Devlin Street frontage to complement the scale of existing and proposed development along Devlin Street with understorey of ground cover and grasses;
- Retain and protect remnant of existing indigenous trees along the Blaxland Road north frontage;
- An avenue of Australian Teak trees along Blaxland Road;
- Brush Box street trees are to be planted along Parkes Street in accordance with Ryde Town Centre Plan;
- Provision of a central landscaped courtyard;
- A civic building with north facing terrace and planted rooftop community garden;
- Acknowledge scale and character of heritage building and its landscape setting locating new built form at an appropriate distance;
- Blueberry ash tree understorey to be planted along the Devlin Street frontage south;
- A five storey residential podium to be built around the perimeter of the site;
- Two residential towers with a maximum of 24 levels, one located within the northern half of the site and one in the south-east corner;

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- Two five storey residential buildings to be built on the Parkes Street Council car park part of the site; and
- A roof top community garden with north facing terrace and cafe below to be constructed as part of the civic building.

The Concept Plan is indicative only. Any detailed design of development on the site will be the subject of a separate and subsequent development application, should the planning proposal be adopted by Council and supported and approved by the Department of Planning and Infrastructure.

In summary, the primary objective and intended outcome of the Planning Proposal is to facilitate the future development of the site and revitalisation of the Ryde Town Centre as a whole, enabling new community and council facilities to be established on the site in a sustainable manner.

4.5 Environmental Assessment

The Planning Proposal raises specific issues with regards to the following environmental matters:

- Traffic and parking
- Built form
- Heritage

Consideration of each of these issues is outlined below.

Traffic and parkingBackground

The redevelopment of the site has been part of a long term plan for the urban renewal of the Ryde Town Centre. The preparation of LEP amendments to facilitate this urban renewal has evolved over a lengthy period of time.

The principal planning instrument to facilitate the revitalisation of the town centre was LEP 143 which was gazetted in May 2006. LEP 143 set goals for the Town Centre character, created distinct precincts each with its special character, established the land use mix, building heights, urban forms, sustainable development principles and included transport and access requirements.

It was LEP 143 that provided for the integrated traffic access to the Civic and Town Core precincts – referred to as the Devlin Street Integrated Traffic Solution (ITS). The ITS provided vehicular access to the Civic and Town Centre precincts, to and from Devlin Street, using grade separated ramps and underpasses under Devlin Street into basement car parking under both sites on either side of the road.

It is important to note that the ITS was prepared and based on 100,000m² NUFA for Precinct 1 comprising the following floor area allocations:

- Retail - 20,000m²
- Commercial 40,000m²
- Residential 40,000m² (or 339 units)

LEP 143 was supported by the Top Ryde Town Centre LEP Traffic Assessment Report (2005) prepared by Mark Waugh Pty Ltd (now known as Better Transport Futures). It considered the full cumulative traffic for Precincts 1 (Civic Centre) and 2 (Retail Core).

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A Supplementary Traffic Report in support of the Draft Top Ryde LEP (2006) was also prepared by Parsons Brinckerhoff.

Furthermore, Council engaged Parsons Brinckerhoff in 2007 to independently review the ITS and the findings of this review were reported in the "Feasibility Study for Access changes in Ryde Town centre – Traffic and Transport Review (February 2007)".

A Section 138 Approval and RTA concurrence for the Integrated Traffic Solution was issued by the RTA on 22 March 2007 and forms the basis of the subject sites access solution.

As identified above, the ITS required the implementation of a variety of engineering works. Phase One incorporated the following works:

1. Construction of the Devlin Street southbound Top Ryde City entry ramp;
2. Construction of the Devlin Street northbound Top Ryde City entry ramp;
3. Construction of the Devlin Street northbound Top Ryde City exit ramp; and
4. Construction of a pedestrian bridge at the Devlin Street and Parkes Street intersection.

Phase Two incorporates the following features to provide access to the development:

1. Construction of an access portal into the site off the Devlin Street southbound Top Ryde City entry ramp;
2. Construction of an access portal into the site off the Devlin Street northbound Top Ryde City entry ramp;
3. Construction of an access portal into the site off the Devlin Street northbound Top Ryde City exit ramp;
4. Site exits to Blaxland Road for southbound and west bound exit traffic only;
5. Provision of an additional right turn lane from Devlin Street into Parkes Street westbound;
6. Provision of an additional westbound lane in Parkes Street, west of Devlin Street;
7. Increase the approach lane capacity in Parkes Street to three lanes on approach to Devlin Street; and
8. Rationalise the alignment of Parkes Street.

Phase One of the ITS has been built.

Traffic Impact Assessment

The Planning Proposal is accompanied by a Traffic Impact Assessment prepared by Better Transport Futures, which undertakes a traffic assessment of a possible option for the redevelopment of the site, based on assumptions regarding the land use mix. The concept plan was issued as the basis of these assumptions.

Better Transport Futures were involved in the preparation of the 2005 Top Ryde Town Centre LEP Traffic Assessment Report which supported the LEP 143 and the ITS.

The Planning Proposal proposes a reduction in the Nett Usable Floor Area from 100,000m² to 60,000m². For the purposes of traffic impact assessment, the following development scenario has been utilised:

- Retail - 750m²
- Commercial – Nil
- Residential - 62,120m² (or 530 units)
- Civic Uses - 3,350m².

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The Traffic Impact Assessment makes the following conclusions and recommendations:

- Phase One of the ITS has provided substantial improvement to existing and background traffic performance, as the approved traffic solution for Precincts 1 and 2 of the then Top Ryde LEP 143 development.
- Phase One of the ITS incorporated the three grade separated vehicular access ramps and the physical works in Devlin Street to allow for the double right turn at Parkes Street. These works were a condition of development and were completed to be open at the time of opening of the Top Ryde City Shopping Centre and are operating.
- Phase One also included the construction of the pedestrian overpasses which have been constructed and are operable.
- Phase Two of the ITS will complete the improvements to existing and background traffic performance.
- Phase Two of the ITS will also accommodate the completion of the Precinct 1 redevelopment, as the approved traffic solution for Precincts 1 and 2 of the Ryde 2010 development.
- The Planning Proposal also notes that a dedicated entry for disability parking permit holders is to be provided on the realigned Blaxland Road.
- The Traffic Impact Assessment also recommends the provision of a roundabout at the proposed western site access at the Lee Street/Parkes Street intersection.
- The modelling work confirms that the current development proposal falls within the maximum development potential of Precinct 1 – originally tested as part of the original ITS.
- The remaining elements of Phase Two of the ITS are required to be completed prior to opening of any redevelopment of Precinct 1.
- The overall conclusion of the transportation investigations is that the concepts of the Civic redevelopment are able to meet the requirements of transportation and access guidelines, and are within the bounds of the approved 2007 Integrated Traffic Solution.

In terms of parking, the Traffic Impact Assessment identifies that a total of 665 spaces would be provided under the indicative Concept Plan. This parking would be provided on the site in two locations:

- 45 basement spaces as part of the residential buildings on the Parkes Street site; and
- 620 spaces in the main site basement.

The Traffic Impact Assessment does not make an assessment of the quantity of car parking spaces. The quantity of parking to be provided will depend on the final composition of the development. This will be determined at the detailed DA phase, should the Planning Proposal be adopted and LEP amendments.

Roads and Traffic Authority (RTA) Submission

RTA has advised in a submission that the Sydney Regional Development Advisory Committee (SRDAC) considered the traffic impact of this Planning Proposal at its meeting on 24 August 2011.

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The RTA has advised that it has no objections to the amendments proposed by the Planning Proposal and that the road works identified in the Integrated Traffic Solution (ITS) prepared for the Top Ryde Shopping Centre and the Ryde Civic Precinct are still required to support the redevelopment of the site.

Comment

It is evident from the above information that the traffic and access requirements and parking implications of the urban renewal of the Ryde Town Centre have been an important consideration throughout all of the LEP amendment process.

Significant infrastructure has been implemented as part of Phase One of the ITS improvements with the construction of the Top Ryde City Shopping Centre. This infrastructure has been designed and implemented so as to accommodate the future access requirements to the Civic Centre site. This was based on development of 100,000m² Nett Usable Floor Area (NUFA) on the Civic Centre Site.

The Planning Proposal seeks to reduce the allowable intensity of development on the site through the reduction of the NUFA from 100,000m² to 60,000m².

The Traffic Impact modelling confirms that the current development proposal falls within the maximum development potential of Precinct 1.

Furthermore, the implementation of the Phase Two ITS improvements, namely the upgrade and widening of the Parkes Street/Devlin Street intersection, as part of the redevelopment of the Civic Centre site will facilitate further improvements to the functioning of this intersection.

In this regard, whilst it is recognised that traffic and parking is a fundamental concern to the residents immediately surrounding the Ryde Town Centre, Council have facilitated major traffic infrastructure works as part of the urban regeneration of the centre, that ensure the Planning Proposal as proposed are within the bounds of that envisaged and approved under the ITS approved in 2007.

The Planning Proposal has provided sufficient information to demonstrate that the intensity of development envisaged under the Concept Plan can be accommodated without significant adverse impacts, subject to particular works occurring. The Phase Two works and their timing is a matter for a detailed DA application and will be a condition of any approval.

Built Form

Historically, the built form of the Ryde Town Centre has been characterised by a mix of 1 – 3 storey buildings, with the exception of the Civic Centre building, a seven storey building, which since 1964 has occupied the tallest point in Ryde. It is highly recognised and has been prominent from all directions and has been the civic heart of the City of Ryde for nearly 50 years.

With the recent construction of the Top Ryde City Shopping Centre, the Civic Centre building has lost its dominance on the city skyline and its landmark attributes. It appears that this was never the intention of Council, rather a function of amendments made by the Minister for Planning in the gazettal of LEP 143.

In response to this historical context, and as identified in the Ryde DCP 2010, it has been Council's intention to demolish the Civic Centre, with any redevelopment of the Civic Centre site required to *'enhance the landmark qualities of the precinct'*.

The Planning Proposal seeks to reinstate the landmark qualities of the precinct by amending the applicable height control so as to enable a built form with a maximum height at RL 130,

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25m or approximately 8 storeys taller than the maximum height of RL105 permitted and currently under construction on the Top Ryde City Shopping Centre site. RL130 would be 59m taller in height or 14 storeys taller than the existing Ryde Civic Centre (based on the fact that the existing Civic Centre building is equivalent of a 10 storey building under today's construction standards).

Concept Plan

As identified in Section 4.3, the submitted Planning Proposal is accompanied by a Concept Plan for the redevelopment of the site prepared by HASSELL Architects.

As identified in Section 4.1, the Concept Plan is not a detailed design for the final development of the site and is not approved, should Council resolve to support the subject Planning Proposal. A Concept Plan is an indicative design of one option for or how the site may be developed. It assists to identify the key features that should be retained and enhanced and inform an appropriate development framework for the site.

The Concept Plan includes an analysis of the site's opportunities and constraints which includes the following site characteristics, and constraints and opportunities:

- it is an irregular triangular shaped site and slopes steeply at its south western corner;
- various underground infrastructure and services traverse the site that require relocation to accommodate future development;
- pedestrian access from the western portion of the site along the northern edge of Parkes Street through to Devlin Street is difficult due to the steep terrain and existing road configuration;
- pedestrian connections to the east to the Top Ryde City Shopping Centre site are restricted to the grade separated overpasses;
- the site is exposed to high levels of traffic noise and wind, in particular along the Devlin Street frontage;
- the existing civic buildings on the site do not relate well to the surrounding development, as they appear isolated from both the Top Ryde City development and existing buildings to the west and south of the site;
- development to the west of the site is typically one and two storeys in scale (although DLEP 2011 proposes an uplift to the Blaxland Road properties immediately adjacent to the site by rezoning the land B4 Mixed Use);
- vehicular access from the Devlin Street frontage is restricted to the grade separated ramps constructed as part of the ITS; and
- vehicular access to and from the site is very constrained by the irregular and complicated road network on the south west edge of the site, which comprises split roads and one way flows.

The Planning Proposal identifies that the Concept design has been developed having regard to the following opportunities:

- *the site is well recognised by locals and visitors as being the civic hub for the Ryde Town Centre;*
- *the site's topography allows for a landmark building that is highly visible from within the Ryde Town Centre and regionally;*
- *the existing pedestrian bridges afford the ability to physically link the site with Top Ryde City as is envisaged by Council's existing planning strategies and policies;*
- *the vehicle access ramps off Devlin Street, constructed during the redevelopment of Top Ryde City provide alternative access to and from the site;*
- *the existing road passing through the site can be reconfigured to re-establish the former alignment of Blaxland Road and allow a new built form to be established that relates to the ongoing redevelopment of the Ryde Town Centre;*

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- *the potential to develop more appealing streetscapes along Blaxland Road and Parkes Street.*

The indicative built form identified in the Concept Plan has been based on:

- an analysis of the site opportunities and constraints;
- the site's landmark location;
- the desired future role within the Ryde Town Centre; and
- proposed planning controls which will allow for a building height of RL 130m and a maximum nett useable floor area of 60,000m².

The Planning Proposal identifies that various built form options have been considered and tested for their environmental sustainability, urban form and community outcomes. Unfortunately, those other various built form options are not included or presented in the Concept Plan document. This is a weakness of the Concept Plan as it fails to convey the process or story of how the option illustrated within the current concept was reached and why it represents the indicative development form.

However, it is noted that other built form options have been made available to SJB Planning, including an earlier Ryde Town Centre Concept Master Plan prepared by HASSELL Architects prepared in 2006 (which explored a range of different built form options for the site).

The Concept Plan accompanying the Planning Proposal shows a built form that delivers:

- a realignment to Blaxland Road along the western edge of the site;
- a civic component, including council chamber and auditorium/performance space, located at the northern end of the site, overlooking a civic forecourt;
- new public domain spaces and pedestrian access ways integrated with the existing pedestrian bridges across Devlin Street;
- new residential and mixed uses to the middle and southern parts of the site;
- modulated tower forms fronting Devlin Street, with 5-6 storey street edge podiums in between the two towers;
- a central communal open space' type courtyard;
- four levels of basement parking; and
- a lower scale residential built form fronting Parkes Street (on the site of the current council car park).

Floor Space of Concept Plan

The Concept Plan as illustrated has a total Nett Useable Floor Area (NUFA) of 49,602m² comprising:

- Retail – 333m²
- Residential – 46,658m² (533 units)
- Civic – 2681m²

In this respect, the Concept Plan does not illustrate the maximum 60,000m² of NUFA sought by the Planning Proposal. This means that in effect there is a further 10,000m² of NUFA being retained under the 60,000m² NUFA proposed by the Planning Proposal that is not shown on the Concept Plan. This additional 10,000m² could potentially be allocated in another location not shown in the current Concept Plan.

It must be noted that the development illustrated in the Concept Plan is only one of many options that have been explored for the site. The additional 10,000m² of floor space provides a level of flexibility for other options, such as a larger retail component on the ground or

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basement floor levels. Alternatively should Council resolve to retain the Council administration offices on site, this would require a larger floor plate than the residential shown under the current option. In essence, the difference between the current option as illustrated in the Concept Plan and the floor space yield of 60,000 sought by the Planning Proposal provides a level flexibility to consider a range of alternative land use options at a future DA stage – consistent with the uses permitted under the B4 Mixed Use zone.

As it can be demonstrated that traffic generation is adequately catered for, the critical issue is to ensure that 60,000m² does not result in unacceptable bulk and scale impacts. Further parameters for the control of the built form are considered further below.

In terms of a future floor space ratio control (FSR), it is noted that 60,000m² of NUFA equates to 66,000m² of gross floor area (GFA) which in turn equates to a FSR of approximately 4:1.

Is this Built Form appropriate?

Whilst the Planning Proposal increases the height of buildings, the reduction in developable floorspace will reduce the bulk and massing of the building form that may have been available to be developed under the existing controls, delivering a more modulated and articulated form than the potential squat and bulky built form under the existing controls.

A more modulated form allows for a refinement of the scale and transition to the adjoining and surrounding development, in turn delivering a higher quality of design.

The increased building height will also allow the future development of landmark buildings that are highly visible from within the Ryde Town Centre and broad region. In the right place, tall buildings can make positive contributions and can serve as beacons of regeneration and stimulate further investment. This is in accordance with the objectives of the Ryde DCP which is to enhance the landmark qualities of the site.

Importantly, taller buildings should be slim and elegant as opposed to wide and fat. A slimmer tall building will naturally have a far lesser impact over a wider building, in terms of its bulk, visual presence and amenity impacts, including overshadowing.

The Concept Plan as illustrated relies on 10 units per residential floor plate within each of the towers accessible from a single core. This results in thicker towers, which is not preferable. The SEPP 65/Residential Flat Design Code encourages limiting the number of units off a circulation core on a single level and recommends a maximum of 8 units per floor.

Fundamental Parameters

Whilst, it is acknowledged that the Concept Plan submitted with the Planning Proposal appears to deliver a modulated form, the respective changes to the planning controls will not necessarily deliver this Concept Plan, and therefore it is important to determine what are the critical or fundamental elements identified in the Concept Plan that should be reflected in a suite of planning controls to shape the future development of the site.

The following elements are considered critical for the future redevelopment of the site and are discussed below:

- Height
- Towers of different height
- Thickness of tower elements
- Separation between towers
- Setback and treatment to Devlin Street
- Width of Blaxland Road
- Relationship to Hattons Cottage

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1. Height

The element of height, in itself has a couple of subsets, which are addressed below.

a) RL130

As identified earlier in this report, the site is located within and forms an integral part of the Ryde Town Centre being the civic heart and seat of local government for nearly the past 50 years. The recent construction of the Top Ryde City Shopping Centre has reduced the dominance of the Civic Centre building such that it has lost its landmark qualities.

The Planning Proposal seeks to restore that landmark status by enabling a building taller than Top Ryde City Shopping Centre as originally envisaged under LEP 143. RL130 is 25m or 8 storeys taller than that being constructed on the Top Ryde City Shopping Centre site. Such a height will restore the physical and visual prominence of the Civic Centre site on the skyline over that recently created by Top Ryde City. RL130 is what was sought by Council under LEP 143 in 2004/2005 prior to its gazettal.

Whilst it is acknowledged that RL130 or 24 storeys represents a very tall building, and will be visually prominent within Ryde and the broader region, this height is considered appropriate for a town centre location well serviced by retail and commercial support services and public transport. Increasing densities in town centres is in accordance with the state governments Metropolitan Plan to maximise residences within walking distance of centres and public transport. Subject to design excellence, slender buildings, and an appropriate siting of tower elements, a building at RL 130 will not have significant detrimental or unreasonable impacts given the town centre location of the site.

b) Area of Application/Transition to Blaxland Road

The key issue to emerge in the review of this Planning Proposal and its indicative Concept Plan is the application of the proposed RL130 height control across the majority of the site.

The Draft Height of Buildings Map that accompanies the Planning Proposal seeks a maximum building height of RL130 across the majority of the site, the only exception being the Parkes Street car park (which is proposed to retain a 15.5m height control i.e. 4 storeys). In effect, the draft map would allow the construction of a tower type building virtually anywhere across the majority of the site i.e. up to the front boundary of the Blaxland Road properties. Whilst it is recognised that the construction of a tower building immediately abutting the frontage of the Blaxland properties is unrealistic, as it would effectively prevent access to or effectively 'landlock' such properties, this is what the draft height map potentially enables. This is obviously not acceptable and should be amended.

In terms of height and to what area of the site RL130 should apply, the following observations were made from the urban analysis identified in the Concept Plan, discussions with Hassell Architects and inspections of the site:

- The Devlin Street frontage of the site is the least sensitive to any increase in height. Devlin Street has a harsh noisy environment typical of a busy arterial road. It is also directly opposite the increased building heights of Top Ryde City and furthest from the low density residential west of the site. In this regard the eastern edge of the site is most suited to increased height.
- The Blaxland Road frontage is the most sensitive given the typically one and two storey scale of development along the western side of Blaxland Road, in particular

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immediately around heritage listed Hattons Cottage. This means that there is a need for a transition in height and scale between the site and the Blaxland Road properties. A reduced height limit should be imposed.

- Any significant height on the south-western corner of the site has the potential to have the greatest impact from an overshadowing point of view on the residential flat buildings and dwellings to the south of the site on the southern side of Parkes Street, in particular the street block between Belmore Street and Devlin Street. The indicative Concept Plan acknowledges this, and keeps development to 5 and 6 storeys in this location. In this regard, the RL 130 height limit should not apply to this part of the site and a more restrictive height limit should be imposed.
- The indicative concept illustrated in the Concept Plan identifies a height of 5 to 6 storeys along the eastern side of the realigned Blaxland Road. Six storeys is considered an appropriate height for the peripheral development given the location within the Town Centre. It is also considered an appropriate transition to the Blaxland Road properties, given Council is seeking to upzone such properties to 4 storeys (i.e. a 15.5m height limit). It is recommended that the sixth storey be setback to provide an appropriate transition to Blaxland Road.
- The northern end of the site is most suited to a Civic Centre site due to its northern position, high visibility and good solar access and ability to spill out onto an open civic space. Given this and the fact that this is where the site is at its narrowest, i.e. any built form in this location will be at its closest to the Blaxland Road properties, the RL130 height limit should not apply to this part of the site and a more restrictive height limit imposed.

Therefore, the application of proposed RL130 height across to the western boundary of the site, immediately adjoining the Blaxland Road properties is considered problematic and unacceptable, due to a lack of a transition and the potentially resultant visual and overshadowing amenity impacts.

For this reason, the following amendments to the draft height map are recommended:

- i. RL130 should be restricted to the band along the Devlin Street frontage. The width of this band should be approximately 45m from the eastern Devlin Street frontage. A 45m wide floor plate enables an east-west floor plate to achieve an area of 810m² (i.e. 45m x 18m) which would readily accommodate eight x 85m² two bedroom units per floorplate.
- ii. The proposed realignment of Blaxland Road should be shown 'white' in colour on the map, as per all other roads on the existing Height of Buildings Map under RLEP 2010. It is noted that this will remove the RL91 height control that currently applies to this part of the site. The width of this 'white' should be approximately 17-18m boundary to boundary. Building setbacks beyond this alignment are discussed further below and should be increased in the area opposite Hattons Cottage.
- iii. A transitional height band should be provided along the eastern side of the realigned Blaxland Road alignment and across the south-western corner of the site immediately opposite the Belmore Street/Parkes Street intersection. This is consistent with the development envisaged under the Concept Plan. The six storeys height envisaged under the indicative concept in the Concept Plan is considered reasonable. This would translate into a height limit of 21.5m under RLEP2010.

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- iv. The height limit should also be reduced at the northern end of the site in the area of the proposed civic building to a six storey scale i.e. 21.5m.

A suggested amended building height map is provided at Figure 3 below and Attachment 3 incorporating the above recommended amendments.



Figure 5: Recommended height controls map

2. Towers of different height

Another aspect illustrated in the indicative Concept Plan is the modulated or differing heights of the tower elements. This is important to provide an articulated and interesting skyline. It may be appropriate to also include objectives and controls in the DCP to encourage differing tower heights to provide articulation to the skyline.

3. Thickness of tower elements

One concern with the indicative Concept Plan as illustrated is the thickness of the tower elements. The towers have floorplates containing 10 units per level. The preference under the state government's SEPP 65 and the Residential Flat Design Code (RFDC) is 8 units to a single core. The reason for this is that more units create larger floorplates and therefore thicker buildings. The thicker the building on the site, the greater the impact will be in terms of overshadowing and visual impact. Tower thickness/footplates should be encouraged to be kept to a minimum to encourage tall slim buildings. Taller slimmer buildings are considered more elegant and have less overshadowing impact.

It is noted that the Draft City of Sydney DCP 2010 has a set of objectives and controls for tall buildings, one of which relates to the floor plate size, being:

“(1) The component of a residential building that is above 35m is to have a maximum floor plate size of 700sqm (including balconies).”

It is recommended that the suite of DCP controls being drafted for the site include a control similar to this to encourage slimmer buildings. It may be appropriate to nominate

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a maximum floorplate – noting that a 700m² inclusive of balconies may be a little too restrictive for development within Ryde, whereas a floorplate of 800m², may be more appropriate.

4. *Separation between towers*

As identified above, the thickness of the towers is important, equally so is the void or separation between the buildings. The void between towers not only provides separation for privacy, overshadowing and visual amenity between the towers themselves, but ensures that a built form is modulated rather than reading as a single mass. This is important in terms of visual impact on the surrounding community.

SEPP 65 and the RFDC identify that the towers of the scale envisaged under the Concept Plan would require a separation of 24m to meet the building separation requirements of the SEPP and RFDC. The indicative scheme illustrated in the Concept Plan has a separation of approximately 40m clearly in excess of the requirements of the RFDC. It is recommended that DCP objectives and controls be drafted for the site include controls that recognise the importance of the void from a broader urban design perspective. This may mean a separation greater than the RFDC.

5. *Setback and treatment to Devlin Street*

As identified above, the Devlin Street frontage is a very harsh 'pedestrian unfriendly' environment dominated by the traffic of what is a 6-8 lane arterial road and the blank presentation of the upper levels of the Top Ryde City Shopping Centre site. This environment needs to be considered in any redevelopment of the site and the DCP for the site should include controls to address this environment.

Any redevelopment of the Civic Centre site should include generous landscaped setbacks along this frontage to improve the amenity of this frontage, ideally to provide some level of acoustic buffer and if residential is proposed it will be required to meet the DPI Guidelines for Development along Rail Corridors and Busy Roads.

Ideally any redevelopment of the site should seek to activate this frontage, however given the environment this is likely to be difficult. Residential uses along this frontage will be limited due to the noise exposure impacts on open space/balcony and natural ventilation requirements. Retail is limited due to the volume of retail in the shopping centre directly opposite. If anything, this frontage would be ideally suited for offices or other commercial uses.

In the absence of an active frontage, any redevelopment will require design excellence to provide interest and meet crime prevention design criteria.

DCP objectives and controls are recommended in the DCP to address such aspects.

6. *Width of Blaxland Road*

As identified above, the width of the future realigned Blaxland Road also needs to be considered in the future DCP for the site. Discussions with Hassell Architects in relation to the Concept Plan identified that Blaxland Road should have a minimum width of 17-18m. This should be considered further and discussed in the DCP. Greater width should be provided in the vicinity of Hattons Cottage.

7. *Relationship to Hattons Cottage*

Future redevelopment of the site has the potential to impact on the heritage significance on Hattons Cottage at 158 Blaxland Road. Controls should be included in the site

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specific DCP for the site to ensure that an adequate curtilage is provided both to the east across Blaxland Road but also to the south of the cottage on Parkes Street site.

In this regard, in terms of the built form aspect of the Planning Proposal, we recommend that the Planning Proposal be amended, in particular height of buildings may be amended as discussed above.

We also recommend a refined set of objectives and development controls for the site be prepared and incorporated into the Ryde DCP 2010 prior to the finalisation of the Planning Proposal. The DCP controls would include the following:

- urban design - slimmer buildings, tower separation, tower heights;
- built form and setbacks;
- site access;
- public domain/road widths;
- pedestrian linkages; and
- curtilage to Hattons Cottage.

Heritage

As identified in Section 1.0 of this report, the site contains two heritage items, identified in Schedule 5 of the RLEP 2010 as:

- Item 49, Obelisk - Devlin Street; and
- Item 54, Great North Road, Bedlam Point to Eastwood.

Furthermore, there are three heritage items in the vicinity of the site being:

- Item 15, Top Ryde Shopping Centre site – 115-121 Blaxland Road, Ryde (Lot 1 in DP 618154);
- Item 16, Masonic Temple (Hall) – 142 Blaxland Road (Lot 3 in DP 86255); and
- Item 17, "Hatton's Cottage" (Cottage) - 158 Blaxland Road, Ryde (Lot P in DP 443304).

It is noted that given the Top Ryde Shopping Centre has recently been redeveloped, and as a result Council has resolved to remove this Item 15 from the LEP.

Graham Brooks and Associates (GBA) have prepared a heritage impact assessment of the proposed increase to the building height and reduction in allowable floorspace. The heritage impact assessment also assesses the potential impacts of the Planning Proposal on the heritage items on and within the vicinity of the site.

The Planning Proposal prepared by JBA Planning summarises the findings of the GBA report as follows:

'In relation the Obelisk, future development of the site is likely to necessitate the further relocation of the Obelisk. The Obelisk has previously been moved on several occasions and is not located in its original location. The exact location of this monument is not considered essential to its significance and the Planning Proposal is not considered to result in any additional impacts. GBA suggest that during any future redevelopment of the site the Obelisk could be relocated to either the road reserve adjacent to its original location or the road reserve at the northern end of the site, in the vicinity of the former tram terminus.

The alignment of the former Great North Road passes through a developable portion of the site and the Planning Proposal does not result in any additional heritage impacts. GBA suggest that Ryde DCP 2010 could include interpretation controls for the former road alignment.

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In relation to Hattons Cottage, to the west of the site, GBA consider that the Planning Proposal will allow more flexibility in the design of the future development of this site and will have no additional adverse consequences and may facilitate improved heritage outcome for Hattons Cottage. GBA consider potential impacts could be further mitigated through the inclusion of additional controls for building form and setbacks in Ryde DCP 2010 and recommend consideration be given to the retention of the curved corner at the southern end of Blaxland Road to interpret the historical development of the site.

In relation to the Masonic Temple, which is separated from the site by the width Blaxland Road, GBA consider the proposed increase in building height to RL 130 will have no additional impact on the Masonic Temple.'

Comment

In relation to the heritage items on the site, being the Obelisk and the Blaxland Road alignment, it is recommended suitable objectives and controls be included within a site specific DCP to ensure the heritage significance is satisfactorily addressed.

In relation to the Hattons Cottage, it is recommended that the site specific DCP include appropriate controls to ensure that an appropriate curtilage is achieved. Such controls are to ensure that that part of Blaxland Road, upon which the Hatton Cottage fronts, is of sufficient width to respect the heritage item and includes an increased landscaped area at the frontage of the house. The DCP is also to include setback requirements for any development on the Parkes Street Council car park part of the site so as to maintain an adequate curtilage to the Hattons Cottage property.

In relation to the Masonic Temple, it is noted that the Temple is located on the southern side of Parkes Street/Blaxland Road immediately opposite the former Council library/auditorium building. The indicative Concept Plan envisages the tower element in the south-east corner of the site, immediately opposite the Temple in the location of the former library/auditorium building. In this respect, it is agreed that the location of a lower element at this point does not detrimentally affect the curtilage of the Temple and therefore no further action is required.

Social and Economic Impacts

The proposed amendments to the height and floor space controls are likely to have limited direct social or economic impacts.

Indirectly, the amendments to the controls may facilitate the future redevelopment of the site, allowing for a more sustainable development of the site, enabling new community and council facilities to be established.

Council have identified that the existing Civic Centre has reached the end of its functional and economic life. The building is said to have become tired and dated, lacking the amenity of modern office buildings, with limited floor plates severely limiting space planning.

In this respect, the Planning Proposal identifies that the '*Proposal will facilitate an appropriate redevelopment of the site that will in turn reduce the current ongoing asset burden of the existing civic centre facilities.*' In effect, have a positive economic impact.

In terms of economic impacts on surrounding commercial properties, the Planning Proposal is unlikely to have a detrimental impact, as it seeks to reduce the allowable floor space on the site that could potentially have been utilised for retail or commercial development.

In terms of social impacts, the Concept Plan accompanying the Planning Proposal identifies that the site will include new community facilities, including an auditorium/performing arts space for community events and performances. The Plan also includes the development of

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new civic facilities at the northern end of the site, creating a civic hub connected to the Ryde Planning and Business Centre and new library at Top Ryde City Shopping Centre. The provision of such new community facilities and a cultural and civic precinct will have a positive social impact on the community.

Public Infrastructure

The site is serviced by water, sewer, electricity, gas and telecommunications. Hyder Consulting were engaged by Council to investigate the provision and capacity of public infrastructure servicing the site. The Hyder report found that the site is well serviced by public infrastructure and is capable of being developed subject to relocation and/or augmentation of the relevant infrastructure.

Council have advised that since the Hyder Report an electricity zone substation has been constructed in Buffalo Road to service the area.

4.6 Consistency with Relevant Strategic Planning Framework**Metropolitan Plan and Sub-regional Strategy**

The Planning Proposal is considered to be generally consistent with the objectives and actions contained within the draft Inner North Sub-regional Strategy and the Metropolitan Plan for Sydney 2036.

The Metropolitan and Subregional strategies:

- identify Ryde as a 'Town Centre' that is expected to continue to be redeveloped and reinvigorated;
- expect the Ryde Town Centre to contain a mix of residential, retail, business and community uses;
- identify that the Ryde Town Centre is expected to contain between 4,500- 9,500 dwellings and 8,000 jobs by 2036.

Ryde DCP 2010

The Planning Proposal is considered to be consistent with Chapter 8.0 of the Ryde Development Control Plan 2010.

Council's Strategic Plan

The Planning Proposal is considered to be generally consistent with the City of Ryde 2021 Community Strategic Plan 2020.

State Environmental Planning Policies

The planning proposal is consistent with applicable state environmental planning policies, the key SEPPs being:

- SEPP 32 – Urban Consolidation (Redevelopment of Urban Land); and
- SEPP 65 – Design Quality of Residential Flat Buildings.

Section 117 Ministerial Directions

The Section 117 Directions are a list of Directions issued by the Minister for Planning to relevant planning authorities under Section 117(2) of the *Environmental Planning and Assessment Act 1979*. These directions apply to and are required to be considered in the preparation of a planning proposal.

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The following S117 Directions are the key directions applicable to this proposal being:

- 1.1 Business Zones
- 2.3 Heritage Conservation
- 3.1 Residential Zones
- 3.4 Integrating Land Use and Transport
- 6.1 Approval and Referral Requirements
- 6.2 Reserving Land for Public Purposes
- 6.3 Site Specific Provisions
- 7.1 Implementation of the Metropolitan Plan for Sydney 2036

The Planning Proposal is generally consistent with the above Directions.

With regard to Direction 1.1, which relates to Business and Industrial zones, it is noted that Direction 1.1(4)(c) states:

“(4) A planning proposal must:

(c) not reduce the total potential floor space area for employment uses and related public services in business zones.”

Whilst the subject Planning Proposal appears to be contrary to this Direction as it seeks to reduce the allowable floor space across the Civic Centre site from a Nett Useable Floor Area of 100,000m² to 60,000m², it is important to note the objectives of this Direction. The objectives are to encourage employment growth in suitable locations, protect employment land and support the viability of identified strategic centres.

In this respect, the Planning Proposal is consistent with this objective in that it is seeking to facilitate the redevelopment of the site as part of the renewal of the Ryde Town Centre. Increasing building heights so as to encourage residential development on the site will support the viability of the centre. The site is zoned B4 Mixed Uses which permits residential development. Therefore, the zone was never exclusively going to generate 100,000m² of commercial or business floor space. Furthermore, in reality 100,000m² could not be achieved on the site and it is not commercially viable given the proximity to the retail floor space at Top Ryde City Shopping Centre and the commercial floor space at Macquarie Park.

In this respect, the Planning Proposal is considered to be consistent with the Section 117 Directions.

5.0 SUMMARY OF PUBLIC EXHIBITION

5.1 Public Exhibition

The Planning Proposal was publicly exhibited from 10 August 2011 to 21 September 2011.

The public exhibition and notification of the proposal was formally advertised and notified by Council.

The Planning Proposal was exhibited for a period of 6 weeks from 10 August 2011 until 21 September 2011 with notification occurring in the Northern District Times and The Weekly Times on 10 August 2011.

2600 formal notification letters were mailed to adjoining property owners through Australia Post on 10 August 2011.

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Project displays including project boards and planning documents were displayed at the Customer Service area of the Civic Centre and in the foyer of the Ryde Planning and Business Centre for the duration of the Public Exhibition period.

A model of the indicative Concept Plan was produced and displayed at the Ryde Planning and Business Centre.

A copy of the planning documents were made available in the West Ryde Library.

5.2 KJA Consultation

In addition to the formal advertising and notification of the Planning Proposal, the Civic Precinct Project Team employed KJA, an independent communications consultancy to conduct a program of communication and consultation.

The key elements of the consultation included:

- Media briefings
- Web page
- 1800 phone number
- Project email address
- Door knocking
- Preparation and delivery of the Ryde City View Brochure
- Advertisements in local media
- Mayoral Column
- Community Drop In Sessions
- Chamber of Commerce Briefings
- Community Information Day
- Residents Briefing Sessions
- Community Groups and Hall Hirers and Business Briefing
- Communication with ESL and Non English Groups

A Community Consultation Report prepared by KJA provides a summary of the consultation undertaken during the exhibition period (refer to Attachment 4).

The KJA Community Consultation Report makes the following conclusions:

- Feedback provided a range of different views
- A small number of people did not support replacing the current Civic Centre building;
- Overall there was a high level of agreement that the ongoing cost to maintain the existing Civic Centre building was unsustainable.
- Comments about the proposed height were mixed.
- The majority of neighbouring residents in close proximity were predominantly concerned about the potential impact of 24-storey towers on their visual amenity.
- Feedback received during drop-in sessions and the community information, provided a broader range of views on the height issue.
- Various people (particularly from the community information day) were more concerned about the potential debt Council would incur to maintain or upgrade the current facilities, which they thought would impact on the delivery of other services.
- Some people expressed a view that the development was preferable to Council incurring a large debt.
- Contrasting comments between different groups about traffic and parking.
- Neighbouring residents were primarily concerned about the potential impact on residential streets.
- Hall users, businesses and community organisations had a greater focus on site accessibility for private buses and public transport, parking and the provision of adequate loading dock facilities.

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- The provision of new community facilities received relatively little comments from the majority of neighbouring residents.
- Hall users, community organisations, and businesses who had a greater interest in facilities and services, and on ensuring the design was “future proofed” to accommodate increased demand over the long term.
- General comments about the potential relocation of Council’s administration offices, to a different location, suggests there is a preference for Council’s offices to remain in Top Ryde, although this did not appear to be a strongly held view.
- Despite a range of different views about the Planning Proposal and the future of the Civic Precinct, a large majority of people made positive comments about the level of consultation that City of Ryde had undertaken.

5.3 Summary of submissions

This report considers those submissions lodged with Council by 23 September 2011. Submission received after this date have not been addressed in this report.

Up until 23 September 2011, a total of 195 actual submissions were received. A summary of the submissions is provided in Table 2 below.

Level of Support	Quantity	Percentage	Issues raised
Support	46	23.58%	<ul style="list-style-type: none"> • Positive Socio-Economic contribution to Ryde City
Conditional Support	16	8.2%	<ul style="list-style-type: none"> • Want to see improvements in Streetscape elements, reduced heights, provision of suitable support services and dance floor.
Object	128	65.64%	Issues listed below
Neutral	5	2.56%	N/A
Total	195	99.98%	N/A

Table 2: Summary of submissions

The matters raised have been summarised below:

- Traffic and Parking Impacts
- Built form and Scale
- Amenity impacts – overshadowing, visual impact, wind tunnelling, loss of privacy, loss of views
- Out of Character
- Pedestrian impact
- Overdevelopment, over population, overcrowding
- Precedent for further high density development
- Insufficient Infrastructure to support the development
- Retention of existing Civic building/heritage significance
- Impact on neighbouring heritage items
- Loss of Open Space
- Lack of provision for public transport
- Improvement of Community Facilities
- Form of civic space
- Provision of Council offices
- Use of existing controls as a precedent misleading
- Uncertainty of outcome – Concept Plan

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- Lack of options in Concept Plan
- Council business opportunities
- Lack of consideration of other uses
- Conflict of Interest/transparency of process
- Public Consultation – miscommunication/brochure misleading
- Insufficient detail of costs and funding options
- Sale of community assets/public ownership
- Impact on land values
- Social impacts – community isolation
- Building construction impacts – noise, dust, hours
- Rezoning of adjoining site
- Impact on existing dance facilities and specification of new dance facilities
- Impact on television reception
- Impact on flight paths

As demonstrated above the public exhibition attracted significant public interest. The objections raise a number of issues, but the majority of matters raised are concerned with the scale and size of future development, built form impacts and traffic related impacts.

Discussion about the potential environmental, economic and social impacts is outlined above in section 3.5.

A detailed response to each submission is provided in the Submissions Summary and General Comments at Attachment 5.

6.0 ISSUES RAISED IN SUBMISSIONS

6.1 Traffic and Parking Impacts

Traffic and Parking impacts were one of the two paramount concerns raised in the submissions to the public exhibition of the Planning Proposal.

The difficulty with this issue is differentiating between the implications of the Planning Proposal (i.e. LEP amendment) process and that of a Development Application. The subject Planning Proposal itself does not result in any traffic or parking impacts. The proposal seeks to amend two planning controls – height and floor space – that currently apply to the site. The proposed amendments to the height and floor space controls do not directly result in traffic and parking impacts. The amendment to the height control is proposed to facilitate the construction of taller buildings on the site. Taller buildings do not necessarily generate more traffic.

This amendment to the permissible height on the site is proposed to be offset with a reduction in the allowable floor area on the site. The allowable floor space on the site is proposed to be reduced from 100,000m² to 60,000m² of Nett Useable Floor Area. This in itself can only result in a reduced development yield and therefore reduced potential traffic and parking impacts as a result of any future redevelopment of the site, when compared against a development that would be permitted under the current controls.

Notwithstanding these differences between the Planning Proposal and DA process, a Traffic Impact Assessment has been prepared and accompanies the Planning Proposal. The Traffic Impact Assessment has been discussed in Section 4.5 of this report.

Recommended Action:

No further action required.

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6.2 Built form and Scale

The issue of the built form and scale and suggested actions/recommendations have been addressed in Section 4.5 of this report.

Recommended Action:

Planning Proposal height controls to be amended.

DCP controls to be developed.

Issue to be considered at detailed DA stage.

6.3 Amenity impacts – overshadowing, visual impact, wind tunnelling, loss of privacy, loss of views

The amenity impacts such as overshadowing, visually overbearing development, wind tunnelling, loss of privacy and loss of views are not directly generated by the subject Planning Proposal. These amenity impacts are a function of the development itself, not a change to the planning controls.

Notwithstanding, this it is acknowledged that the proposed change to the applicable height control will facilitate or enable the construction of a different form of development to that permissible under the existing LEP controls, the construction of taller buildings on the site. In this respect, regard must be given to such concerns.

Overshadowing

Shadow diagrams have been prepared for summer and midwinter for the existing Civic Centre building, a development equal to that allowed under the current controls, and the concept scheme illustrated in the Concept Plan.

The shadow diagrams identify that any overshadowing in midwinter, as a result of the development proposed in the Concept Plan, will largely be limited to those residential properties located within the street block bounded by Devlin Street, Parkes Street and Belmore Street, immediately to the south of the site. Obviously those residential buildings closest to the site, in particular along the Parkes Street frontage, stand to be most affected. However, when the shadows of the Concept Plan development are compared with that permissible under the current controls, it is evident that the modulation of the building form along the Parkes Street frontage (between the realigned Blaxland Road and Devlin Street) such that it is part 6 storeys and part tower, results in an improved solar access outcome for the Parkes Street fronting properties.

In this regard, it is evident from the shadow diagrams that the location of the two residential towers at the northern end and south-eastern corner of the site, result in the least impact on the surrounding properties in terms of overshadowing. In actual fact, by midday in midwinter no neighbouring residential properties will be overshadowed by the development envisaged under the Concept Plan.

The construction of taller buildings on the site will obviously cast longer shadows than shorter buildings, and therein potentially affect a wider area. Similarly, it can be said that a taller slimmer building will cast a narrower shadow, that moves faster across surrounding properties, in effect, overshadowing a wider area but for a shorter period of time. Ultimately, the Concept Plan has been designed so as to minimise the extent of overshadowing by future development and is considered acceptable given the town centre location. Further analysis of the extent of any overshadowing will need to be assessed as part of any future development application for the site.

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Recommended Action:

Planning Proposal height controls to be amended to limit the area of the site within which towers could be built and keep development to a maximum of six storeys along the Blaxland Road frontage and south-western corner of the main part of the site.

DCP controls to be developed to require slimmer towers to minimise overshadowing.

Issue to be considered at detailed DA stage.

Visual Impact

Numerous submissions raise objections to the proposal on the grounds that the future development will have a visual impact on the skyline, create so called "visual pollution".

The Concept Plan includes a visual analysis of the proposal from various points around Ryde. Photomontages containing three dimensional models of the development concept are provided from six locations:

- East - looking West from Blaxland Road;
- South - looking north-east along Concorde Road;
- West - looking east along Parkes Street;
- West - looking east from Victoria Road, West Ryde; and
- North - looking south west along Lane Cove Road.

The photomontages demonstrate that the Civic Centre site and the existing building are visually prominent within the Ryde local government area and wider area and readily visible from all directions. In this respect, the visual impact of any future development of the site is an important consideration.

High visibility of the site and Concept Plan buildings is not necessarily a detrimental visual impact. Tall building can make positive contributions creating land marks within the landscape. This is part of the reason what some of the submissions object to the demolition of the existing Civic Centre building, is due to its iconic or landmark characteristics.

What is important is that the design of such buildings achieves architectural excellence and quality detailing. This will be a function of the Council's tender process and the detailed DA phase of any redevelopment of the site.

Recommended Action:

Planning Proposal height controls to be amended to limit the area of the site within which towers could be built and keep development to a maximum of six storeys along the Blaxland Road frontage and south-western corner of the main part of the site to provide an appropriate transition.

DCP controls to be developed to require slimmer more elegant towers i.e. restrict the floorplate size and stipulate the minimum separation distance to maximise the void between the towers.

In development of the DCP controls consideration should be given to setting the sixth storey back from the street frontage to assist in the transition to surrounding buildings.

Issue to be considered at detailed DA stage.

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Wind tunnelling

Recommendation:

Wind tunnelling impacts will be dependent on the final design of any future redevelopment of the site and will need to be assessed at the DA phase.

Loss of privacy

Privacy is determined by the spatial relationship between buildings and urban form. The State Government's Residential Design Code recommends that building separation increase in proportion to building height to ensure appropriate urban form, adequate amenity and privacy for building occupants.

For buildings in excess of nine storeys, the RFDC recommends a separation of over 24m. In this regard, the design of any future development on the site will need to consider the required separation requirements so as to maximise the privacy of the surrounding properties. Given the location of the Devlin Street, Parkes Street and Blaxland Road around the perimeter of the site, it is likely that the any future development on the site will be able to be designed and site in such a way as to meet the requirements of the Residential Flat Design Code.

Recommendation:

Notwithstanding this, this issue will need to be assessed further during any future DA phase.

Loss of views

It is acknowledged that a taller building on the site has the potential to impact on the views likely to be enjoyed by the future occupants of the residential apartments under construction on the Top Ryde City Shopping Centre site. Notwithstanding this, it is unlikely that any such towers on the subject site would result in the loss of all views from such properties. A view impact assessment will need to be undertaken as part of the assessment of any future DA for the redevelopment of the site.

Recommended Action:

DCP controls to be developed.

DCP controls to be considered as part of any Development Application.

6.4 Out of Character

The character of the Ryde Town Centre is currently undergoing a transition. This is a function of the amendments to the planning controls applicable to both the Civic Centre site (Precinct 1) and the Top Ryde City Shopping Centre site (Precinct 2) under LEP 143 in 2006 and the subsequent construction of the Top Ryde City Shopping Centre.

The change in planning controls instigated by LEP 143 were a conscious decision by Council to reinvigorate the Top Ryde City Shopping Centre site and town centre as a whole, and for the Ryde Town Centre to keep pace with growth in other town centres within the Ryde local government area.

The construction of the Top Ryde City Shopping Centre development has significantly increased the scale of development within the Ryde Town Centre, significantly increasing the building mass and building heights, in turn changing the character of the Ryde town centre.

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In this context, whilst the development envisaged under the Concept Plan, exceeds the height of the Top Ryde City development, the scale is not considered out of character with recent development and is considered appropriate for this town centre location.

Recommended Action:

No action required.

6.5 Pedestrian Impact

A number of the submissions raise concern that the removal of the road crossing at the Devlin Street/Blaxland Road intersection has caused problems for the local residents. Submissions claim that they were not consulted about the removal of the road crossing and have particular problems when the lifts are malfunctioning.

There are also concerns raised that the Concept Plan identifies that residents will need to further divert their journey into the private residential towers to access such lifts and pedestrian overpasses as a result of the redevelopment of the site.

The submissions also claim that pedestrians are not properly considered in the Concept Plan with pedestrians competing with cars on a shared roadway space.

It is evident from the submissions that certain elements of the community have a preference for the previous at grade pedestrian crossing at the intersection of Devlin Street, as opposed to the pedestrian overpasses which were constructed as part of the Top Ryde City Shopping Centre.

Section 3.3.5 of the Traffic Impact Assessment prepared by Better Transport Futures and contained at Appendix F of the Planning Proposal addresses the issue of pedestrian connections and states:

'Previously the only facilities available for pedestrians from Precinct One to access the rest of the town centre was at grade pedestrian crossings at the Blaxland Road/Devlin intersection. A pedestrian was faced with the daunting prospect of crossing 8 traffic lanes. For some pedestrians such as the elderly this means breaking the crossing on a quite narrow central median because the distance is too far for slower walkers to manage in one movement. This puts people under considerable risk and discomfort and inevitably leads to crossing the road being avoided altogether.'

'Pedestrian access bridges have been built in conjunction with the building of the Top Ryde Shopping Centre with the northern access including an elevator suitable for cyclists as well as pedestrians.'

Comment

The provision of the pedestrian overpasses is not a recent decision of Council and precedes the construction of the Top Ryde City Shopping Centre. In response to RTA requirements, specific planning controls were contained in the RPSO and LEP 143, which required the construction of overpasses over Devlin Street as part of the redevelopment of the Top Ryde City Shopping Centre site.

The pedestrian overpasses were approved as part of the approval of the ITS and the Top Ryde Shopping Centre site. In this respect, the removal of the pedestrian crossing is not an issue associated with the subject Planning Proposal and is a matter previously approved and implemented by Council in previous policy and development application decisions.

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In relation to the issue of the lifts malfunctioning and pedestrians being required to divert their travel path into a private residential building, it is noted that Council intends to integrate both the overpasses into future development. It is understood that both lifts will be retained within public ownership and be publicly accessible at all times. Increased integration within and as part of public buildings is likely to result in increased maintenance/less malfunctioning.

The design and integration into public buildings will be a matter for the detailed design phase of any future development.

In relation to the shared zone illustrated in the Concept Plan, this only relates to small section of Blaxland Road at its northern end. The purpose of such a shared zone is to facilitate improved landscaping and tree planting and a more pedestrian friendly environment, whilst retaining vehicular access to a small number of the Blaxland Road properties.

Any such proposal for such a shared zone is only conceptual at this stage and is not a matter for consideration as part of the Planning Proposal. Such a shared zone will need to form part of any future detailed DA for the site, should the site be redeveloped, and will need to be supported by a specific traffic impact report and assessed at the detailed DA phase of any redevelopment of the site.

Recommended Action:

Controls to be included in DCP to retain pedestrian entries in public ownership.

This issue will need to be considered at the DA phase of redevelopment.

6.6 Overdevelopment, over population, overcrowding

Significant concern is raised in the submissions that the high rise apartment buildings envisaged in the Concept Plan are an over development of the site and will result in an over population and overcrowding of the area.

Whilst this concern is noted, in the context of the proposed amendments to the planning controls, it must be noted that the Planning Proposal, in fact seeks to reduce the floor space yield permissible under the existing controls, when a strictly like-for-like comparison is undertaken. It is acknowledged that there is some debate over whether the current permissible yield of 100,000m² of floor space and the current height control of RL91 could be achieved on the site. Certainly, if achieved it could potentially be in a poor urban form.

Nevertheless, the amendments seek to reduce the floor space control from 100,000m² to 60,000m². It is therefore difficult to argue that such a proposal will result in an overdevelopment of the site. Rather it is our opinion that elements of the community associate high rise or high density residential development as over development, where in fact a high rise development may in fact make a positive contribution to the centre, in terms of establishing image or identity for the Ryde Town Centre. Higher densities also cater for growth in centres without the need to changes low scale residential areas.

Recommended Action:

No further action required.

6.7 Precedent for further high density development

Numerous submissions raise concern that the Planning Proposal will set a precedent for further high density development within Ryde.

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The Ryde Town Centre is a relatively centrally located town centre within metropolitan Sydney, located 12km from the Sydney CBD. It is well serviced by public transport bus services which provide connections to a number of major centres in all directions.

The Centre is currently undergoing a level of urban renewal and reinvigoration through the implementation of the new planning controls under LEP 143 and the subsequent construction of the Top Ryde City shopping Centre. The Top Ryde City Shopping Centre now represents a valuable asset to the Ryde local government area and the Ryde Town Centre itself. Increasing residential densities around centres is in accordance with government policy – the Metropolitan Plan for Sydney 2036 – in particular the aim to focus the bulk of new housing development in or near centres with good public transport.

The Planning Proposal itself does not set a precedent for further high density development, but it does acknowledge the changing character of the Ryde Town Centre and is a direct response to the State Government's planning policy.

However, it should be noted that high density development beyond the parameters of the Council's existing planning controls, will require a Planning Proposal or amendment to the LEP controls, which in turn will be assessed on their own merits.

Recommended Action:

No further action required.

6.8 Insufficient Infrastructure

A number of the submissions raise concern that there is insufficient infrastructure, in terms of local schools, child care and community services and facilities, within the local area to accommodate the demands of a development of the scale envisaged within the Concept Plan.

The amendments to the height and floor space controls do not themselves directly trigger the need for the provision of future infrastructure within the local area. The amendments to the planning controls are proposed to facilitate a more sustainable development form on the site over that allowable under the existing controls. In fact, the amendments propose a reduction in the yield theoretically permissible on the site under the existing controls.

Whilst, certain elements of the community may have concerns with the lack of supply of infrastructure and community facilities, the reinvigoration of the Ryde Town Centre through the type of development envisaged under the Concept Plan, will trigger a further demand for such services and facilities, and is likely to lead to the upgrade and augmentation of such services in the area.

Furthermore, the NSW Department of Schools and Education were consulted as part of the Section 62 consultation in October 2009 and did not raise any issues.

Recommended Action:

This issue will need to be considered at the DA phase of redevelopment.

6.9 Retention of existing Civic building/heritage significance

A number of the submissions raise concern that the existing Ryde Civic Centre building is of heritage significance and worth of retention – one claiming that it is a 'charming example of 1960s architecture that is generous with light and open space and would have become in a few decades a prized heritage building'.

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The Heritage Impact Statement prepared by Graham Brooks and Associates which is at Appendix E of the Planning Proposal, identifies that:

'The City of Ryde Local Planning Study (Heritage 06), notes that the Council Civic Centre, 1 Devlin Street, Ryde, located within the subject site, was a place that was nominated and considered for heritage listing during the consultation undertaken as part of the study. However, it was not included in the list of items recommended for listing in Council's LEP 2011. Accordingly, the Civic Centre building will not be considered any further in this Heritage Impact Statement.'

Page 6-12 of the City of Ryde Local Planning Study lists 1 Devlin Street, Ryde as a Post War – Council Civic Centre as a place which did not warrant further investigation.

In a submission dated 16 January 2009 to the public exhibition of the Draft Ryde LEP 2008 prepared by Council's Property Services Department, more background is provided on the design, history and consideration of the heritage significance of the Civic Centre building:

'The Civic Centre was designed and built in two stages. The first stage was designed by Buckland and Druce and includes administrative offices completed in 1964. Buckland and Druce, a suburban architectural firm located in Parramatta, also designed two other Council offices (Holroyd and Parramatta). The second stage included the library and Civic Hall and was completed in the 1970s.'

Although civic buildings are well represented on state and nation heritage lists with some 29 Town Halls being included on the Register of the National Estate and more than 50 civic buildings included in the NSW State Heritage Inventory (SHI); Ryde Civic Centre is not heritage listed (i.e. it is not included in the Register of the National Estate, the NSW SHI or Council's Heritage Schedule).

The RAI prepared a comparative study of civic buildings in 2005 and concluded that the Ryde Civic Centre is in the "international Style" and representative of its type. The Study further concluded that a number of other Civic Buildings are better examples of the International Style including Burwood Administrative Building and Orange Civic Centre. The Study recommended that Parramatta and Newcastle Civic Buildings meet criteria for listing on the SHI. The Parramatta building is proposed to be listed for significant interiors murals.

Ryde DCP 2006 Clause 4.4 states: "There is no requirement to maintain and upgrade the existing structures, but consideration may be given to retaining some existing footprints. It would be the intention of Council to demolish the existing Civic Centre and any redevelopment of the Civic Centre should envisage a landmark building(s) achieving up to 4.0 Greenstar rating comprising mixed use cultural civic, retail, commercial and residential".'

The submission from Council's Property Services Department also identifies that:

'The current Civic Centre building was modern and innovative design for the time it was built. However, it has no become tired and dated and lacks any of the amenity taken for granted in modern office buildings. The floor plates are of only some 400m² and this severely limits efficient space planning. The Civic Centre needs to be recapitalised, if it is to be of continuing use in the long term. Prior reports to Council have addressed various concerns covering issues such as lack of office space, façade deterioration, water penetration

It is evident from this statement, that prior to 2008, Council had recognised that the Civic Centre building no longer met the office requirements and standards for Council.

In this regard, whilst the Heritage Impact Statement prepared by Graham Brooks and Associates as part of the preparation of the Planning Proposal does not review the heritage significance of the existing Civic Centre building, this appears to be due to recent heritage

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studies undertaken by RAI (2005) and Council in 2006 have not considered the building of heritage significance.

Recommended Action:

No further action required.

6.10 Impact on neighbouring heritage items

Concerns are raised that the historic buildings close to the Civic Centre site will be dwarfed and overshadowed by the height envisaged under the Planning Proposal.

There are two locally listed heritage items located in the vicinity of the subject site being:

- Hattons Cottage, 158 Blaxland Road; and
- Masonic Temple, 142 Blaxland Road

The impact of the Planning Proposal on the neighbouring heritage items is considered in Section 6.3 of the Heritage Impact Statement prepared by Graham Brooks and Associates which is at Appendix E of the Planning Proposal.

The Heritage Impact Statement concludes the following in relation to the potential impact on the above mentioned heritage items:

Hattons Cottage:

'The additional height limit and reduced floorspace permitted on the site to the east of Hattons Cottage as part of the Planning Proposal will allow more flexibility in the design of future development of this site. This means setbacks can be reasonably required to preserve an appropriate setting to Hattons Cottage while achieving the desired community and commercial outcomes for the site. Thus it is concluded that the height increase proposed for this site will have no additional adverse consequences for the adjoining heritage item and will in fact facilitate an improved heritage outcome.'

The increased flexibility of the planning controls of the Planning Proposal is evidenced by the Concept Plan, which envisages five to six storey residential podium opposite Hattons Cottage in a location where the current controls allow 10 storeys.

Notwithstanding this, it is recommended that DCP objectives and controls be included in a site specific DCP for the site that address the curtilage of Hattons Cottage. This could include a wider road reserve for Blaxland Road in the vicinity of Hattons Cottage so as to enable increased landscaping and separation. Objectives and controls requiring increased landscaping and separation on the Parkes Street car park site to the south of Hattons Cottage are also recommended to ensure that the cottage retains its curtilage to the south.

Masonic Temple:

'The Masonic Temple is separated from the subject site by the width of Blaxland Road. The current planning controls allow development to RL91 directly opposite this building. The proposed change to permit development to RL130 will have no additional consequences for this item.'

Given the location of the Masonic Temple immediately to the south of the site, any development on the southern end of the site, whether at the existing RL91 height limit or at the proposed RL130 will be significantly taller and overshadow the Masonic Temple building. In this respect, the Planning Proposal will have no additional impacts on this listed building than the current controls.

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Recommended Action:

Controls to be included in the DCP to protect the heritage curtilage of Hattons Cottage.

This issue will need to be considered at the DA phase of redevelopment.

6.11 Loss of Open Space

Many of the submissions raise concern with the loss of open space from the site and the relocation of the open space within an internal quadrangle type courtyard within the site as illustrated on the indicative Concept Plan.

It is also acknowledged that the current form of development on the Civic Centre site is relatively underdeveloped, comprising the Civic Centre building and former library building within a sea of predominantly car parking, roads and pockets of landscaping. It appears that this has been the case since the construction of the Civic Centre building in 1964. The grassy area across the northern half of the site, in particular, gives the impression that the site comprises an area open space. This large expanse of grass appears to have been increased in size in the last 5 years through the more recent removal of the Devlin Street vehicle entry, bus terminus, bus shelters, brick toilets, and Royal Australian Navy monument from this part of the site as part of the redevelopment of Top Ryde City Shopping Centre.

Whilst the general public may interpret this area as open space, in strict planning terminology, the existing site is zoned B4 Mixed Use under RLEP 2010 and therefore is not zoned for Open Space or future open space purposes, nor appears to have ever been intended to be used for this purpose.

Whilst interpreted as public open space, this is probably more a function of this space providing an unbuilt upon separation between the residential development west of Blaxland Road and the busy Devlin Street corridor and the new Top Ryde Shopping Centre as opposed to functioning as an open space area used for the recreation of local residents.

In this regard, whilst the grass area at the northern end of the site is seen as defacto open space by some members of the community, it is not useable, it is not a park, nor public open space.

It is acknowledged that the scheme illustrated in the Concept Plan includes the provision of civic forecourt at the northern end of the site upon which civic functions and events could spill. It also includes tree lined spaces along both the Devlin Street frontage and a Blaxland Road corridors.

Recommended Action:

No further action required.

6.12 Lack of provision for public transport

Public transport services have been considered as part of the Traffic Impact Assessment (TIA) prepared by Better Transport Futures dated July 2011 which forms Appendix F of the Planning Proposal.

The TIA identifies that:

'Top Ryde is well serviced by public transport provided by an extensive bus service. It is a focal point for services, with a number of services terminating at Top Ryde. From Top Ryde, buses provide regional connections (with a number of express services operating at peak times) to the City, North Sydney, Burwood, Parramatta, Chatswood and Macquarie Park.'

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Local services provide access to the surrounding area and to West Ryde train station. The main bus stops are located in Devlin Street and Blaxland Road, adjacent to the Top Ryde Shopping Centre with a further bus stop located on Devlin Street to the south of Blaxland Road. Services operate 7 days a week with more frequent services during the commuter peak period.

Pedestrian paths are adequate with grade separated crossings of Devlin Street and signal controlled crossings at other intersections. These facilities are regularly used during business hours to access the Top Ryde Town Centre."

The TIA also identifies that:

"Provision of a shuttle bus service for the subject site is being investigated (perhaps also linking it to the Meadowbank Ferry Terminal) and may be incorporated into a town centre service. Facilities are to be provided to allow set down and pick up at the proposed civic centre to allow access and connectivity within the Ryde locality. This service is proposed to be augmented as part of the improvements to management of the Top Ryde Transport system for the Civic (Precinct One) Redevelopment."

It is noted that the Department of Transport (State Transit Authority) also made a submission to the planning proposal.

The State Transit submission is supportive of the Planning Proposal, but raises concerns that the Planning Proposal is not wide reaching enough, in that the areas on Blaxland Road and Parkes Street also lend themselves to increased height and increased population densities.

State Transit identified that the following issues require further consideration:

1. Enhance links to the retail hub for bus customers and pedestrians by providing as suggested (page 24 of the traffic report) the inclusion of a set down/pick up facility adjacent the proposed civic centre.
2. Consideration for the inclusion of bus access to the intersection of Blaxland/Lane Cove Road and Devlin Streets. This could be provided if buses using the facility (in point 1) could access the new entry/exit portal leading to this intersection.
3. State Transit supports the proposed reduction in delay suggested from the Parkes Street arm of the Devlin Street intersection, by allowing a three lane discharge.
4. Agrees with the TIA in that improved pedestrian connectivity could be achieved with the provision of a pick up/set down point at the Civic Centre.

Recommended Action:

The issues raised are to be addressed in the detailed design phase and the DA phase of any redevelopment.

6.13 Insufficient capacity on existing public transport services

One of the submissions identifies that *'the only viable public transport option from the area is buses, which do not have the capacity as it stands, let alone adding further passengers.'*

The NSW State Transit Authority (STA) was consulted as part of the Section 62 consultation undertaken in October 2009. At that time, no response was received from the STA, however, a submission was received as part of the public exhibition of the Planning Proposal.

STA conditionally supports the Planning Proposal, and in fact identifies that the planning proposal is not broad enough in that it identifies that other areas along Parkes Street and Blaxland Road that lend themselves for increased height and population densities in areas well serviced by public transport.

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As the supplier of public transport services, the issue of capacity on existing bus services is a matter for the consideration of the STA. If the Planning Proposal is adopted and the subsequent LEP amendments implemented and the site redeveloped, the STA will augment existing services to accommodate increased patronage.

Recommended Action:

No further action required.

6.14 Improvement of Community Facilities

Concern is raised that the Proposal is not generating new community amenities for the residents, just consolidating the offices, replacing some meeting rooms and the auditorium.

The extent of community facilities and community benefits is addressed in Section 4.5.

Recommended Action:

No further action required.

6.15 Form of civic space

The final form and specification of the civic space will be a matter for the detailed DA phase.

6.16 Provision of Council offices

Numerous submissions raise concern that Council have not revealed where they are moving to.

The Concept Plan, as currently presented and accompanying the Planning Proposal does not include any Council administrative offices on the site, rather it refers to Council chambers and meeting rooms. It is understood that Council have not made a decision at this stage as to whether the administrative offices will be retained on the site as part of any future development, or whether the offices will be relocated off site.

The Planning Proposal does not preclude the Council offices staying on site. However, this is not a pre-condition to the support or otherwise of this proposal.

Recommended Action:

No further action required as this matter is not relevant to this Planning Proposal.

6.17 Use of existing controls as a precedent misleading

One issue raised is that the use of the existing controls as a precedent is misleading and that the building form shown in the Concept Plan for the massing allowed under the current LEP 2010 controls would not be built.

This issue is noted and certainly it is acknowledged that the full yield of 100,000m² NUFA could not be achieved on the site within the RL91 height control. In fact, it is noted that the maximum that could be achieved is roughly 73,000m². Such a building form would not be suitable for residential development and is more akin to a convention centre or shopping complex not dissimilar to Top Ryde City.

We agree that the form shown is unlikely to be supported. Notwithstanding this, there are other significantly large building options that could fit within the envelope created by the current controls, that could result in potentially up to 10 levels of development built along the

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perimeter of the site, resulting in significant impacts on the surrounding properties, with potentially significantly greater impacts than that illustrated in the Concept Plan.

Recommended Action:

No further action required.

6.18 Uncertainty of outcome – Concept Plan

The proforma letter raises concern that there is no 100% guarantee that the 100,000m² will not be sought again after the property is sold.

The Planning Proposal specifically seeks to amend the maximum floor space ratio control applicable to the site. If successful, the planning proposal will result in an amendment to the LEP to reduce the allowable floor space to 60,000m²nett usable floor area.

Clause 4.6 of RLEP 2010 relates to exceptions to development standards and identifies the mechanisms should a variation be sought to a control such as a maximum floor space control. Clause 4.6 currently applies to Precinct 1, notwithstanding this, a variation of the scale envisaged in the objections to allow 100,000 nett usable floor space on a site where the maximum was 60,000m², could not be justified and would not be permitted under such a clause

Once the LEP is amended, the site would not be able to be redeveloped to 100,000m² of floor space without a further planning proposal and amendment to the LEP.

Recommended Action:

No further action required.

6.19 Lack of options in Concept Plan

This issue is addressed in Section 4.5, where it is acknowledged that one of the negative aspects or failings of the Concept Plan, is that it fails to provide evidence that other options for the redevelopment of the site have been considered. Notwithstanding this, other options have been made available to SJB Planning for consideration in this review of the subject Planning Proposal.

It is important to note that the purpose of the Concept Plan is that it is a tool to support the Planning Proposal in terms of the amendments to the LEP. The Concept Plan informs the Planning Proposal in that it is indicative of the type of development that could occur on the site and is not approved as part of the Planning Proposal process. It is a means of refining the key parameters for a development framework as opposed to a solution in its own right.

Recommended Action:

No further action required.

6.20 Other Council business opportunities

Concern is raised that the concept does not develop new business options in the area, and suggests that consideration should be given to other business models, for example a boutique hotel/serviced apartments capitalising on the proximity to the Homebush Convention Space would bring business to Top Ryde City.

It is noted that the Planning Proposal itself is not required to address future uses of the site. The Planning Proposal itself only seeks to amend the building height and floor space controls

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applicable to the site and therefore does not go to future uses of the site. Whilst it is acknowledged that the Concept Plan that accompanies the Planning Proposal identifies potential future uses on the site, this is indicative only and only demonstrates what could be the potential redevelopment of the site.

The Planning Proposal does not preclude such a use as the site is zoned B4 Mixed Use which is a broad zone that permits mix of uses. However, the final composition of uses within any future development will be a matter for Council to consider as part of the preparation of any future development application for the site.

Recommended Action:

No further action required.

6.21 Opposition to a new café on site

The proforma letter objects to the fact that the Concept Plan identifies the inclusion of a café within the new community facilities, and queries whether this will be a new Council venture and does not agree with Council opening or running such a facility when so many are struggling within the Top Ryde City Shopping Centre across the road.

The final mix of uses for the site will be determined at a detailed DA phase, should the Planning Proposal be successful and amendments implemented.

Recommended Action:

This issue will be considered as part of the detailed DA phase of any redevelopment.

6.22 Lack of consideration of other uses

The existing site is zoned B4 Mixed Use under the RLEP 2010. The B4 zone is a very broad zone which enables a wide range of uses on the site. The Planning Proposal does not seek to alter the zoning of the site. In other words, those uses permissible on the site will remain permissible.

The Planning Proposal itself only seeks to amend the building height and floor space controls applicable to the site and therefore does not go to future uses of the site. Whilst it is acknowledged that the Concept Plan that accompanies the Planning Proposal identifies potential future uses on the site, this is indicative only and only demonstrates what could be the potential redevelopment of the site.

The final composition of uses within any future development will be a matter for Council to consider as part of the preparation of any future development application for the site.

Recommended Action:

This issue will be considered as part of the detailed DA phase of any redevelopment.

6.23 Turn the site into a public park

The existing zoning of the Civic Centre site does not anticipate this use and Council's policy and decisions have not required open space on the site. The site is located in close proximity to the Ryde Park, which is located within the Ryde Town Centre and provides adequate open space for the Town Centre.

For this reason, this option has not been explored as part of the Planning Proposal and is not a viable alternative.

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Recommended Action:

No further action required.

6.24 Conflict of Interest/transparency of process

Questions of conflict of interest and transparency of process will always be raised where a determining authority is also the developer. Council has sought to address through the engagement of an independent planning consultant - SJB Planning - to review the Planning Proposal and all submissions made to the exhibition of the Planning Proposal.

Furthermore, for the purposes of this Planning Proposal, Council has had a Probity Plan prepared and implemented, that outlines the roles and processes for the staff involved.

Should Council resolve to adopt the Planning Proposal, it then has to be submitted to the Department of Planning and Infrastructure (DPI) for assessment and determination by the Minister. The DPI and Minister for Planning will provide a further independent assessment of the Planning Proposal and determine whether the amendments should proceed.

Recommended Action:

No further action required.

6.25 Public Consultation – miscommunication and misleading

A number of the submissions raise concern that there has been a level of miscommunication with residents as part of the consultation process.

One of the submissions states 'I have spoken with a number of residents who responded to a feedback form collected by KJA representatives. They thought they had raised their opposition to the development and were surprised that the feedback sheet would not be considered as an official submission.'

SJB Planning has sought clarification from KJA in response to this issue. KJA have advised that they did not produce, distribute or collect any feedback forms in relation to any part of the consultation undertaken by KJA and all members of the community were advised that submissions in relation to the exhibition of the Planning Proposal had to be made through the appropriate channels i.e. written letters to the General Manager or sent via email.

There is also a concern that the glossy leaflets were distributed haphazardly. The distribution area for the glossy leaflets is identified in the map at Attachment 6.

Concern was raised that details of meetings were not consistently included in newspaper articles. It is noted that Display Advertisements promoting community drop in sessions for the Civic Precinct Planning Proposal appeared in the Northern District Times and The Weekly Times on 10 August, 17 August, 7 September and 14 September 2011.

One submission states that the consultation process should focus more on content and less on spin. Council fulfilled its public exhibition and public notification requirements in the form of the newspaper advertisements, notification letters and public information displays.

The public consultation work undertaken by KJA was in addition to the public consultation requirements and aimed to engage with the community and creating a broad awareness of the planning proposal.

KJA has prepared a "Community Consultation Report" which provides details of the community and stakeholder consultation program undertaken and provides a summary of the

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feedback received. The conclusions of this report have been summarised in Section 6.2 of this report.

The extent of community consultation is considered to be satisfactory.

Recommended Action:

No further action required.

6.26 Insufficient detail of costs and funding options

The level of information on development costs and funding options disclosed to the public is a matter for Council. Costing information is not necessary for a Planning Proposal.

6.27 Sale of community assets/public ownership

The question of the sale of community assets versus the retention of the site in the public ownership is a matter for Council and is not a matter for consideration as part of the Planning Proposal.

The Planning Proposal only relates to the amendment of the existing building height and floor space controls as they apply to the site.

6.28 Impact on land values

Some submissions raise concern that the Planning Proposal will impact on land values. This is not a matter for consideration as part of this review of the planning proposal.

6.29 Social impacts – community isolation

There is a general concern raised in the submissions that the development of high density residential development on the site will result in social impacts on the community, in particular increased community isolation.

Concerns include that high density residential development will result in a 'glut of apartments with absentee landlords' and a prevalence of student accommodation. Concerns are raised that students do not contribute to the local community or local economy.

Many of these statements are generalisations or fears of high rise development. The tenure and demographics of any future high rise residential development on the site, should the Planning Proposal be approved, will be dependent on the design and quality of the development and the tenure of the residential units.

The design, quality, mix of uses, mix of apartment types and sizes will be all considered, assessed and determined during the detailed DA phase of any potential redevelopment of the site and are therefore not a matter for consideration as part of the review of the planning proposal.

Furthermore, increasing densities around town centres such as Ryde, which is well serviced by existing infrastructure and services makes good planning sense and is accordance with the NSW State Government policies for population increase i.e. increasing population within walking distance of town centres and public transport.

Recommended Action:

No further action.

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6.30 Building construction impacts – noise, dust, hours, vehicle movements, property damage

Building construction impacts such as noise, dust, vehicle movements and parking and hours of construction and property damage are a matter for consideration at the detailed DA phase of any redevelopment of the site.

Recommended Action:

This issue will be considered as part of the detailed DA phase of any redevelopment.

6.31 Rezoning of adjoining site

One of the submissions objects to the proposed amendments to the LEP to allow for *'15.5m high mixed use development on the adjacent site'*.

It is assumed that this is a reference to the proposed rezoning of the properties at 158 to 194 Blaxland Road, Ryde which are identified within the Concept Plan and on the model of the indicative Concept Plan.

The proposed rezoning of 158 to 194 Blaxland Road, Ryde does not form part of the subject planning proposal and therefore is not being assessed as part of this report.

Notwithstanding this, it is noted that the rezoning of 158 to 194 Blaxland Road was one of the recommendations of the City of Ryde Local Planning Study, which was adopted by Council on 7 December 2010. The rezoning of the site is included in DLEP 2011.

The rezoning of these properties for inclusion as part of the Ryde Town Centre is considered appropriate from an urban design perspective, increasing densities around town centres, providing improved access to facilities and services and enabling an appropriate urban form transition between the Town Centre and low density residential further to the west of the town centre.

Recommended Action:

This issue will be considered by Council as part of DLEP 2011.

6.32 Impact on existing dance facilities and specification of new dance facilities

Numerous submissions have been made by the regular users of the existing Council auditorium on the site in relation to the retention of dance facilities on the site. The submissions are generally supportive of the proposal subject to the construction of new community facilities that can accommodate their dancing requirements.

The submissions are quite specific in terms of their dancing facility requirements. Matters raised include retention of a sprung floor, floor surface finishes, partitioning of space and mechanics for partitioning within floor surface, size of the facility, provision of adequate parking for dancers, air conditioning, size of kitchen facilities and rubbish disposal.

The retention of facilities suitable for dancing on the site is a matter for Council and the design and specification of any auditorium type spaces within the new Civic building will be a matter for consideration at the detailed DA phase.

Recommended Action:

This issue will be addressed as part of the design of the development at the detailed DA phase of any redevelopment.

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6.33 Impact on television reception

The Planning Proposal seeks to amend the planning controls applicable to the Council Civic Precinct site. To this extent, the proposal does not affect the television reception of the area.

Notwithstanding this, the potential impact of any future development on the site on the television reception of surrounding properties should be considered and assessed as part of any future development application for the site.

Recommended Action:

This issue will be considered as part of the detailed DA phase of any redevelopment.

6.34 Impact on flight path

The subject site is not identified on Sydney Airport Corporations Obstacle Limitation Surface Maps and as such will not affect the Sydney Airport Flight Path.

Recommended Action:

No further action be taken.

7.0 CONCLUSION

A Planning Proposal has been submitted to Council on behalf of City of Ryde Council to increase the applicable height control and reduce the allowable floor space control applicable to the Council Civic Centre site at 1A Devlin Street, Ryde.

SJB Planning NSW Pty Ltd was engaged by Council to undertake an independent assessment of the Planning Proposal to amend the height and floor space controls applying to the land and review the submissions received in the public exhibition of the Planning Proposal (this report).

The report concludes that the proposal to amend the height and floor space controls is a rational planning outcome, is consistent with NSW Department of Planning policies, is consistent with the Draft Inner North Sub-regional Strategy, would potentially facilitate development generally consistent with the Chapter 8 of the Ryde DCP 2010 and therefore has merit.

The amendment to the height and floor space controls is considered to be strategically appropriate and an acceptable urban design outcome, subject to the implementation of development parameters.

However, having regard to appropriate urban design outcomes, it is recommended that the Planning Proposal be varied and include the following amendments to the draft height map:

1. RL130 should be restricted to the band along the Devlin Street frontage. The width of this band should be approximately 45m from the eastern Devlin Street frontage. A 45m wide floor plate enables an east-west floor plate to achieve an area of 810m² (i.e. 45m x 18m) which would readily accommodate eight x 85m² two bedroom units per floorplate.
2. The proposed realignment of Blaxland Road should be shown 'white' in colour on the map, as per all other roads on the existing Height of Buildings Map under RLEP2010. The width of this 'white' should be approximately 17-18m boundary to boundary. Building setbacks beyond this alignment are discussed further below and should be increased in the area opposite Hattons Cottage.

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3. A transitional height band should be provided along the eastern side of the realigned Blaxland Road alignment. The six storeys envisaged under the indicative concept in the Concept Plan is considered reasonable. This would translate into a height limit of 21.5m under RLEP2010. This band of transitional height should have a minimum width 12m.
4. The height limit should be reduced at the northern end of the site in the area of the proposed civic building to a six storey scale i.e. 21.5m.

The amendments to the Height of Buildings Map recommended above, are in response to the issues raised in the submissions to the exhibition of the Planning Proposal, our assessment of Planning Proposal and the accompanying indicative Concept Plan and are undertaken with the objective of reducing the amenity impacts of any potential future redevelopment of the site under the proposed amendments to the LEP. The above amendments will significantly reduce the area to which the RL130 will apply over the site compared with that originally sought by the current Planning Proposal. In this regard, and having regard to the recent *Friends of Turramurra Inc v Minister for Planning [2011] NSWLEC 128 (28 July 2011)* judgement, re-exhibition of the planning proposal, once amended, is not considered to be required.

In addition to the amendments to the building height map, and prior to the gazettal of the Planning Proposal, a site specific DCP that includes a suite of DCP controls to direct future development should be prepared. The DCP should include a suite of objectives and controls that address the following aspects:

- urban design - slimmer buildings, tower separation, tower heights;
- built form and setbacks;
- site access;
- public domain/road widths;
- pedestrian linkages; and
- curtilage to Hattons Cottage.

This report concludes that the subject to amendments to the proposed height map to ensure an improved transition to the western edge of the site, and the preparation of a suite of site specific DCP controls, the Planning Proposal is considered acceptable and for this reason is supported.

It is recommended that subject to the amendments to the draft Building Height Map and the preparation of a site specific DCP to accompany the Planning Proposal, the Planning Proposal as amended or varied should proceed to the NSW Department of Planning's 'gateway' process in its current form.

8.0 RECOMMENDATION

1. That Council amend the height controls sought under the Planning Proposal in accordance with the amended Height of Buildings Map shown in Figure 5 in this report and at Attachment 3.
2. That Council support the reduction in the maximum floor space permitted on the site from 100,000m² to 60,000m² NUFA.
3. That Council adopt the written instrument generally as drafted in the Planning Proposal.
4. That Council proceed with the Planning Proposal, subject to the amendment to the Height of Buildings Map and the preparation of site specific DCP controls prior to gazettal of the Planning Proposal.

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5. That Council proceed with the preparation of a site specific DCP for the site incorporating the following controls, prior to the gazettal of the Planning Proposal :
 - (a) urban design - slimmer buildings, tower separation, tower heights;
 - (b) built form and setbacks;
 - (c) site access;
 - (d) public domain/road widths;
 - (e) pedestrian linkages; and
 - (f) curtilage to Hattons Cottage.
6. That Council note that endorsement of the Planning Proposal in no way fetters the statutory and regulatory responsibilities of the Council under the *Environmental Planning & Assessment Act 1979* or Council's obligation to objectively consider the suitability of any future development application on this site.
7. That all persons who have made a submission be formally advised of Council's decision.

Report prepared by
Michael Baker, Associate / Alison McCabe, Director, SJB Planning NSW Pty Ltd

Attachments:

1. Draft Instrument
2. Draft Height of Buildings Map
3. Recommended Amendments to the Height of Buildings Map
4. KJA Community Consultation Report
5. Summary of Submissions
6. Leaflet Distribution Map

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Attachment 1

DRAFT INSTRUMENT

ITEM 5 (continued)

ATTACHMENT 1

**Ryde Local Environmental Plan
2010 (Amendment No.)**

under the Environmental Planning and Assessment Act 1979

I, the Minister for Planning, make the following local environmental plan under the Environmental Planning and Assessment Act 1979.

Brad Hazzard, MLA
Minister for Planning

Ryde Local Environmental Plan 2010 (Amendment No.)

1 Name of Plan

This Plan is Ryde Local Environmental Plan 2010 (Amendment No.).

2 Commencement

This Plan commences on the day on which it is published on the NSW legislation website.

3 Aims of Plan

This Plan aims to amend Ryde Local Environmental Plan 2010 to amend the maximum building height and floor space controls on land to which this plan applies.

4 Land to which Plan applies

This Plan applies to land situated in the City of Ryde, being Lot 10 in DP 110978, Lot 49 in DP 1115510, Lot 11 in DP 110978, Lot 12 in DP 110978 and Lots T, S, R and Q in DP 443304, Ryde Civic Precinct, Devlin Street, Ryde as shown edged heavy on the map marked "Ryde Local Environmental Plan 2010 (Amendment No.)" deposited in the office of Ryde City Council.

5 Amendment of Ryde Local Environmental Plan 2010

Ryde Local Environmental Plan 2010 is amended by:

Maps

inserting in the "Height of Buildings Map HOB-006",

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Schedule 6 Precinct 1 – Civic and Mixed Use

Omit "The total net useable floor area in Precinct 1 must not exceed 100,000m²"

Insert "The total net useable floor area in Precinct 1 must not exceed 60,000 m²"

(Note: 60,000m² of net useable floor area is equivalent to 66,000m² of gross floor area)

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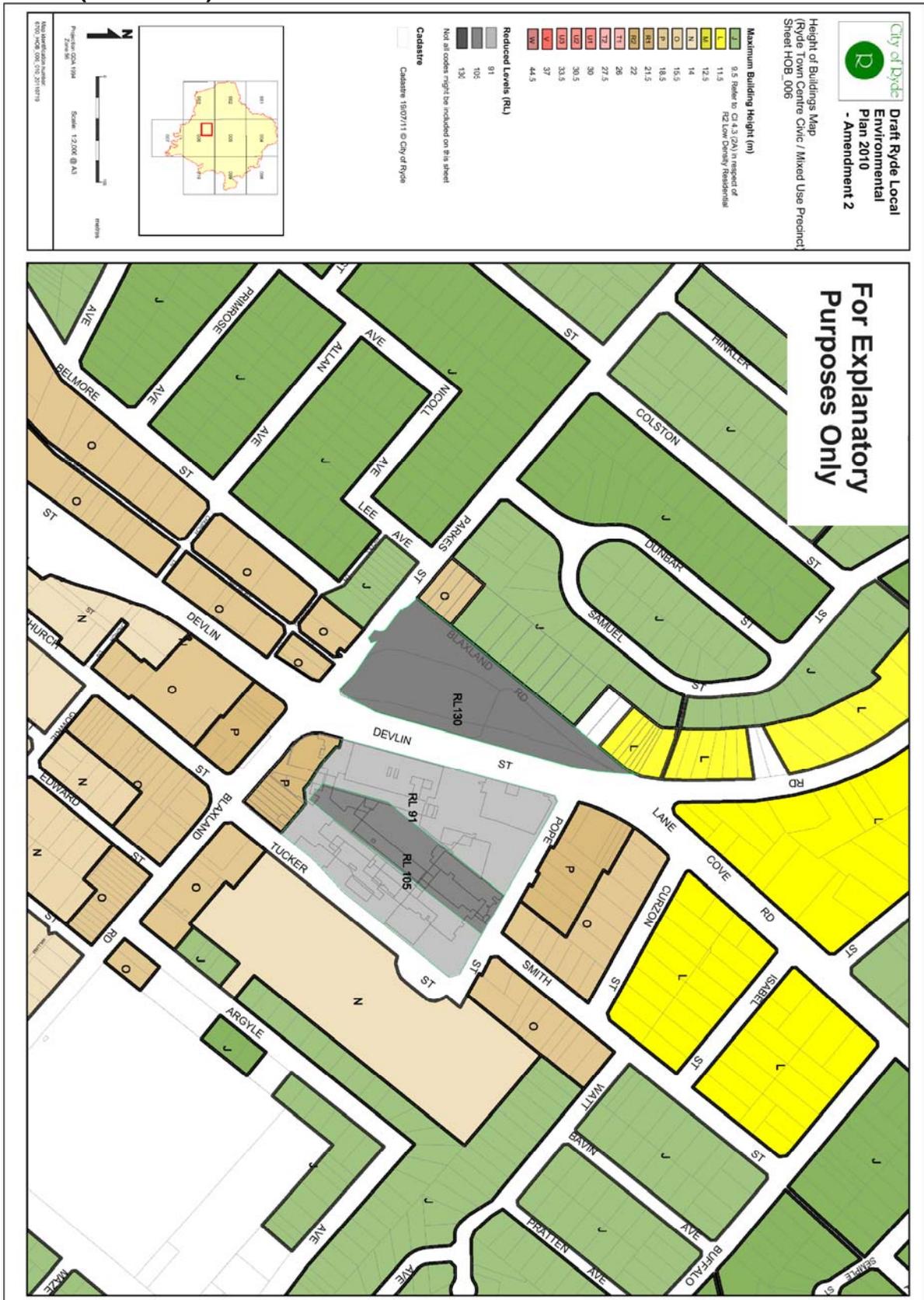
ATTACHMENT 1

Attachment 2

**DRAFT HEIGHT OF BUILDINGS
MAP**

ITEM 5 (continued)

ATTACHMENT 1



ITEM 5 (continued)

ATTACHMENT 1

Attachment 3

PROPOSED HEIGHT

ITEM 5 (continued)

ATTACHMENT 1



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ATTACHMENT 1

Attachment 4

SUBMISSION SUMMARY

ITEM 5 (continued)

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Notification Submission – Summary

Position	Quantity	Percentage	Issues raised
Support (S)	46	23.58%	<ul style="list-style-type: none"> Positive Socio-Economic contribution to Ryde City
Conditional Support (CS)	16	8.2%	<ul style="list-style-type: none"> Want to see improvements in Streetscape elements, reduced heights, provision of suitable support services and dance floor.
Object (O)	128	65.64%	<ul style="list-style-type: none"> Social impacts (crime, overpopulation) Traffic and parking impacts Overdevelopment Pedestrian accessibility/safety/connectivity Public Transport Capacity of Infrastructure & services to support population growth Amenity impacts (noise, dust, view loss, privacy loss, wind tunnels, overshadowing, aesthetics/visual amenity) Impact on property values: Uncharacteristic development: Streetscape: Lack of public open space; Transparency of process and lack of Community consultation; Privatisation of public land; Funding and costing options; Alternative development options; Diversity of proposed land uses; and Sustainability/biophysical environmental impact.
Neutral (N)	5	2.56%	N/A
Total	195	99.98%	
Duplicate documents	29	N/A	N/A

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
Government Agency Responses/Submissions					
6	D11/70652	Sydney Water <ul style="list-style-type: none"> No objection to proposed increase in FSR and Height; Impacts will be considered at future DA stage or upon lodgement of s.73 certificate application. 	N	Noted.	No Action Required/Issues to be considered at detailed DA stage.
7	D11/70660	Department of Transport – State Transit <ul style="list-style-type: none"> Reports do not go far enough to consider the potential increased density on sites beyond that subject to the Planning Proposal; Other sites are identified within the area also provide for opportunity for density increase that would achieve strategic aims of the DP&I and the Council in providing increased residential opportunity, well serviced by public transport and lower parking rates; Improve connectivity, road networks and accessibility of buses to the site through, provision of a pick/set down point at the civic centre; consideration of bus access to the Blaxland/Lane Cove Rd Intersection; supports the three lane discharge at Park/Devlin Intersection; need to demonstrate public transport upgrades that will provide residents access to public transport; upgrade public transport infrastructure to Church/Devlin St (inc. weather protection and access). 	CS	Noted.	No further action required.
12	D11/72671	Paramatta City Council <ul style="list-style-type: none"> Raises no objection to the proposed height increase & reduction in floor space; Acknowledges the visual prominence of the site and encourages adoption of a site specific DCP that achieves a high quality outcome. 	N	Noted.	Issue to be considered at detailed DA stage.
					DCP Controls to be developed.

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Notification Submission – Summary						
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions	
21	D11/74979	RTA – Sydney Regional Development Advisory Committee: <ul style="list-style-type: none"> No objection to the proposed LEP amendments & changes to permit an increased height and FSR; The provisions of the Integrated Traffic Solution for the Top Ryde Shopping Centre and Ryde Civic Precinct still apply. 	N	Noted	No action required.	
47	D11/78080	Hornsby Council has no comment	N	Noted	No action required.	
All other submissions						
1	No ref	Supports the proposal and the revitalisation of Ryde. (Proforma response).	S	Noted	No Action Required	
2	D11/68030	<ul style="list-style-type: none"> The current Civic centre reflects good architectural quality of the 1960s; Architectural style, form and density of proposed redevelopment does not provide open space or architectural character; Does not want to see a development like the Top Ryde Shopping centre; and Prefer to retain existing building and open space. Increase capacity of hall to 1,000. 	O	<p>The existing building is representative of the "International Style". However, independent assessment of heritage value has found that it does not meet the criteria for heritage listing.</p> <p>The Planning Proposal is indicative only. Final architectural design and open space provision will be determined at DA stage.</p> <p>The final form and style of future development will be controlled through the development of suitable DCP controls and be subject to future DA assessment.</p> <p>Noted.</p>	No action required. DCP controls to be developed and issue resolved at detailed DA stage. DCP controls to be developed and issue resolved at detailed DA stage.	
3	D11/68044	<ul style="list-style-type: none"> Views the proposal as financially unsustainable and unviable for both Council and the wider community. Impact of GFC and crude oil prices on availability and stability of finance. Sustainability & Environmental impact of lower development (carbon emissions – electricity). 	CS	<p>The final design, capacity and facilities provided will be determined at detailed DA stage.</p> <ul style="list-style-type: none"> Financial stability of the global financial market is not a relevant consideration of a Planning Proposal. The future residential component of the development will be subject to State Environmental Planning Policy – Building 	Issue to be resolved at detailed DA stage. No action required.	
4	D11/68058	<ul style="list-style-type: none"> Views the proposal as financially unsustainable and unviable for both Council and the wider community. Impact of GFC and crude oil prices on availability and stability of finance. Sustainability & Environmental impact of lower development (carbon emissions – electricity). 	O	<p>The future residential component of the development will be subject to State Environmental Planning Policy – Building</p>	Issue to be resolved at detailed DA stage.	

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
5	D11/69410	<ul style="list-style-type: none"> Projected population growth unrealistic and unachievable. Proposed height out of character with area: Height comparable to Top Ryde Shopping centre more appropriate; Amenity impacts – overshadowing; Increasing density and population – community benefit, overcrowding; 	O	<p>Sustainability Index that aims to reduce the impact of development on the environment.</p> <p>The environmental performance of the remaining elements of the building will be subject to Council's Development Control Plan. All aspects will be assessed at detailed DA stage.</p> <p>Census data and trends indicate that Sydney's population will continue to grow. The proposal is consistent with the policy direction of the NSW State government to increase population densities around town centres and achieve population targets.</p> <p>In the context of the recent construction of Top Ryde Shopping Centre, the urban character of Ryde is undergoing transition reflecting an increasing height and density. The scale of the proposal is therefore not considered to be inconsistent with the local context or its town centre location.</p> <ul style="list-style-type: none"> Refer to Submission No. 20. A comprehensive Integrated Transport Solution was developed for the redevelopment of the Ryde Town Centre. <p>The RTA has considered the proposal and concluded that there is sufficient capacity within the network based on full implementation of the ITS.</p> <ul style="list-style-type: none"> The Indicative Concept Plan has nominated that 655 spaces would be provided as part of such scheme. <p>The ultimate number of parking will be determined based on the final composition of</p>	<p>DCP controls to be developed.</p> <p>No action required.</p> <p>No action required.</p> <p>Issue to be considered at detailed DA stage.</p>

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
8	D11/70859	<ul style="list-style-type: none"> Adverse traffic and parking impacts Future traffic and road planning (i.e. potential tunnel construction & provision within existing road network and design). Amenity impacts (solar access): Existing traffic congestion and future impact (Devlin St): Loss of views due to increase height; and 	O	<ul style="list-style-type: none"> land uses and established at DA stage. Refer to Traffic impacts discussion above. Taller buildings obviously cast longer shadows and therein affect a wider area than shorter buildings. However, a taller slimmer building, casts a narrow shadow, moving faster. In effect overshadowing a wider area for a shorter period of time, as opposed to a squat solid shadow. The indicative Concept Plan has sought to optimise solar access through the siting of buildings and the use of stepped built form. Shadow diagrams demonstrate that by midday at winter solstice no residential property will be in shadow as a result of the development envisaged under the Concept Plan. Subject to amendments to the Planning Proposal to reduce the height across the south-western side of the site and the implementation of controls for slimmer buildings, the extent of overshadowing is considered acceptable given the town centre location. A comprehensive Integrated Transport Solution was developed for the redevelopment of the Ryde Town Centre. The RTA has considered the proposal and concluded that there is sufficient capacity within the network based on full implementation of the ITS. Partial view loss may occur as a result of the 	<p>Planning Proposal height controls to be amended.</p> <p>DCP controls to be developed.</p> <p>Issue to be considered at detailed DA stage.</p> <p>No action required.</p> <p>Issue to be resolved at detailed DA stage.</p>

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
9	D11/70919	<ul style="list-style-type: none"> Impact of spot rezonings in light of a recently introduced LEP (2010); Excessive building height increase. 	O	<ul style="list-style-type: none"> The Planning Proposal seeks to increase height and reduce floor area. The zoning (i.e. B4 Mixed Use) remains unchanged. Moreover, the Proposal is consistent with NSW State Government Planning Policies. In the context of the recent construction of Top Ryde Shopping Centre, the urban character of Ryde is undergoing transition reflecting an increasing height and density. The scale of the proposal is therefore not considered to be inconsistent with the local context or its town centre location. 	No action required.
10	D11/71193	<ul style="list-style-type: none"> Council's ability to fund the project and remain financially buoyant; Represents an overdevelopment of the site; Visual amenity impact of the bulk and massing; 	O	<ul style="list-style-type: none"> Costing information is not necessary for a Planning Proposal. The Planning Proposal seeks to reduce the allowable floor space yield to 60,000m² from an existing 100,000m². High rise/high density residential development can make a positive contribution to the urban landscape and local identity through establishing clear landmarks. The ultimate balance between building form and open space will be considered at detailed design and DA stage. The site is visually prominent within the LGA and wider area, a suitably designed building 	<p>No action required.</p> <p>Issue to be considered at detailed DA stage.</p> <p>DCP controls to be developed and further consideration given at detailed</p>

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
		<ul style="list-style-type: none"> Reduce the height to five (5) storeys and delete the residential development in favour of open space to Devlin St. 		<ul style="list-style-type: none"> achieving architectural excellence has the potential to provide a positive landmark within the landscape. The request is noted however, the proposal for increased density is consistent with State Government Policy. <p>The subject site is zoned for B4 Mixed Use. Ryde Council's controls and strategic planning controls consider the provision of open space throughout the LGA to meet community demand and do not identify the subject site.</p>	DA stage. No action required.
11	D11/72591	<ul style="list-style-type: none"> Supports the proposal: Improved street plantings. 	CS	<p>The Planning Proposal involves height and floor space changes, detailed landscaping treatment will be considered at DA stage.</p> <ul style="list-style-type: none"> Town Centres such as Ryde, well serviced by existing infrastructure and services, have been identified by the NSW State Government for population increase. There is no evidence to support the notion that high density living fragments society or communities. Occupancy will be determined based on design, quality and the mix of land uses and apartment types. 	To be considered at detailed DA stage.
13	D11/72733	<ul style="list-style-type: none"> Adverse community impact: Adverse traffic and parking impacts: Inappropriate height: 	O	<ul style="list-style-type: none"> Refer to response at Submission No. 8 regarding Traffic impacts. In respect to parking, the Indicative Concept Plan has nominated 655 spaces would be provided as part of such scheme. The ultimate number of parking will be determined based on the final composition of land uses and established at DA stage. In the context of the recent construction of Top Ryde Shopping Centre, the urban character of Ryde is undergoing transition reflecting an increasing height and density. The scale of the proposal is therefore not 	Issues to be addressed at DA stage.

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
		<ul style="list-style-type: none"> • Amenity impacts (shadow): • Insufficient infrastructure to support increased population. 		<ul style="list-style-type: none"> • Taller buildings obviously cast longer shadows and therein affect a wider area than shorter buildings. However, a taller slimmer building, casts a narrow shadow, moving faster, in effect overshadowing a wider area for a shorter period of time. <p>The indicative Concept Plan has sought to optimise solar access through the siting of buildings and the use of stepped built form. Shadow diagrams demonstrate that by midday at winter solstice no residential property will be in shadow as a result of the development envisaged under the Concept Plan.</p> <p>Subject to amendments to the Planning Proposal to reduce the height across the south-western side of the site and the implementation of controls for slimmer buildings, the extent of overshadowing is considered acceptable given the town centre location.</p> <p>The NSW Department of Education and Training was consulted as part of the Section 62 consultation and raised no objections to the proposal.</p> <p>These are matters for Council, the NSW Department of Education and Training and private practitioners at the detailed DA phase and are not matters to be considered as part of a Planning Proposal.</p> <p>The site is located within an established and well serviced urban area. Hyder Consultants have</p>	<p>No action required.</p>
					<p>Issues to be considered at detailed DA stage.</p>

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
14	D11/72760	<ul style="list-style-type: none"> Objects to any increase in allowable maximum heights in the Ryde Precinct; Development should achieve a "Harmony of Building Heights"; Proposed height is incompatible and uncharacteristic with the existing urban context. 	O	<p>Investigated and determined that all public infrastructure (including, gas, water, electricity etc.) has the capacity to support the proposal</p> <p>In the context of the recent construction of Top Ryde Shopping Centre, the urban character of Ryde is undergoing transition reflecting an increasing height and density. The scale of the proposal is therefore not considered to be inconsistent with the local context of its town centre location.</p> <p>High rise/high density residential development can make a positive contribution to the urban landscape and local identity through establishing clear landmarks. The ultimate balance between building form and open space will be considered at detailed design and DA stage.</p> <p>Noted.</p>	No action required.
15	D11/73257	<ul style="list-style-type: none"> 60,000m² considered appropriate; Vehicle access to the site should be restricted to Devilin St; and Does not support adjacent site (Blakland Road) being rezoned to permit 15.5m high mixed use; the proposed storey height, believes height should be restricted to RL100 (14 Storeys). 	O	<p>Refer to responses provided at submission Nos. 8 in relation to comprehensive traffic review.</p> <p>The adjacent site is not part of this Planning Proposal.</p> <p>The proposed height increase will permit the increased floor space and is considered consistent with the changing nature and character of the Ryde Town Centre.</p>	No action required.
16	D11/73266	<ul style="list-style-type: none"> Development is of a size and scale inappropriate for the site; 24 storey height combined with elevated landform will contribute to visual dominance of the development (visual amenity/aesthetics); Over development; 	O	<ul style="list-style-type: none"> Refer to response provided at Submission No. 14. The site is visually prominent within the LGA and wider area, a suitably designed building achieving architectural excellence has the potential to provide a positive landmark within the landscape. The Planning Proposal seeks to reduce the allowable floor space yield to 60,000m² from an existing 100,000m². High rise/high density 	No action required. DCP controls to be developed and further consideration given at detailed DA stage. Issue to be considered at detailed DA Stage.

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
		<ul style="list-style-type: none"> Amenity Impacts (overshadowing);and No benefit to the community. 		residential development can make a positive contribution to the urban landscape and local identity through establishing clear landmarks. The ultimate balance between building form and open space will be considered at detailed design and DA stage. Refer to overshadowing response at Submission No. 13	Issue to be considered at detailed DA stage.
17	D11/74036	<ul style="list-style-type: none"> Relocate the development site to the Tucker Street School Site to permit pedestrian connection to Tope Ryde Shopping Centre combined with expanded and modified car parking. 	O	The future redevelopment of the site will include community facilities, the extent of which is to be determined at future DA stage. The land is not owned by Council and cannot be readily acquired.	No action required.
18	D11/74456	Objection proforma (refer to submission 20)	O	Refer to submission 20	Refer to actions for submission 20.
19	D11/74462	Reiterates comments from D11/81925.	O	Responses provided at D11/81925	Refer to actions listed at D11/81925.
20	D11/74705	<ul style="list-style-type: none"> Sale of community asset reduces community value and quality of life. Proposal will decrease land values and detract from future investment in the area. Development is of a size and scale inappropriate for the site and location; The development will have amenity impacts including overshadowing, overlooking, wind tunnels, visual impact lack of positive streetscape elements and landscaping; 	O	<ul style="list-style-type: none"> This is a matter for the consideration of Council and not part of a Planning Proposal. The impact of development on property values is not a matter for consideration. In the context of the recent construction of Top Ryde Shopping Centre, the urban character of Ryde is undergoing transition reflecting an increasing height and density. The scale of the proposal is therefore not considered to be inconsistent with the local context or its town centre location. In regards to overshadowing refer to response at Submission No. 13. Visual Impact/aesthetics The site is visually prominent within the LGA and	Planning Proposal height controls to be amended. DCP controls to be developed and issues in relation to amenity to be

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
		<ul style="list-style-type: none"> • Social impacts including isolation of community members & overpopulation; • Uncertainty in the outcome of the process in terms of future density and scale (60,000m² vs. 100,000m²); • Proposal does not provide an improvement or increase in community facilities; 		<ul style="list-style-type: none"> • wider area, a suitably designed building achieving architectural excellence has the potential to provide a positive landmark within the landscape. • Privacy Loss - Privacy between the future development and adjoining residential premises will be subject to future assessment. • View loss - Partial view loss may occur as a result of the future development. Future application will need to be supported by a view impact assessment. • Wind tunnels - Tall buildings do not in all instances cause wind tunnels to form. Effective design and suitable separation distances can overcome the potential for wind tunnels being generated. These matters will be considered as part of detailed design and assessment at future DA stage. • Town Centres such as Ryde, well serviced by existing infrastructure and services have been identified by the NSW State Government for population increase. Occupancy will be determined based on design, quality and the mix of land uses and apartment types. • The Planning Proposal seeks to reduce the permitted floor space ratio from 100,000m² to 60,000m². Once the LEP is amended redevelopment for the purpose of 100,000m² would not be permissible without a further Planning Proposal. • The redevelopment of the site will make way for Council to provide updated community facilities. These matters will be considered further at detailed DA stage. 	<ul style="list-style-type: none"> • No action required. • No action required. • Issues to be considered at detailed DA stage.

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
		<ul style="list-style-type: none"> Conflict of interest (consent authority as developer); Privatisation of open space, loss of community asset/facility; Pedestrian connectivity and pathways not improved; Traffic impacts to Parkes St/Blaxland Rd; Lack of provision for public transport services or infrastructure; 		<ul style="list-style-type: none"> The Planning Proposal was supported by a Prohiby Plan and has been assessed by Independent Planning Consultants to ensure impartiality. Ultimately the Minister for Planning and Infrastructure will assess and determine the application, ensuring an independent and unbiased decision making. This is a matter for the consideration of Council and not a Planning Proposal. The overpasses have improved pedestrian connectivity and safety within the town centre providing unrestricted access over Devlin St and Blaxland Rd. Lifts providing access to pedestrian overpasses will be retained in public ownership. A comprehensive Integrated Transport Solution was developed for the redevelopment of the Ryde Town Centre. The RTA has considered the proposal and concluded that there is sufficient capacity within the network based on full implementation of the ITS. Ryde Centre is well serviced by existing bus routes terminating at Top Ryde from the City, North Sydney, Burwood, Parramatta, Chatswood and Macquarie Park that operate seven (7) days a week. Any required increase in service frequency due to population increase is a matter for the State Transit Authority (STA), who has provided conditional support to the Planning Proposal. Existing bus stops are located in Devlin Street 	<p>No action required.</p>

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
22	D11/74175 D11/75288	<ul style="list-style-type: none"> Lack of diversity in future land uses; Lack of clear public consultation and miscommunication to the community on the process; Insufficient detail regarding Council's project costs and funding options; Construction impacts Would like to see the current Civic building height maintained, reduced residential development scale of no more than 3 storeys, retention of ground level public accessible open space. 	CS	<ul style="list-style-type: none"> The site is zoned B4 mixed use which permits a broad range of uses and accordingly promotes diversity in the economic base of the Civic Centre. The uses identified within the Planning Proposal are indicative only, the final mix of land uses will be determined at detailed DA stage. A broad community consultation process was undertaken to engage the community. A Summary report has been prepared on the outcomes of process. It is acknowledged that Council met its statutory obligations. Costing information is not necessary for a Planning Proposal. Construction impacts such as dust, noise, property damage and the like are a matter for consideration at the detailed DA phase <p>Noted.</p>	<ul style="list-style-type: none"> Issue to be considered further at detailed DA stage. No action required. No action required. Issues to be addressed at detailed DA stage.
	D11/74175	Duplicate of D11/74979			
	D11/75288	Prepared to support proposal subject to the land offered for development is on a 99 year leasehold basis.		This is a matter for Council and is not relevant to the assessment of a Planning Proposal.	No Action Required.

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
23	D11/75779	<ul style="list-style-type: none"> View shed and privacy impacts: Accessibility of green/open space to the general public; Increased height and loss of public space does not provide monetary benefit to the public or wider community; Reduction in residential and commercial floor space cannot provide for an uplift in the sites value; No discussion of traffic and parking impact of rezoning of Blandford Road (west) from residential to mixed use. Area is already congested will increase 	O	<p>Visual Impact/aesthetics The site is visually prominent within the LGA and wider area, a suitably designed building achieving architectural excellence has the potential to provide a positive landmark within the landscape.</p> <p>Privacy Loss - Privacy between the future development and adjoining residential premises will be subject to future assessment.</p> <ul style="list-style-type: none"> The subject site is zone B4 Mixed Use and is not identified for use as public open space. The proposed use is consistent with the zoning and strategic location of the site within the town centre. <p>It is further noted that Ryde Park, which has an area greater than 45,000m² is located within the Town Centre and provides a suitable area of green/open space to meet existing and projected demand.</p> <ul style="list-style-type: none"> Monetary benefit to the community is not a consideration relevant to the Planning Proposal. The possible future redevelopment of the site will permit an upgrade in Council facilities that service the community however this is subject to future DA. The Planning Proposal seeks to amend the LEP to permit an increased height limit that will permit economic redevelopment of the land. Redevelopment of the site may attract further business and investment to the area through the provision of new business and residential opportunity. <p>Refer to traffic discussion at Submission No. 20.</p>	<p>DCP controls to be developed and further consideration given at detailed DA stage</p> <p>Issue to be considered at detailed DA stage.</p> <p>No action required.</p> <p>No further action required.</p> <p>No further action required.</p>

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
24	D11/75785	<ul style="list-style-type: none"> the sphere of influence. Parkes St/Blaxland Rd intersection already at saturation. The proposal does not appear to address current phrases of the lights and impact on traffic congestion. Uncharacteristic building height and scale in respect to the residential area. Impacts of shading and wind tunnels; Concern for high density living in proximity to bus transport; and Considers high rise development costly, environmentally unsound and lacking community integrity 	O	<ul style="list-style-type: none"> In the context of the recent construction of Top Ryde Shopping Centre, the urban character of Ryde is undergoing transition reflecting an increasing height and density. The scale of the proposal is therefore not considered to be inconsistent with the local context or its town centre location. Refer to amenity impact response at Submission No. 20 There are several main bus stops within proximity to the site that provide services to and from main centres around Sydney Metro. STA will augment services to accommodate demand as and when required. Matters relating to the financial viability of construction and environmental sustainability will be considered at later stages in the process and are not relevant to the consideration of a Planning Proposal. In relation to the social impacts of high density living, there is no evidence to suggest that high rise living erodes community values. 	Refer to actions provided at previous relevant submission.
25	D11/75793	<ul style="list-style-type: none"> Proposed new dance venue – floor area be no less than the existing and if possible larger; and Floor needs to be sprung. 	CS	<ul style="list-style-type: none"> The provision of suitable dance facilities is a consideration for Council at detailed DA Stage. 	Issue to be considered at detailed DA stage.
26	D11/75872	<ul style="list-style-type: none"> Continuation of ballroom dancing at the Civic Centre Hall. Provision of a “well sprung” floor with 	CS	<ul style="list-style-type: none"> Council’s management of assets including the renting of space for use as a dance hall is not a Planning consideration. The provision of suitable dance facilities is a 	No action required.

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
27	D11/76186	<ul style="list-style-type: none"> Supports the proposal and Council's approach to the process; Design of Civic centre and hall should be adaptable to a variety of uses; Design of space and provision of infrastructure (i.e. fit out) should permit continued use as a Dance hall; Potential lack of designated parking for dancers and provision of adequate disabled parking spaces; Provision by Council for temporary dance space elsewhere during construction; Future operation issues – hiring fees, noise pollution. 	CS	<ul style="list-style-type: none"> Refer to Submission No. 25. Allocation of parking will be determined at detailed DA stage when the final composition of land uses is known. The provision of a temporary dance facility is not a matter for consideration. Operational matters including hiring fees and noise control are not matters for consideration of a Planning Proposal. Noise will be considered at detailed DA stage. Hiring costs are not matter for consideration under the <i>Environmental Planning and Assessment Act 1979</i>. 	<ul style="list-style-type: none"> To be considered at detailed DA stage. Issue to be considered at detailed DA stage. No action required. Noise issues to be addressed at detailed DA stage. No action required.
28	D11/76189	<ul style="list-style-type: none"> Impact of increasing heights of television reception signals from North Sydney tower. Seeks a guarantee that reception will not be affected as result of the proposed development. Adverse traffic impacts. Increasing congestion within the civic precinct; Visual Amenity impacts (congested skyline), height and scale out of character with surrounding area; 	O	<ul style="list-style-type: none"> Refer to submission 20 in respect to amenity and traffic. The impact of tower development on television reception is matter for consideration at future DA stage. 	<ul style="list-style-type: none"> Refer to actions at Submission No. 20. Issue subject to consideration at detailed DA stage.
29	D11/76395	<ul style="list-style-type: none"> Height and scale inconsistent and out of character with the existing built form and general character of the area; Adverse impact on local character and streetscape (i.e. Pacific Highway Hornsby to Gordon); Impact of development in setting an undesirable precedent; Disadvantages of the proposal 	O	<ul style="list-style-type: none"> Refer to responses at Submission No. 20. The final streetscape character will be dependant on the development of future controls and detailed design and assessment at DA Stage. Final design will take into consideration local character attributes of Ryde. 	<ul style="list-style-type: none"> Refer to actions at Submission No. 20. Issues to be considered at detailed DA stage.

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
		<ul style="list-style-type: none"> outweigh the advantages (mix of uses); Adverse impact on traffic, including cumulative impact of recent approvals including Council Offices redevelopment, the proposed Meadowbank high rise, Top Ryde Shopping Centre and Residential development and the Ryde Rehabilitation Centre will contribute to a significant and unsustainable impact on traffic; Existing public transport options are limited and saturated; the proposal does not address this. 			
30	D11/75419	Supports the proposal and the revitalisation of Ryde. (Proforma response).	S	Noted	No action required.
31	D11/76801	Supports the proposal and the revitalisation of Ryde. (Proforma response).	S	Noted	No action required.
32	D11/77271	<ul style="list-style-type: none"> Objects to the proposal Inappropriate scale and density and Inappropriate height and density in current urban context (considers existing building height more appropriate. Restriction of residential component to maximum three (3) storeys); Amenity impacts, including loss of privacy, creation of wind tunnels and overshadowing; Adverse impact on streetscape and visual amenity, lack of street activation (i.e. blank facade walls); No 100% guarantee that the 100,000m² will not be sought again after the property is sold; Traffic impacts (Parkes Street & Blaxland Road); Inadequate provision of public transport (access and infrastructure); Deficient array of use class mix; Construction impacts (noise and dust); 	O	Refer to Submission No. 20 See report at section 6.18 for detailed discussion.	Refer to actions at Submission No. 20.

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
33	D11/77272	<ul style="list-style-type: none"> Privatisation of open space. 	O	Refer to submission 32 for response	Refer to Submission 32 for actions.
34	D11/77448	<ul style="list-style-type: none"> Proposed new dance venue – floor area to be no less than the existing hall; and Floor should be "well sprung". 	CS	The provision of suitable dance facilities and amenities is subject to detailed design.	Issue to be considered at detailed DA stage.
35	D11/77456	<ul style="list-style-type: none"> Objects to the proposal. Traffic impacts (general congestion within existing network; Parking impacts (Parkes Street and Blaxland Road). Insufficient provision of public transport. 	O	<p>Refer to relevant responses provided at Submission No. 2.</p> <p>In relation to Parking Impacts. The Indicative Concept Plan has nominated 655 spaces would be provided as part of such scheme.</p> <p>The ultimate number of parking will be determined based on the final composition of land uses and established at DA stage.</p> <p>The provision of suitable dance facilities and amenities is subject to detailed design.</p>	Refer to actions provided in response to issues raised at Submission No. 20. Parking will be addressed at detailed DA stage.
36	D11/77473	<ul style="list-style-type: none"> Proposed new dance venue – floor area to be no less than the existing hall; and Floor should be "well sprung" (possibly re-use of existing floor). 	CS	<p>The ultimate number of parking will be determined based on the final composition of land uses and established at DA stage.</p> <p>The provision of suitable dance facilities and amenities is subject to detailed design.</p>	Issue to be considered at detailed DA stage.
37	D11/77500	Supports the proposal and the revitalisation of Ryde. (Proforma response).	S	Noted.	No action required.
38	D11/77542	<ul style="list-style-type: none"> Amenity impacts overshadowing; creation of wind tunnels, loss of privacy; inappropriate height and scale; Impact of precedence; Adverse Streetscape and visual amenity impacts (blank facades along three sides); Lacks human scale and positive urban design elements; Design, layout and density does not encourage positive community interaction and integration; Design quality is inferior to the recent Top Ryde development; Traffic impacts (Speeding in Devlin Street, increased congestion of Parkes St/Blaxland Road, general safety); Uncertainty in the outcome of the process in terms of the future density and scale 60,000m² vs. 100,000m²; Proposal does not provide for an improvement or increase in community 	O	<p>Refer to discussion amenity, character, traffic, certainty of outcome, conflicts of interest, privatisation of public open space, diversity of future land uses, public transport, pedestrian accessibility, at Submission No. 20.</p> <p>The Planning Proposal phase is focused on amending the LEP to permit an increased height and reduced floor space.</p> <p>The Concept Plan is indicative only and the ultimate facade design, landscaping requirements, environmental impact, sustainability and quality of life for future occupants will be addressed through the development and implementation of suitable development controls and will be subject to future detailed design at DA stage.</p> <p>Speeding is not a matter for consideration in the assessment of the merit of a Planning Proposal.</p>	Develop suitable DCP controls to guide future development. Issues subject to assessment at detailed DA stage.

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
39	D11/77619	Supports the proposal and the revitalisation of Ryde. (Proforma response).	S	Noted.	No action required.
40	D11/77660	Supports the proposal and the revitalisation of Ryde. (Proforma response).	S	Noted.	No action required.
41	D11/77670	Supports the proposal and the revitalisation of Ryde. (Proforma response).	S	Noted.	No action required.
42	D11/77866	Supports the proposal and the revitalisation of Ryde. (Proforma response).	S	Noted.	No action required.
		facilities: • Conflict of interest for Council as land owner and consent authority; • Privatisation of current public open space; • Insufficient provision of public transport (services and support infrastructure); • Lack of diversity in future land uses to encourage economic growth; • Overpopulation of future residential units; • Pedestrian accessibility and connectivity. Provision for the mobility impaired; Pedestrian/Vehicular conflict; • Special event impacts (traffic and parking); • Lack of alternate business models considered; • Insufficient details regarding Council's project costs and funding options • Construction impacts (dust, noise, traffic); • Environmental impacts of development (pollution); • Adverse impact on quality of life for residents; • Disappointed concept plan lacks real vision or innovation; and • Would like to see the current building height on the Council site retained; a maximum of 3 storeys residential development on car park site and ground level publically accessible open space.		The provision of special event procedures and processes is an operational matter, subject to consideration at DA stage.	

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
43	D11/77867	<ul style="list-style-type: none"> of Ryde. (Proforma response). Cumulative traffic impacts associated with proposed and recent development (Top Ryde Shopping) 	O	<p>A comprehensive Integrated Transport Solution was developed for the redevelopment of the Ryde Town Centre.</p> <p>The RTA has considered the proposal and concluded that there is sufficient capacity within the network based full implementation of the ITS.</p> <p>Allocation of parking is dependant on the final composition of uses and floor space.</p> <p>The provision of suitable dance facilities and amenities is subject to detailed design.</p>	No action required.
44	D11/77892	<ul style="list-style-type: none"> Supports the proposal and the revitalisation of Ryde: In sufficient onsite parking (110 allocated dance spaces); Provision of suitable facilities within the proposed hall to accommodate variety of uses (i.e. dancing). 	CS	<p>The concept plan is indicative only, further refinement of the design will occur at future DA stage. The site is visually prominent within the LGA and wider area. A suitably designed building achieving architectural excellence has the potential to provide a positive landmark within the landscape.</p> <p>The mix of uses, in particular the inclusion of residential development is suitable in a town centre location close serviced by existing infrastructure and services. A level of civic and commercial use will be retained on the site however the final composition of use is subject to future detailed DA stage.</p>	Issues to be resolved at detailed DA stage.
45	D11/78070	<ul style="list-style-type: none"> Retention of site in public ownership. Privatisation of public land Design and layout lacks effective and clear delineation of space & encourages potential conflicts between users (pedestrians and vehicles); Current building is iconic and represents the evolution of architecture and built heritage. Civic building should be retained. Disputes validity that the building has reached its serviceable life Proposed height out of character with area; Residential use inappropriate in local context and due to the constrained nature of the site. The site should be retained for commercial/civic use Development at ground level should activate the streetscape (i.e. Parkes St). Proposed parking at and aboveground level has a negative impact of the streetscape; This site is the last chance for Council to develop a sense of civic, administrative and public functioning space. 	O	<p>The potential heritage impact of any redevelopment of the site will also need to be</p> <p>In relation to heritage impacts, it is noted that subject to amendments to the proposed height control to achieve an appropriate height transition and provision of suitable DCP controls to achieve an appropriate curtilage, the Planning Proposal will not result in increased heritage impacts on surrounding heritage items.</p>	Issues relating to built form, style and streetscape will be considered at detailed DA stage.

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
46	D11/78076	<ul style="list-style-type: none"> Generally supportive Inappropriate scale and design. Amenity impacts (overshadowing and privacy/loss) Consideration of design alternatives (i.e. a taller single tower would allow for increased open space) Current concept for the site at 150-156 Blandford Road, Ryde is too bulky. The residential development should be consistent with the FSR and height restrictions placed on properties on the western side of Blandford Road (area 15 in Appendix D Ryde Civic Precinct Plan) as proposed in zoning changes to the Ryde LEP 2011. Impact on the structural integrity of Hatton's Cottage. 	CS	<p>The Planning Proposal phase is focused on amending the LEP to permit an increased height and reduced floor space.</p> <p>The Concept Plan is indicative only and the ultimate facade design and landscaping requirements can be addressed through the development and implementation of suitable development controls and is subject to future detailed design at DA stage.</p> <p>Refer to submission 20 in relation to points 1 and 2.</p> <ul style="list-style-type: none"> The form and scale of the Concept Plan can provide a positive contribution to the landscape and play an important role in forging a strong local identity in the changing urban fabric of Ryde Town Centre. The final design and architectural finish of the building will be subject to future DA. 	<p>Issues to be considered at detailed DA stage.</p> <p>No action required.</p>
48	D11/78135	<ul style="list-style-type: none"> Objects – proforma response of submission no. 20. 	O	<p>Matters relating to heritage are addressed at submission 45 and in detail within the report at section 6.10.</p> <p>Refer to submission no. 20 for response.</p>	<p>DCP controls to be developed and issue considered further at detailed DA stage.</p> <p>Refer to submission no. 20 for actions.</p>

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
49	D11/78398	<ul style="list-style-type: none"> Supports growth & economic development Objects to proposed heights in relation to the adverse amenity impacts (overshadowing and visual). 	N	<p>Noted:</p> <p>The proposal has been designed to optimise solar access through the use of stepped building form (part six (6) storey, part tower). Whilst it is acknowledged that shadow cast by the tower is greater in extent, its narrow built form means the duration of impact is reduced such that by midday at the winter solstice no property will be in shadow.</p> <p>Refer to amenity discussion at Submission No. 20</p> <ul style="list-style-type: none"> The sites zoning permits the proposed uses, however ultimately the use of the site and allocation of land is a matter for the consideration of Council. <p>Request/concern noted. However this is not relevant to the consideration of the Planning Proposal.</p> <p>Noted. The provision of suitable dance facilities and amenities is subject to detailed design.</p> <p>Council's management of assets including the renting of space for use as a dance hall, is not a Planning consideration.</p>	<p>Issue to be considered further at detailed DA stage.</p>
50	D11/78403	<ul style="list-style-type: none"> Objects Amenity impacts (wind tunnel & Overshadowing) Site should predominantly be retained as public space and facilities with limited residential development; and Residential development should preferably be restricted to the Blaxland Road site. 	O	<p>Refer to amenity discussion at Submission No. 20</p> <ul style="list-style-type: none"> The sites zoning permits the proposed uses, however ultimately the use of the site and allocation of land is a matter for the consideration of Council. <p>Request/concern noted. However this is not relevant to the consideration of the Planning Proposal.</p> <p>Noted. The provision of suitable dance facilities and amenities is subject to detailed design.</p> <p>Council's management of assets including the renting of space for use as a dance hall, is not a Planning consideration.</p>	<p>Planning Proposal height controls to be amended.</p> <p>DCP controls to be developed.</p> <p>Issue to be considered at detailed DA stage.</p>
51	D11/78407	<ul style="list-style-type: none"> Likes the appearance of the development. Design and fitout of the hall space should provide suitable infrastructure, parking and amenities for continued use as a dance hall. Floor should be "well sprung". 	CS	<p>Noted. The provision of suitable dance facilities and amenities is subject to detailed design.</p> <p>Council's management of assets including the renting of space for use as a dance hall, is not a Planning consideration.</p>	<p>Issues to be considered at detailed DA stage.</p> <p>No action required.</p>
52	D11/78563	<ul style="list-style-type: none"> Considers the use "concept plan" deceptive. Lack of certainty in the outcome and final development if approved. 	O	<ul style="list-style-type: none"> The concept plan is indicative only with the ultimate design and form of future development regulated through specific development controls and subject to further and detailed assessment. <p>The Planning Proposal seeks to reduce the permitted floor space ratio from 100,000m² to 60,000m² Once the LEP is amended redevelopment for the purpose of 100,000m² would not be permissible without a further Planning Proposal.</p>	<p>Issues to be resolved at future DA stage.</p>

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
		<ul style="list-style-type: none"> Seeks further information regarding costs and the future benefit for the community. Questions whether impacts in relation to the environment, traffic and residential amenity have been or will be considered as part of the assessment. 		<ul style="list-style-type: none"> These are not matters relevant to the assessment of a Planning Proposal. The Planning Proposal was supported by suitable technical reports that consider the appropriateness of the proposal for the site and its local and strategic context. Consideration of the likely impacts are addressed in the SLB assessment of the Proposal. Notwithstanding, if the Planning Proposal is approved by the DP&I, a further detailed assessment will be undertaken at detailed DA stage. 	<p>No action required.</p> <p>Matters considered as part of Planning Proposal, however will also be considered as part of detailed DA stage.</p>
		<ul style="list-style-type: none"> Questions the provision of public transport (services and infrastructure). 		<ul style="list-style-type: none"> Ryde Centre is well serviced by existing bus routes terminating at Top Ryde from the City, North Sydney, Burwood, Parramatta, Chatswood and Macquarie Park that operate seven (7) days a week. Any required increase in service frequency due to population increase will be a matter for the State Transit Authority (STA), who has provided conditional support to the Planning Proposal. 	<p>No action required.</p> <p>Issue to be resolved at detailed DA stage.</p>
		<ul style="list-style-type: none"> Raises concern regarding the use of the term "concept". Conflicts of interests: 		<ul style="list-style-type: none"> The Planning Proposal is to amend the existing LEP controls and does not seek consent for construction, this will be considered as part of the detailed DA stage. The concept is indicative only. The LEP controls will give certainty in regard to the density and maximum height permitted. DCP controls will provide a framework for development. The Planning Proposal was supported by a Proby Plan and has been assessed by an Independent Planning Consultants to ensure impartiality. Ultimately the Minister for Planning and 	<p>No action required.</p>

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
53	D11/78570	<ul style="list-style-type: none"> Impact of the GFC on making the proposal financially viable and being of a real benefit to the community. 	O	<ul style="list-style-type: none"> Global economics and Council funding/costing are not matters for consideration in the assessment of Planning Proposals. 	No action required.
54	D11/78582	<ul style="list-style-type: none"> Overpopulation; Amenity impacts arising from construction & operation of Top Ryde (noise, traffic); Visual amenity impacts, height of building "invasive" to the existing skyline; Traffic and parking impacts; Insufficient infrastructure to support the proposal; and Pedestrian safety (i.e. school children) Supports the proposal and the revitalisation of Ryde. (Proforma response).	S	<ul style="list-style-type: none"> Town Centres such as Ryde, well serviced by existing infrastructure and services have been identified by the NSW State Government for population increase. Occupancy will be determined based on design, quality and the mix of land uses and apartment types. Refer to submission 20 for discussion of other matters raised. 	Issue to be considered at detailed DA stage. Actions as outlined at Submission No. 20.
				Noted.	No action required.

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
55	D11/78589	<ul style="list-style-type: none"> • Objects • Over development • Insufficient infrastructure to support increased density and population • Visual amenity impacts (skyline) • Amenity impacts (overshadowing) • Existing congestion and intensified traffic impacts (including cumulative impacts, Traffic study deficient – does not consider full impact pm residential areas) • Site should be maintained as a public asset • Financial & logistical issue of relocating Council staff and operations – unaddressed. 	O	<p>Noted:</p> <p>The Planning Proposal seeks to reduce the allowable floor space yield to 60,000m² from an existing 100,00m².</p> <p>Refer to Submission No. 20 for consideration of remaining matters raised.</p>	<p>No action required.</p> <p>Remaining matters to be actioned in accordance with Submission No. 20.</p>
56	D11/78600	<ul style="list-style-type: none"> • Inappropriate height. Future height should be consistent with (i.e. no higher than) Top Ryde. 	O	<p>In the context of the recent construction of Top Ryde Shopping Centre, the urban character of Ryde is undergoing transition reflecting an increasing height and density. The scale of the proposal is therefore not considered to be inconsistent with the local context of its town centre location.</p>	<p>No action required.</p>
57	D11/78601 (two submissions)	<ul style="list-style-type: none"> • Traffic impacts (increased congestion, Devlin Street; • Height and scale of development; concern regarding increased in density • Impact on property values; • Carrying capacity of existing infrastructure; and • Lack of future planning. 	O	<p>Refer to relevant responses provided to Submission No. 20.</p> <p>The plan has been developed, in response to the long term planning policy goals of the State government in setting population and growth targets for Ryde. Moreover, it seeks to develop and ensure the long term viability and development of the Ryde Town Centre.</p>	<p>Refer to relevant actions provided at Submission No. 20.</p> <p>No action required.</p>
58	D11/78631	<ul style="list-style-type: none"> • Provision of suitable dancing facilities including adequate parking. 	CS	<p>The design and provision of facilities and amenities will be determined at detailed DA stage.</p>	<p>Issue to be considered at detailed DA stage.</p>

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
59	D11/78732	<ul style="list-style-type: none"> • Amenity impacts (overlooking/privacy loss); • Uncharacteristic height/ Inappropriate development, uncharacteristic with the area; • Traffic and Parking impacts; and • Contribute to overdevelopment (i.e. Chatswood) 	O	Refer to submission 20.	Issue to be considered at detailed DA stage.
60	D11/78734	<ul style="list-style-type: none"> • Overdevelopment; • Visual amenity impacts (skyline) • Amenity impacts (overshadowing, wind tunnels); • Traffic and parking impacts (Samuel Street or Parkes Street); • Insufficient provision on-site parking to cater for residential demand; • Height of development uncharacteristic with surrounding development (i.e. Chatswood); • Questions Council's foresight in planning ahead for building maintenance. Council should cut administrative costs before selling assets; • Financial & logistical issue of relocating Council staff and operations – unaddressed. 	O	<p>Refer to relevant responses provided at submission nos. 20.</p> <p>Costs, funding and Council's financial management are not matters for consideration in respect to the assessment of a Planning Proposal.</p> <p>Matters relating to Council's relocation of staff and/or offices are not matters for consideration as part of the Planning Proposal.</p>	<p>Refer to relevant actions provided for submission no. 20.</p> <p>No action required.</p> <p>These matters will be considered at detailed DA stage.</p>
61	D11/78773	<ul style="list-style-type: none"> • Traffic impacts; • over population; and • Environmental Impacts (pollution). 	O	<p>Refer to relevant response to Submission No. 20</p> <ul style="list-style-type: none"> • The Planning Proposal itself will not create environmental impacts, such as pollution. The impact of the development in terms of the biophysical environment and potential to generate pollution will be considered at DA stage. 	<p>Actions as outlined at Submission No. 20</p> <p>Matter to be addressed at detailed DA stage.</p>

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
62	D11/78775	<ul style="list-style-type: none"> Uncharacteristic development Insufficient infrastructure to support increased population; Visual amenity impacts; and Concerns regarding sale (loss) of a public asset and administrative mismanagement. 	O	Refer to relevant discussion at Submission No. 20. In relation to management of Council's funds and administration, this is not a consideration of merit in relation to the assessment of a Planning Proposal and not a consideration under the <i>Environmental Planning and Assessment Act 1979</i> .	Actions as required refer to submission no.20.
63	D11/78807	<ul style="list-style-type: none"> Over development; Amenity Impacts (over/shadowing); Visual amenity (skyline); Existing congestion & increased traffic impact; and Retention of public land. 	O	See response to No. 20.	See actions for Submission No. 20
64	D11/78840	<ul style="list-style-type: none"> Visual Amenity (skyline impact) Overdevelopment Insufficient infrastructure to support population growth Existing congestion & increased traffic impacts; and Objects to the sale of a public asset. 	O	See response to No. 20.	See actions for Submission No. 20
65	D11/78863	<ul style="list-style-type: none"> Development potential of Ryde has been reached (overdevelopment); Traffic impact, existing congestion; Financial and administrative mismanagement – sale of assets. 	O	See response to No. 20. Council's financial management is not a consideration of the Planning Proposal.	See actions for Submission No. 20
66	D11/78973	<ul style="list-style-type: none"> Privatisation of public land (sale of assets); Importance of maintaining an existing civic space that reflects the solidity of Ryde Council. The site should be retained & redeveloped; Heritage and social value of the existing Council building; Increased height is uncharacteristic (should be consistent with Top Ryde Shopping); Visual Amenity impacts (dominant, poor street level activation along frontages, streetscape impact); Parking should be provided below 	O	Refer to responses for Submission No. 20 and 45 in relation to all matters. In relation to urban design outcomes, the detailed design of the development will be controlled through the development of suitable development controls and future assessment of the DA for construction. The concept plan is indicative only.	Refer to actions provided at Submission No. 20

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Notification Submission – Summary						
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions	
67	D11/79211	<ul style="list-style-type: none"> ground; Pedestrian accessibility, connectivity and safety; Poor urban design and planning outcome. <ul style="list-style-type: none"> Proposed height out of character with area; Overcrowding (i.e Chatswood); and Precedent for further high rise/high density development. 	O	<p>In the context of the recent construction of Top Ryde Shopping Centre, the urban character of Ryde is undergoing transition reflecting an increasing height and density. The scale of the proposal is therefore not considered to be inconsistent with the local context or its town centre location.</p> <p>Town Centres such as Ryde, well serviced by existing infrastructure and services have been identified by the NSW State Government for population increase. Occupancy will be determined based on design, quality and the mix of land uses and apartment types.</p> <p>Increasing residential densities around town centres well serviced by public transport, such as Ryde, is consistent with NSW State Government policy.</p> <p>The Planning Proposal does not set a precedent but rather acknowledges the changing character of development around the town centre.</p>	See actions for D11/79228	
68	D11/79226	<p>Reiterates comments from submission TRIM reference D11/79228 (same household).</p>	O	Refer to response for D11/79228	See actions for D11/79228	
69	D11/79228	<ul style="list-style-type: none"> Amenity impacts (overshadowing, wind tunnels, loss of privacy) Adverse impact on property values Increased pressure on transport and services Pedestrian connectivity and routes not adequately addressed. Traffic and Parking Impacts (Parkes Street & Blaxland Road) Reduced street parking Overdevelopment 	O	Refer to response provided at Submission No. 20	Refer to actions listed for Submission No. 20.	

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Notification Submission – Summary						
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions	
70	D11/79236	<ul style="list-style-type: none"> Would like to see no increase in height to the Council building, a maximum of three (3) storeys residential development on the car park site and retention of open gardens at ground level visible to the surrounding properties. Objects to the sale of Council land Increasing population and density Traffic and parking impacts; Lack of open space and landscape treatment; Lack of Public Transport Infrastructure (bus stops) Lack of pedestrian connectivity (footpaths) Regulation of car parks (misuse by staff and commuters Dunbar and Samuel St) 	O	<p>Refer to responses provided at Submission No. 20</p> <p>Parking regulation is an operational matter for Council and is not a consideration of the Planning Proposal.</p>	<p>Refer to action provided for Submission No. 20</p> <p>No action required.</p>	
71	D11/79241	<ul style="list-style-type: none"> Overdevelopment Increase in traffic Objects to sale of public asset, contrary to community interest. 	O	<p>Refer to responses provided at Submission No. 20.</p>	<p>Refer to actions at Submission No. 20.</p>	
72	D11/79262	<ul style="list-style-type: none"> Visual amenity impact Undesirable precedent Overdevelopment Insufficient infrastructure Traffic increase and impact Retain public land and asset. 	O	<p>Noted. See response to Submission No. 20</p>	<p>Refer to actions at Submission No. 20.</p>	
73	D11/79263	<ul style="list-style-type: none"> Environmental impacts (unspecified) Lack of clear public consultation and miscommunication to the community on the process; Insufficient detail regarding Council's project costs and funding options; Use of past planning consents as a comparative example for supporting the development; Unsustainable development; Amenity impacts (overshadowing, wind tunnel, loss of privacy); 	O	<p>Refer to submission 20 for relevant responses.</p> <p>In relation to the use of past planning controls as a comparative example, it is noted that the form of development that could be achievable using the current controls is unachievable. Notwithstanding, there are development alternatives that could result in significant impacts, potentially greater than those illustrated in the Concept plan.</p> <p>Increasing residential densities around town</p>	<p>Relevant actions in Submission No. 20 may be referred to.</p> <p>No action is required in relation to the use of comparative planning controls or the use of the Planning proposal as a precedent for similar development.</p>	

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
74	D11/79265	<ul style="list-style-type: none"> Uncharacteristic development (density, height & scale); Traffic impact; Lack of public transport (infrastructure & services) Lack of diversity in future land uses; Development alternatives not presented; Sale of community asset, reduces community values and residents quality of life; and Undesirable precedent 	O	<p>centres well serviced by public transport, open space (i.e. Ryde Park in excess of 45, 000m² and Ryde Plaza) and retail/commercial services, such as Ryde, is consistent with NSW State Government policy.</p> <p>The Planning Proposal does not set a precedent but rather acknowledges the changing character of development around the town centre.</p>	Refer to actions at Submission No. 20.
75	D11/79266	<ul style="list-style-type: none"> Over development; Traffic and Parking impacts; Sphere of influence has not been appropriately defined in study area; Privatisation of a public asset; Uncertainty regarding future rate rises to accommodate additional population and demand for local services and infrastructure. 	O	<p>Noted. See response to Submission No. 20</p> <p>Future rate rises are a matter for Council and not a consideration in the assessment of merit in a Planning Proposal.</p>	Refer to actions at Submission No. 20. No action required.
76	D11/79268	Proforma submission of No. 20	O	Refer to submission 20 for response	Refer to submission 20 for actions.
77	D11/79270	Proforma submission of No. 20	O	Refer to submission 20 for response	Refer to submission 20 for actions.
78	D11/79271	<ul style="list-style-type: none"> Overdevelopment; Overpopulation (student tenanr/s); Insufficient infrastructure; Misuse of Council assets. Uncharacteristic height (impact on skyline); Existing height should be retained. Traffic & parking impacts (Parkes St/Blakland Rd); Insufficient public transport services; Pedestrian accessibility; Insufficient consideration of cumulative impacts of recent developments + 	O	See response to Submission No. 20	Refer to actions provided at Submission No. 20

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
		<ul style="list-style-type: none"> proposal; Social impacts (unspecified); Insufficient detail regarding Council's project costs and funding options (rate increases); Considers the LEP to misrepresent the built form & layout of the current Council building; Redevelopment should collocate Council's Offices with the improved and expanded community and civic facilities; Redevelopment requires relocation of Council's administrative centre. 			
79	D11/79345	<ul style="list-style-type: none"> Existing congestion, increased traffic and parking impacts Amenity impacts (overshadowing) Inappropriate residential density Adverse impact on local character. 	O	Refer to responses provided at Submission No. 20	Refer to actions provided at Submission No. 20
80	D11/79374	<ul style="list-style-type: none"> Overdevelopment; Lack of infrastructure to population increase; Inappropriate density; Uncharacteristic height/Visual impact Traffic impacts; and Objects to land sale. 	O	See response to Submission No. 20	Refer to actions provided at Submission No. 20
81	D11/79394	<ul style="list-style-type: none"> Overdevelopment; Traffic impacts; and Preference to see the site redeveloped as open space. 	O	See response to Submission No. 20 In relation to provision of open space, the subject site is zoned for B4 Mixed Use. Ryde Council's controls and strategic planning controls consider the provision of open space throughout the LGA to meet community demand and does not identify the subject site for additional open spaces.	Refer to actions provided at Submission No. 20
82	D11/79397	<ul style="list-style-type: none"> Visual amenity impacts; Lack of positive streetscape elements, including soft landscaping along frontages; Parking impacts; and Over population. 	O	Refer to Submission No. 20	Refer to actions at submission 20.
83	D11/79405	<ul style="list-style-type: none"> Overdevelopment. 	O	The Planning Proposal seeks to reduce the	Issue to be considered at detailed DA

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
84	D11/79410	<ul style="list-style-type: none"> Inappropriate development height; and Preference to see the site redeveloped as open space. 	O	<ul style="list-style-type: none"> In the context of the recent construction of Top Ryde Shopping Centre, the urban character of Ryde is undergoing transition reflecting an increasing height and density. The scale of the proposal is therefore not considered to be inconsistent with the local context or its town centre location. Ryde Council's controls and strategic planning controls consider the provision of open space throughout the LGA to meet community demand and do not identify the subject site. 	No action required.
85	D11/79417	<ul style="list-style-type: none"> Considers the site iconic; Dominant building structure; Overdevelopment; Lack of infrastructure to support working and residential population; Inappropriate height/Visual Impact; Amenity impacts (overshadowing); and Traffic impacts. 	O	Refer to responses provided to submissions no 20, 23 and 45.	Refer to actions in response to relevant objections at submissions no. 20, 23 and 45.
86	D11/79459	<ul style="list-style-type: none"> Uncharacteristic height/visual impact (skyline); Considers current zoning & development controls more suitable (maintain the status quo); Existing congestion, traffic and parking impacts; Loss of historic building; and Unjustified development. 	O	Refer to relevant responses provided at Submission No. 20 and 23. Subject to amendments to the proposed height control to achieve an appropriate height transition and provision of suitable DCP controls to achieve an appropriate curtilage, the Planning Proposal will not result in increased heritage impacts on surrounding heritage items.	Refer to actions in response to relevant objections at submissions no. 20 and 23. Suitable DCP controls to be developed. Heritage matters to be considered further at detailed DA stage.

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
87	D11/79627	Supports the proposal and the revitalisation of Ryde. (Proforma response).	S	The potential heritage impact of any redevelopment of the site will also need to be considered at the design and assessment of the DA phase. Recent heritage assessments of the existing Civic Centre building have determined it does not meet the criteria for listing on local, state or national inventories. Accordingly there are no heritage impediments to the proposal. Noted.	No action required.
88	D11/79628	<ul style="list-style-type: none"> over-development considers the current site a "landmark" site uncharacteristic development/height/visual amenity (skyline) insufficient infrastructure to support for population; Amenity impacts (overshadowing) Traffic impacts/Sphere of influence (impact on residential streets underplayed); and Objects to sale of public land. 	O	Refer to relevant responses at Submission No. 20. The site is visually prominent within the LGA and wider area, a suitably designed building achieving architectural excellence has the potential to provide a positive landmark within the landscape. Accordingly, through the adoption of suitable planning controls redevelopment can retain the landmark status of the site within the community	Suitable DCP controls to be developed and final design concept to be considered at detailed DA stage.
89	D11/79630	Supports the proposal and the revitalisation of Ryde. (Proforma response).	S	Noted	No action required
90	D11/79633	Supports the proposal and the revitalisation of Ryde. (Proforma response).	S	Noted	No action required
91	D11/79635	Supports the proposal and the revitalisation of Ryde. (Proforma response).	S	Noted	No action required.
92	D11/79636	Supports the proposal and the revitalisation of Ryde. (Proforma response).	S	Noted.	No action required.
93	D11/79639	Supports the proposal and the revitalisation of Ryde. (Proforma response).	S	Noted.	No action required.
94	D11/79641	<ul style="list-style-type: none"> Traffic impacts (Devlin Street) Uncharacteristic development (height); Proposal inconsistent with surrounding development, may lead to overcrowding ("ghetto" & increased student population); 	O	See response to Submission No.20.	

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
		<ul style="list-style-type: none"> • Amenity impacts (overshadowing, wind tunnels, loss of privacy) • Impact on property values; • Streetscape impacts (Devlin St); • Pressure on local services & infrastructure; • Privatisation of open space; • Development alternatives considered by Council (relocate Chambers to North Ryde or refurbishment); • Pedestrian accessibility; • Resident consultative process insufficient; • Would like to see, maintenance of the current building height; A maximum of 3 storeys residential development on the car park site; Retention of some open gardens at ground level visible to the surrounding properties 			
95	D11/79645	<ul style="list-style-type: none"> • Objects to sale of Council land. 	O	Refer to D11/82078 for response	Refer to actions for D11/82078
96	D11/79648	<ul style="list-style-type: none"> • Reiterates comments from submission D11/79841 (proforma) 	O	Refer to D11/79841 for responses.	Refer to actions for D11/79841.
97	D11/79651	<ul style="list-style-type: none"> • Overdevelopment • Traffic impacts (existing congestion) • Pedestrian safety and accessibility. • Amenity impacts (noise) • Visual amenity impacts. 	O	Refer to relevant responses at Submission No. 20	
98	D11/79652	<ul style="list-style-type: none"> • Traffic impacts; • Amenity impacts (loss of privacy); • Objects to sale of land; • Reduced three (3) storey height limit. 	O	Refer to relevant responses at Submission No. 20	
99	D11/79654	Object	O	Noted.	No action required.
100	D11/79656	Supports the proposal and the revitalisation of Ryde. (Proforma response).	S	Noted.	No action required.
101	D11/79657	Reiterates comments from submission D11/79841 (proforma).	O	Refer to responses for D11/79841.	Refer to D11/79841 for actions.
102	D11/79660	Supports the proposal and the revitalisation	S	Noted.	No action required.

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
103	D11/79713	Supports the proposal and the revitalisation of Ryde. (Proforma response).	S	Noted.	No action required.
104	D11/79715	<ul style="list-style-type: none"> Infrastructure & services carrying capacity; Environmental impact (pollution); and Insufficient public open space. 	O	<ul style="list-style-type: none"> The site is located within an established and well serviced urban area. Hyder Consultants have investigated and determined that all public infrastructure has the capacity to support the proposal. The Planning Proposal itself will not contribute to or generate environmental impacts, such as pollution, these matters will be considered at DA stage. Council's strategic and community development plans deal with the provision of open space throughout the LGA. Provision of open space within the future development will be a consideration at DA stage based on DCP requirements. 	No action required. Issue to be considered at detailed DA stage. Issue to be addressed by Council and as part of future DA stage.
105	D11/79717	Supports the proposal and the revitalisation of Ryde. (Proforma response).	S	Noted.	No action required.
106	D11/79736	<ul style="list-style-type: none"> Traffic impacts & existing congestion; and Insufficient public transport. 	O	<ul style="list-style-type: none"> A comprehensive Integrated Transport Solution was developed for the redevelopment of the Ryde Town Centre. The RTA has considered the proposal and concluded that there is sufficient capacity within the network based full implementation of the ITS. Ryde Centre is well serviced by existing bus routes terminating at Top Ryde from the City, North Sydney, Burwood, Parramatta, Chatswood and Macquarie Park that operate seven (7) days a week. Any required increase in service frequency due to population increase will be a matter for the State Transit Authority (STA), who has provided conditional 	No action required. No action required.

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
107	D11/79757	<ul style="list-style-type: none"> Over-development; Traffic Impacts; and 	O	<p>support to the Planning Proposal.</p> <ul style="list-style-type: none"> The Planning Proposal seeks to reduce the allowable floor space yield to 60,000m² from an existing 100,000m². High rise/high density residential development can make a positive contribution to the urban landscape and local identity through establishing clear landmarks. The ultimate balance between building form and open space will be considered at detailed design and DA stage. A comprehensive Integrated Transport Solution was developed for the redevelopment of the Ryde Town Centre. The RTA has considered the proposal and concluded that there is sufficient capacity within the network based full implementation of the ITS. 	Issue to be considered at detailed DA stage.
108	D11/79761	<ul style="list-style-type: none"> Contrary to public interest (sale of asset) Overdevelopment; Traffic impacts; Uncharacteristic/visual amenity (height); and 	O	<ul style="list-style-type: none"> This is a matter for the consideration of Council and not a Planning Proposal. Refer to relevant responses provided to Submission No.20 	For the future consideration of Council. Refer to actions provided at Submission No. 20
109	D11/79766	<ul style="list-style-type: none"> Impact on infrastructure and services. overdevelopment 	O	<p>The Planning Proposal seeks to reduce the allowable floor space yield to 60,000m² from an existing 100,000m².</p> <p>High rise/high density residential development can make a positive contribution to the urban landscape and local identity through establishing clear landmarks. The ultimate balance between building form and open space will be considered at detailed design and DA stage.</p>	Issue to be considered at detailed DA stage.
	D11/79768	Duplicate D11/79771			

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
110	D11/79771	<ul style="list-style-type: none"> Overdevelopment; Uncharacteristic height/visual impact; Traffic impacts; Cumulative traffic impacts of recent and adjoining developments, including Rhodes & West Ryde; and Undesirable precedent. 	O	<p>Refer to relevant responses provided at Submission No. 20.</p> <p>Preference for retention and reuse is noted however, the site, given its strategic location, is currently under-utilised, redevelopment is consistent with the changing character of the area and NSW State government policy.</p> <p>The Concept Plan represents the most appropriate redevelopment response in relation to environmental sustainability, urban form and community outcomes.</p> <p>In relation to matters of neglect, the existing is over 40 years old and building no longer meets the needs of Council or the wider community.</p> <p>The location of Council Offices is as yet unresolved. The Planning Proposal does not preclude the Council offices from staying on site, however it is not a pre-condition to the support of the Proposal.</p>	
111	D11/79774	<ul style="list-style-type: none"> Redevelopment alternatives – relocation of Council Offices to North Ryde & use site as open space. 	O	<ul style="list-style-type: none"> Over-development; <p>The Planning Proposal seeks to reduce the allowable floor space yield to 60,000m² from an existing 100 00m². High rise/high density residential development can make a positive contribution to the urban landscape and local identity through establishing clear landmarks. The ultimate balance between building form and open space will be considered at detailed design and DA stage.</p> <p>The site is located within an established and well serviced urban area. Hyder Consultants have investigated and determined that all</p>	<p>Issues to be considered at detailed DA stage.</p> <p>No action required.</p>

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
112	D11/79776	<ul style="list-style-type: none"> Traffic impacts; and Public land should be retained. Uncharacteristic height/visual impact; Traffic impacts (Devlin St & Blackland Rd); and Accessibility (residential lifts). 	O	<ul style="list-style-type: none"> This is a matter for the consideration of Council and not a Planning Proposal. In the context of the recent construction of Top Ryde Shopping Centre, the urban character of Ryde is undergoing transition reflecting an increasing height and density. The scale of the proposal is therefore not considered to be inconsistent with the local context or its town centre location. A comprehensive Integrated Transport Solution was developed for the redevelopment of the Ryde Town Centre. The RTA has considered the proposal and concluded that there is sufficient capacity within the network based full implementation of the ITS. 	Issue to be considered by Council. No action required.
113	D11/79785	<ul style="list-style-type: none"> Supports the development – attracts investment and growth to the area. Positive impacts on the adjoining Top Ryde Shopping Centre. 	S	<ul style="list-style-type: none"> Lifts providing access to pedestrian overpasses will be retained in public ownership. Noted.	No action required
114	D11/79786	<ul style="list-style-type: none"> Supports the proposal – employment growth and opportunities. 	S	Noted.	No action required.
115	D11/79787	<ul style="list-style-type: none"> Supports the proposal and the revitalisation of Ryde. (Proforma response). 	S	Noted.	No action required.
116	D11/79792	<ul style="list-style-type: none"> Supports the proposal – enhance local 	S	Noted.	No action required.

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
		environment and visual amenity. Considers the current building an "eyesore".			
117	D11/79816 D11/79826	Duplicate of D11/79459 <ul style="list-style-type: none"> Overdevelopment; Traffic impact (existing congestion); Amenity impact (overshadowing); Uncharacteristic height/visual impact; and Infrastructure/services demand 	O	refer to response for D11/79459 Refer to relevant responses made at Submission No.20.	refer to actions for D11/79459
118	D11/79838	<ul style="list-style-type: none"> Development will improve space efficiency & community & Civic facilities; land currently underutilised. Redevelopment for best and highest use will benefit the community; increased residential density will contribute to town centre growth, boost business activity, streetscape and general amenity; and Redevelopment will benefit the wider community. 	S	Noted.	No action required.
119	D11/79839	Supports the proposal and the revitalisation of Ryde. (Proforma response).	S	Noted.	No action required.
120	D11/79840	Supports the proposal and the revitalisation of Ryde. (Proforma response).	S	Noted.	No action required.
121	D11/79841	Proforma submission of No. 20	O	Refer to submission 20 for response	Refer to submission 20 for actions.
122	D11/79842	<ul style="list-style-type: none"> Feels that sale of the site is pre-determined; Conflict of interest with the consent authority "Council" also being the "Developer" This proposal sells a valuable community asset Amenity impacts (privacy loss, overshadowing, quality of life, wind tunnels) Construction impacts (noise, traffic and parking impacts) loss of open space gardens, overcrowded insufficient infrastructure (public transport) 	O	Refer to relevant responses provided at Submission No. 20	Refer to relevant actions in Submission No. 20.

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
123	D11/79843	<ul style="list-style-type: none"> • Uncertainty regarding the development (tender process & outcome) • Uncharacteristic height and scale; • Undesirable precedent; • Pedestrian accessibility, safety and connectivity; • No provision for public transport – special event no parking arrangements • Lack of land use diversity; • Overdevelopment/overpopulation (student tenants); • Social Impacts (overpopulation/overdevelopment); • Overpopulation of future residential units; • Lack of clear public consultation and miscommunication to the community on the process; • Insufficient detail regarding Council's project costs and funding options; • Amenity, asset and structural impacts associated with construction. • Would like to see the current Civic building height maintained, reduced residential development scale of no more than 3 storeys, retention of ground level public accessible open space. 	CS	<p>The final architectural design and finish of the development including the composition of use will be subject to future DA.</p> <p>The zoning of the site remains unchanged; accordingly the site will maintain potential for a civic function.</p>	Issues subject to future detailed DA stage.
124	D11/79846	Supports the proposal and the revitalisation of Ryde. (Proforma response).	S	Noted.	No action required.
125	D11/79847	Supports the proposal and the revitalisation of Ryde. (Proforma response).	S	Noted.	No action required.
126	D11/79848	Supports the proposal and the revitalisation of Ryde. (Proforma response).	S	Noted.	No action required.

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
127	D11/79849	Supports the proposal and the revitalisation of Ryde. (Proforma response).	S	Noted.	No action required.
128	D11/79861	Supports the proposal and the revitalisation of Ryde, if development not supported it may detract from investment in the area.	S	Noted.	No action required.
129	D11/79863	Supports the proposal and the revitalisation of Ryde. (Proforma response).	S	Noted.	No action required.
130	D11/81150	Reiterates comments from submission D11/79841 (proforma).	O	Refer to D11/79841 for responses.	Refer to actions for D11/79841.
131	D11/81153	Supports the proposal and the revitalisation of Ryde. (Proforma response).	S	Noted.	No action required.
132	D11/81156	<ul style="list-style-type: none"> • Amenity impacts (overshadowing, loss of privacy); • Insufficient traffic assessment (400m radius • Funding and redevelopment options (\$60 million) • Council Office relocation options (Mac. Park) • Redevelopment contrary to public interest. 	O	<p>Refer to relevant responses provided at Submission No. 20</p> <p>The future location of Council offices is a matter to be determined by Council.</p> <p>The Concept Plan represents the most appropriate redevelopment response in relation to environmental sustainability, urban form and community outcomes.</p>	Issues to be considered at detailed DA stage.
133	D11/81162	<ul style="list-style-type: none"> • Opposes sale of public land; • Height uncharacteristic of the area; • Traffic (Parkes St) and parking impacts; • Deficient traffic report to resolve issues; • Heritage impacts – role of Ryde Town Centre; • Amenity impacts (overshadowing, privacy loss); • Undesirable precedent; • Construction impacts (management and control); and • Visual amenity. 	O	<p>Refer to relevant responses made at submission Nos. 20 and 135.</p> <p>In relation to the role of the Ryde Town Centre, it is noted that the area is currently undergoing transition, the proposed redevelopment of the site, takes advantage of its strategic location to provide improved community facilities and increased residential dwellings in a well serviced locality.</p>	Refer to relevant actions against submissions 20 and 135.
134	D11/81164	Supports the proposal and the revitalisation of Ryde. (Proforma response).	S	Noted.	No required action.
135	D11/81166	<ul style="list-style-type: none"> • Object • Inappropriate height (context and location); • Amenity impacts (overshadowing) 	O	Refer to submission 20	Planning Proposal height controls to be

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
136	D11/81169	<ul style="list-style-type: none"> Sustainability (passive solar design, water management, and renewable energy). 	S	<p>Matters of sustainability are addressed through planning controls considered at detailed DA stage, including BASIX.</p> <p>Noted.</p>	No action required.
137	D11/81171	<ul style="list-style-type: none"> Loss of community asset Reduces community values and residents' quality of life Visual amenity (height/siting) Amenity (loss of privacy, overshadowing, loss of green space, wind tunnels); Social impact (crime) Traffic (Parkes St/Top Ryde intersection) and parking impacts Overcrowded public transport Environmental impacts (stormwater, water table) Council Process and transparency Does not consider cumulative impacts of recent development within vicinity to 	O	<p>Refer to responses for submission No. 20, 135 in relation to heritage and 132 in relation to development alternatives and 110 in relation to Council future office location.</p> <p>In relation to the loss of green space, the sites zoning is not being altered, as such there is a misperception regarding current available "open space". Suitable landscape treatment will be incorporated into the future design to provide a positive streetscape.</p> <p>In relation to crime arising from the construction of</p>	<p>Matters to be considered at detailed DA stage.</p> <p>Issues to be considered at DA Stage.</p>

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
		<ul style="list-style-type: none"> the site; Such non-disclosure does not demonstrate quality governance for a public authority; Why should the immediate residents have to be sacrificed to save the whole of the Ryde area from a rate increase? Rail-roaded into this one proposal Conflict of interest (land owner as developer); 		<p>high rise/high density residential development, whilst there is no direct link between the two matters, it is noted that the principles of Crime Prevention through Environmental Design (CPTED) are incorporated in to Council and State planning controls to design out crime through creating safe space that is well lit and provides for visual surveillance.</p> <p>Any potential rate rises are a matter for Council.</p>	No action required.
		<ul style="list-style-type: none"> As this is such a major decision to be making for our community the future generations, I request that it be taken to the community in the form of a referendum, as was the case with the Willoughby Civic Centre at Chatswood; Uncertainty regarding new Council Office location and financial arrangements; Overdevelopment; Over population (student tenants); Undesirable precedent; Heritage impacts; Uncharacteristic height/form Privatisation of open space; Lack of Public Transport (infrastructure or services); Pedestrian accessibility and connectivity; Construction impacts (Noise, dust, property damage); and Uncertainty regarding transparency in process. 		<p>The management of Council assets is not a matter that would a Referendum. It is a function of Council's to make decisions on behalf of their constituents.</p>	No action required.
	D11/81173	Duplicate of D11/79641			
138	D11/81174	<ul style="list-style-type: none"> Objects to sale of public land; Strategic direction, loss of public assets; 	O	This is a matter for the consideration of Council and not a Planning Proposal.	To be considered by Council.
139	D11/81177	<ul style="list-style-type: none"> Development process and transparency, looking for certainty in the decision and decision makers. 	O	<ul style="list-style-type: none"> The Planning Proposal was supported by a Prohiby Plan and has been assessed by independent Planning Consultants to ensure 	No action required.

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
140	D11/81178	<ul style="list-style-type: none"> Impact on infrastructure and services (schools, medical centres, childcare); Traffic and parking impacts; Insufficient public transport (services); Need for comprehensive studies; Privatisation of public assets; and Consideration of alternative locations. 	O	<p>Ultimately the Minister for Planning and Infrastructure will assess and determine the application, ensuring an independent and unbiased decision making.</p> <p>The site is located within an established and well serviced urban area. Hyder Consultants have investigated and determined that all public infrastructure has the capacity to support the proposal.</p> <ul style="list-style-type: none"> The site will maintain a civic and public function. The future development, including increased height will (subject to detailed design and development of suitable controls) permit construction of an identifiable landmark building that can contribute positively to the community identity. <p>In relation to social infrastructure provision, the NSW Department of Education and Training was consulted as part of the Section 62 consultation and raised no objections to the proposal.</p> <p>These are matters for Council, the NSW Department of Education and Training and private practitioners at the detailed DA phase and are not matters to be considered as part of a Planning Proposal.</p> <p>The Planning Proposal is supported by suitable technical documentation that has considered the potential impact of the increased height and reduced floor area. Notwithstanding, further investigation will be undertaken at detailed DA stage.</p> <p>The Proposal is considered suitable given the sites strategic location.</p>	<p>No action required.</p> <p>Issues subject to detailed DA stage.</p>

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
141	D11/81180	<ul style="list-style-type: none"> Lack of meaningful and comprehensive consultation; Overdevelopment; Inappropriate use of local public space; Does not provide sustainable design; Sustainable design, lacks vision and lacks the environmental credentials; Amenity impacts (overshadowing); Visual impact; Traffic impact; Privatisation of public assets; Privatisation of open space; Heritage impacts; Lack of strategic planning; Height; and Impact on flight path. 	O	<p>For all other objection statements refer to the relevant responses provided for Submission No. 20.</p> <p>Refer to responses for Submission No. 20 in relation to all matters.</p> <p>The Planning Proposal is part of the strategic development plan for Ryde Town Centre in respect to providing for future economic and social growth.</p> <p>The site is not identified as being within the Contical Surface of the Obstacle Limitation Areas identified for Sydney Airport. Accordingly the proposal does not require concurrence from the Sydney Airport Corporation Limited or the Civil Aviation Safety Authority under the provisions of the <i>Civil Aviation (Building Control) Regulation</i>.</p>	No action required.
142	D11/81190	<ul style="list-style-type: none"> Lack of meaningful and comprehensive consultation; Overdevelopment; Inappropriate use of local public space; Does not provide sustainable design; Sustainable design, lacks vision and lacks the environmental credentials; Amenity impacts (overshadowing); Visual impact; Traffic impact; Privatisation of public assets; Privatisation of open space; Heritage impacts; Lack of strategic planning; Height; and Impact on flight path. 	O	<p>Refer to responses for Submission No. 20 and 141 in relation to all matters.</p> <p>The Concept Plan is indicative only, environmental assessment and criteria for sustainability will be considered and assessed at detailed DA stage.</p>	<p>Refer to relevant and corresponding action statements.</p> <p>Issue to be resolved at future DA stage.</p>
143	D11/81195	<ul style="list-style-type: none"> Undesirable precedent; Uncharacteristic height/visual amenity Overdevelopment; Impact quality of life; 	O	<p>Refer to responses for Submission No. 20 in relation to all matters. Refer to 142 in relation to sustainability.</p>	<p>Refer to relevant and corresponding action statements.</p>

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
144	D11/81197	<ul style="list-style-type: none"> • Amenity impacts • Traffic impacts: • Proposed location of Council Offices unclear; • Privatisation of public assets; and • Unsustainable development. 	O	<p>The future location of Council's offices and staffing matters are not a consideration of the Planning Proposal.</p> <p>Refer to responses for Submission No. 20 in relation to all matters. Refer to submission 132 in relation to development alternatives.</p>	Refer to relevant and corresponding action statements.
145	D11/81200	<ul style="list-style-type: none"> • Supports architectural design concept (as exhibited), consider design to be innovative and potentially visually pleasing solution. • Elevations reinforce regional context and site as a landmark site. • Scale should be comparative to Top Ryde Shopping centre: • Overdevelopment; • Miscalculation/representation of site area (i.e. includes road areas). Distorts the intended density; • Seeks improved transparency in the planning process. Greater Community involvement. • Does not support the use of development by Community Organisations, if built. • Greater certainty in the tender process and outcome is sought. • Ambiguity in the probity statement 	CS	<p>The scale of the proposal is considered suitable within the regional and landscape context of the site. Heights comparable to Top Ryde will not achieve the desired outcome or floor space area sought.</p> <p>In relation to site calculation areas and floor space ratio. These matters will be considered further at detailed DA stage.</p> <p>In relation to all other matters refer to the relevant responses provided to Submission No. 20.</p>	refer to relevant actions at Submission No. 20.

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
146	D11/81250	<ul style="list-style-type: none"> regarding value for money; Relocation of Council's Offices (Top Ryde City). 	O	Refer to responses for D11/82078.	Refer to actions for D11/82078.
147	D11/81252	<ul style="list-style-type: none"> Reiterates comments from submission D11/82078 Concerned that the Council's vision is limited to high rise towers Lose a valuable community asset Reduces community value and residents' quality of life Directly affected by the physical increase in density Construction impacts Amenity impacts (loss of privacy, overshadowing, loss of open space) Insufficient public transport (services) Traffic and parking impacts Further information regarding funding and costs should be provided; Would prefer a development that retains ownership of the land, maintains existing building heights, limits residential development to 3 storeys. Unhappy with Community Consultation process; Pedestrian accessibility Overdevelopment; Undesirable precedent; Streetscape impacts (Devlin St); Lack of variety in future uses permitted; Social impacts (overpopulation/student tenants); Economic impact statement not provided to support the retail/commercial floor space; Insufficient Project cost and funding detail available; Insufficient public transport (services and infrastructure); Privatisation of public open space; Proposed development provides 	O	<p>Refer to responses for Submission No. 20 in relation to all matters.</p> <p>It is noted that all information pertinent to the assessment of a Planning Proposal was provided to the public. If approved by the Minister, the future DA will be subject to further investigation, detailed reports and technical information.</p> <p>In relation to detailed economic impact statements and requests for further detailed reports, it is noted that the Planning Proposal is supported by the relevant technical documentation, required to assess the proposed modification to height and floor space. Further technical and expert advice will be provided at detailed DA stage, when the composition of any future development has been refined.</p>	<p>Refer to actions provided at Submission No. 20.</p> <p>No action required.</p> <p>Issue subject to detailed DA stage.</p>

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
148	D11/81254	<ul style="list-style-type: none"> • Nothing for the local community; • Further details regarding future location of Council's offices; • Construction impacts (noise, dust, property damage, 24 hr ops); • Information available to the community regarding the proposal considered insufficient; • Believes further information and detailed reports should be sought and full assessment undertaken prior to determination. 	O	Refer to responses for Submission No. 20 in relation to all matters.	Refer to actions provided at Submission No. 20
149	D11/81255	<ul style="list-style-type: none"> • Amenity impacts (overshadowing, wind tunnel, loss of privacy) • Reduce property values; • Streetscape impacts/lack of street activation • Traffic (Devlin St, Parkes St, & Blaxland Rd) and Parking impacts; • Public transport and service pressure; • Pedestrian accessibility; • Social impacts (overpopulation/student tenants); and • Would like to see retention of public land, maintenance of building height, residential development restricted to 3 storeys and retention visible ground level open space. 	O	Refer to responses for Submission No. 20 in relation to all matters.	Refer to actions provided at Submission No. 20
150	D11/81261	<ul style="list-style-type: none"> • Uncharacteristic development (height, general appearance); • Overdevelopment; • Social impact (overpopulation, lack of community); • Traffic impacts. 	O	Refer to responses for Submission No. 20 in relation to all matters.	Refer to actions provided at Submission No. 20

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
151	DT1/8/1262	<ul style="list-style-type: none"> The development will have amenity impacts including overshadowing, overlooking, wind tunnels, visual impact lack of positive streetscape elements and landscaping; Social impacts including isolation of community members; Uncertainty in the outcome of the process in terms of future density and scale (60,000m² vs. 100,000m²); Proposal does not provide an improvement or increase in community facilities; Conflict of interest (consent authority as developer); Privatisation of open space, loss of community asset/facility; Pedestrian connectivity and pathways not improved; Traffic impacts to Parkes St/Blaikland Rd; Lack of provision for public transport services or infrastructure; Lack of diversity in future land uses; Overpopulation of future residential units; Lack of clear public consultation and miscommunication to the community on the process; Insufficient detail regarding Council's project costs and funding options; Amenity, asset and structural impacts associated with construction; and Would like to see the current Civic building height maintained, reduced residential development scale of no more than 3 storeys, retention of ground level public accessible open space. 	O	Refer to responses for Submission No. 20 in relation to all matters.	Refer to actions provided at Submission No. 20

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
		<ul style="list-style-type: none"> Traffic and parking impacts; Adequacy of parking provision; and Concern regarding future occupant demographic. 			
152	D11/81263	<ul style="list-style-type: none"> Overdevelopment Uncharacteristic height Traffic impacts; Traffic survey supporting proposal inadequate Insufficient public transport; Privatisation of Council assets. Funding options; Further traffic studies required. 	O	Refer to responses for Submission No. 20 in relation to all matters.	Refer to actions provided at Submission No. 20
153	D11/81264	<ul style="list-style-type: none"> Uncharacteristic height; Overdevelopment; Height limits should be retained; Visual amenity impact; and Traffic impacts. 	O	Refer to responses for Submission No. 20 in relation to all matters.	Refer to actions provided at Submission No. 20
154	D11/81265	<ul style="list-style-type: none"> Uncharacteristic development (Height); Amenity impacts (overshadowing, wind tunnel, unfavourable micro-climate, privacy loss); and open space and parklands for residents Traffic Impact (Parks & Belmore St); Social impacts (crime); and Construction impacts (property damage, noise, 24/7 works). 	O	Refer to responses for Submission No. 20 in relation to all matters.	Refer to actions provided at Submission No. 20
155	D11/81266	Supports the proposal – current building inefficient, does not reflect current community needs.	S	Noted.	No action required.
156	D11/81273	Supports the proposal. Particularly performance space. Redevelopment should provide suitable facilities.	S	Noted.	No action required.
157	D11/81283	Supports the proposal.	S	Noted	No action required.

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
158	D11/81285	<ul style="list-style-type: none"> • Objects to sale of public assets: • Uncharacteristic height; • Height should be comparable to top Ryde Shopping; • Traffic impacts; • Public transport (servicing) • Provision of support infrastructure and services (schools, water etc.) 	O	Refer to responses for Submission No. 20 in relation to all matters.	Refer to actions provided at Submission No. 20
159	D11/81287	<ul style="list-style-type: none"> • Supports the proposal and increased efficiency in use of land and space to consolidate Council's activities. • Innovative development; • positive community impact/sense of civic pride; and • potential income source for Council. 	S	Noted.	No action required.
160	D11/81288	Supports the proposal.	S	Noted.	No action required.
161	D11/81290	<ul style="list-style-type: none"> • Redevelopment will permit Council to meet growing demands of community in providing an improved performance space. • Supports the redevelopment of the Argyle centre, positive for community and employees; • Will accept short term construction impacts for long term positive gain from redevelopment. 	S	Noted.	No action required.
162	D11/81291	<ul style="list-style-type: none"> • Undesirable precedent; • Overdevelopment; • Traffic impacts; • Privatisation of public asset (landmark site); • Uncertainty regarding relocation of Council staff; • Amenity impacts (visual, overshadowing and privacy) • Potentially unsustainable. 	O	Refer to responses for Submission No. 20 in relation to all matters.	Refer to actions provided at Submission No. 20
163	D11/81562	<ul style="list-style-type: none"> • Traffic impacts; and • Amenity impacts (noise) 	O	See response to Submission No. 190	
	D11/81575	Duplicate of D11/79842.			
	D11/81585	Cover for submission D11/81252			

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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
164	D11/8/1590	Supports the proposal and the revitalisation of Ryde. (Proforma response).	S	Noted.	No action required.
165	D11/8/1603	<ul style="list-style-type: none"> Traffic impacts; and Pedestrian accessibility. 	O	<ul style="list-style-type: none"> A comprehensive Integrated Transport Solution was developed for the redevelopment of the Ryde Town Centre. The RTA has considered the proposal and concluded that there is sufficient capacity within the network based full implementation of the ITS. The overpasses have improved pedestrian connectivity and safety within the town centre providing unrestricted access over Devlin St and Blaxland Rd. Lifts providing access to pedestrian overpasses will be retained in public ownership. 	No action required.
166	D11/8/1607	Proposal will improve local amenity.	S	Noted.	No action required.
167	D11/8/1612	<ul style="list-style-type: none"> Positive landmark development that will contribute to the growth of Ryde City; Recognises potential financial benefit/income generator the performance centre may be; and beneficial to have all of Council's services in one location/building. 	S	Noted.	No action required.
168	D11/8/1614	<ul style="list-style-type: none"> Traffic impact (study area insufficient); Visual amenity (skyscraper/height) Amenity (Overshadowing); and Insufficient services/infrastructure. 	O	Refer to responses provided at Submission No. 20	Refer to actions provided at Submission No. 20
169	D11/8/1625	<ul style="list-style-type: none"> Uncharacteristic development (height)/ Visual amenity; Viewshed Streetscape impact (dominant building appearance, lack of articulation or positive architectural elements) Amenity impacts (light pollution, traffic noise Additional density near the shopping centre does not justify this height. Does not consider that the 	O	Refer to relevant responses provided at Submission No. 20 and 143.	Refer to actions provided at Submission No. 20 Suitable DCP controls to be developed.

ITEM 5 (continued)

ATTACHMENT 1

Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
170	D11/81635	<ul style="list-style-type: none"> development potential of the current controls is achievable and therefore cannot be used as a basis or reasoning for the proposal; Maintain existing height controls Proposed change is driven by financial objectives to the detriment of acceptable urban planning outcomes with adverse impacts. Major departure from controls. Will facilitate further inappropriate proposals. Undesirable precedent; Inconsistent with the stated objectives of DCP Ryde Strategic Plan 2021; Privatisation of public assets Proposal does not reflect community needs (current or future); Lack of provision for future council offices; Proposal reflects a building of lesser quality to the current civic hall and the Argyle theatre. Insufficient community consultation. Lack of transparency/ in the process; Construction impacts (noise, dust, vibration, damage to property); Height; Overdevelopment; Traffic impact; Aesthetics; Achieving an improved work environment should occur at the expense of the community. Consideration of development 	O	<ul style="list-style-type: none"> The Planning Proposal seeks to amend the controls that relate to the site under the LEP and therefore are not considered to be a departure. The proposal will enable redevelopment of the site to meet the changing needs of the community and contribute to the social and economic growth of the Ryde LGA. In relation to the stated objectives of Ryde Council under the Strategic Plan 2021. Redevelopment of the site, guided by suitable development controls will provide for a landmark development that meets the needs of the existing and future community whilst providing for the economic and social growth of the town centre. These outcomes are considered consistent with the aims of the Strategic Plan. The concept plan is indicative only and does not reflect the ultimate design and finish of the building. Development of suitable development controls can achieve a building of high architectural quality. 	<p>No action required.</p> <p>DCP controls to be developed and issue to be considered at detailed DA stage.</p>
		<ul style="list-style-type: none"> Refer to responses for Submission No. 20 in relation to all matters. The final composition of uses will not be finalised until detailed DA stage, at this time the provision of community facilities and services will be considered in more detail. The proposal is consistent with the zoning of the site and 		<p>Refer to actions provided at Submission No. 20</p> <p>Issue to be considered at detailed DA Stage.</p>	

ITEM 5 (continued)
ATTACHMENT 1

Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
		alternatives (i.e. Argyle Centre)		redevelopment will contribute positively to the community in general and is consistent with the strategic location and direction of the Ryde Town Centre.	
171	D11/81639	<ul style="list-style-type: none"> Does not support sale of public asset. Density; Uncertainty in the outcome of the process in terms of future density and scale (60,000m² vs. 100,000m²); Traffic and parking impacts (Parkes St/ Blaxland Rd) Pedestrian accessibility; Visual amenity impact (height) Social Impact; Construction impacts (Noise dust, property damage); Infrastructure capability (stormwater drainage, parks, childcare facilities, schools, transport and services, and traffic as a result of this significant development) Amenity impacts (privacy loss, Reduced property values; I want the current building height on the Council site retained, provision of sufficient parking, provision of public open space, residential development of no more than 3 storeys). 	O	Refer to responses for Submission No. 20 in relation to all matters.	Refer to actions provided at Submission No. 20
172	D11/81642	Supports the proposal.	S	Noted.	No action required.
173	D11/81645	No objections to the proposal	N	Noted.	No action required.
174	D11/81646	<ul style="list-style-type: none"> Traffic impacts (Parkes St) 	O	A comprehensive Integrated Transport Solution was developed for the redevelopment of the Ryde Town Centre.	No action required.
175	D11/81651	Supports the proposal	S	The RTA has considered the proposal and concluded that there is sufficient capacity within the network based full implementation of the ITS.	No action required.
176	D11/81654	Proforma submission reiterates D11/81261.	O	Noted.	Actions as per D11/81261
177	D11/81663	<ul style="list-style-type: none"> Does not support sale of public asset; Uncharacteristic height/visual amenity 	O	Refer to submission responses provided to No. 20 and 170.	

ITEM 5 (continued)

ATTACHMENT 1

Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
		<ul style="list-style-type: none"> Impact: Traffic impacts: Social impacts (community fragmentation); and Design alternatives to high use. 			
	D11/81693	Duplicate of D11/79769			
178	D11/81709	<ul style="list-style-type: none"> Traffic impacts: Community benefit in retaining existing Civic space; Architectural quality of existing building; Overdevelopment; Social Impacts (over population); and Amenity impacts (noise). 	O	Refer to responses for Submission No. 20 in relation to all matters.	Refer to relevant and corresponding action statements.
179	D11/81718	<ul style="list-style-type: none"> Overpopulation; and Traffic impacts. 	O	<ul style="list-style-type: none"> Town Centres such as Ryde, well serviced by existing infrastructure and services have been identified by the NSW State Government for population increase. Occupancy will be determined based on design, quality and the mix of land uses and apartment types. A comprehensive Integrated Transport Solution was developed for the redevelopment of the Ryde Town Centre. The RTA has considered the proposal and concluded that there is sufficient capacity within the network based full implementation of the ITS. 	Issues to be considered at detailed DA stage. No action required.
180	D11/81720	<ul style="list-style-type: none"> Traffic impacts; Construction impacts (noise, 24/7 works); and Density/overpopulation. 	O	Refer to responses provided at Submission No. 20 and No. 179.	Refer to relevant and corresponding action statements.

ITEM 5 (continued)

ATTACHMENT 1

Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
181	D11/81724	<ul style="list-style-type: none"> Traffic impacts (inc. Cumulative impacts of proposal and other recent developments (Top Ryde shopping centre development, West Ryde, Meadowbank, Rhodes, SOP, Breakfast Point, Royal Ryde Homes Rehabilitation Centre site); and Insufficient public transport (services & infrastructure) 	O	Refer to Submission No. 20.	No action required
182	D11/81733	<ul style="list-style-type: none"> Would like to see a development that provides suitable dance hall facilities and support services. 	CS	These matters will be considered at the detailed design and DA stages of the development.	Issues to be considered at detailed DA stage.
183	D11/81760	<ul style="list-style-type: none"> Insufficient information to understand impacts; Undesirable precedent in respect to increased density and height; ; Traffic impacts (widening Parkes St) Public transport (services) Pedestrian accessibility and connectivity (funding) Comparative height study/information (Sydney City, Chatswood, Hornebush Bay/Rhodes and Paramatta). 	O	Refer to responses for relevant impacts for Submission No. 20. There is no need for a comparative study to be undertaken. The Planning Proposal has been developed in response to the subject site and its local urban context as deemed appropriate.	No action required.
184	D11/81761	<ul style="list-style-type: none"> Overdevelopment; Misuse of public asset; Insufficient infrastructure; Visual amenity (height/skyline) Amenity/ impacts (overshadowing, privacy loss) Undesirable precedent; Traffic impacts (Scope of traffic study insufficient); Objects to sale of public land; Improve public open space provision; Details of Council costing and funding options considered; Details of design/development alternatives; Relocation of Council to North Ryde; 	O	Refer to responses provided at Submission No. 20	Refer to actions provided at Submission No. 20.

ITEM 5 (continued)
ATTACHMENT 1

Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
185	D11/81762	<ul style="list-style-type: none"> and Logistics/costs of relocating Council staff. I fully support the site being redeveloped. Does not believe the site should be mixed residential/civic space: Civic Centre use should provide business and community program incubation, networking, information technology and management, a public space for digital media production and live performance, community services, public/private enterprise partnerships. Not to mention running the city from a perfect vantage point. Uncharacteristic development (residential land use), better fit elsewhere; Funding options/alternatives to sale of land; Relocate Council to Mac. Park; Relocate to Eastwood, increase density on train line & more suited to high density. Uncharacteristic height; and Traffic impacts. Council neglect of existing Civic building; Flexibility of planning regulations Uncharacteristic height; Overdevelopment; Amenity impacts (overshadowing); Undesirable precedent; 	CS	<p>Noted.</p> <p>The proposed use is consistent with the B4 Mixed Use zoning of the site and its strategic location.</p> <p>It is Council's intention to maintain Civic functions at the site, the level and intensity of such is yet to be determined.</p> <p>The provision of high density residential development at the site is consistent with the town centre location, within proximity to transport services and infrastructure.</p> <p>Council's funding options are not a consideration of the Planning Proposal.</p> <p>The relocation of Council's offices are not a consideration of the Planning Proposal.</p> <p>Preference for location of residential development noted.</p>	<p>No action required.</p> <p>Issues to be considered at detailed DA stage.</p>
186	D11/81779	<ul style="list-style-type: none"> Uncharacteristic height; and Traffic impacts. 	O	Refer to responses provided at Submission No. 20	Refer to actions at Submission No. 20
187	D11/81835	<ul style="list-style-type: none"> Council neglect of existing Civic building; Flexibility of planning regulations Uncharacteristic height; Overdevelopment; Amenity impacts (overshadowing); Undesirable precedent; 	O	Refer to responses provided at Submission No. 20	Refer to actions at Submission No. 20

ITEM 5 (continued)
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Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
188	D11/81925	<ul style="list-style-type: none"> Streetscape impact (Samuel Street); Provision of on-site parking; Traffic impacts – adequacy of traffic report (i.e. extent), confusing street layout and signage (existing); Lack of permeability and legibility in existing road network (safety); Inappropriate height; overdevelopment; parking provision; site accessibility/ for use as a performance space; Provision of sufficient infrastructure; public transport unaddressed; Development drivers (i.e. density to support recently completed Top Ryde); Community Consultation – expensive/skewed. 	O	Refer to responses provided at Submission No. 20	Refer to actions at Submission No. 20
	D11/81926	Duplicate of D11/79263			
	D11/81929	Duplicate of D11/79228			
	D11/81930	Duplicate of D11/79226			
	D11/81965	Duplicate of D11/78135			
	D11/81972	Duplicate of D11/79226			
189	D11/81982	<ul style="list-style-type: none"> Amenity impacts (overshadowing, wind tunnel, privacy loss) Reduced property values; Pedestrian accessibility; Provision of public transport; Traffic and Parking Impacts (Parkes St/Blaxland Rd); Overdevelopment. 	O	Refer to responses provided at Submission No. 20	Refer to actions at Submission No. 20
	D11/81985	Duplicate of D11/79842			
	D11/81989	Duplicate of D11/79841			

ITEM 5 (continued)

ATTACHMENT 1

Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
190	D11/81998	<ul style="list-style-type: none"> • Duplicate of D11/81150 • Uncharacteristic height/visual amenity/aesthetics; • Traffic impacts (inc. cumulative impacts if recent developments); • Amenity impacts (light overspill/pollution, overshadowing, privacy loss, noise) • Provision of infrastructure (stormwater); and • Reduced property values. 	O	<p>Refer to submission response no. 20.</p> <p>In relation to the potential amenity impacts arising from light overspill, it is noted that the potential Lux/lumiance level of lighting will be considered and assessed at DA stage.</p>	<p>Issue to be considered and addressed as part of detailed DA stage.</p>
191	D11/82002	<ul style="list-style-type: none"> • Uncharacteristic height; and • Social impacts (overpopulation). 	O	<p>Refer to submission response no. 20.</p>	<p>Refer to relevant actions at Submission No. 20.</p>
	D11/82004	Duplicate of D11/81171			
	D11/82005	Duplicate of D11/81174			
	D11/82009	Duplicate of D11/81177			
	D11/82010	Duplicate of D11/81178			
	D11/82011	Duplicate of D11/81197			
	D11/82075	Duplicate of D11/81254			
	D11/82076	Duplicate of D11/81261			
	D11/82077	Duplicate of D11/81263			
192	D11/82078	<ul style="list-style-type: none"> • Amenity impacts overshadowing; creation of wind tunnels, loss of privacy; • Inappropriate height and scale; • Uncertainty in the outcome of the process in terms of the future density and scale 960,000m² vs. 100,000m²; • Privatisation of current public open space; • Conflict of interest for Council as land owner and consent authority; • Pedestrian accessibility and connectivity. Provision for the mobility impaired; Pedestrian/Vehicular conflict; • Traffic impacts (Speeding in Devilin Street, increased congestion of Parkes St/Blaxland Road, general safety); • Insufficient provision of public transport (services and support infrastructure); 	O	<p>Refer to response provided in relation to submission no. 20 and 38.</p>	<p>Refer to actions for submission no. 20 and 38.</p>

ITEM 5 (continued)

ATTACHMENT 1

Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
193	D11/82079	<ul style="list-style-type: none"> Lack of alternate business models considered; Insufficient details regarding Council's project costs and funding options; and Construction impacts (dust, noise, traffic); Preference for maintain and refurbishment of existing building; Landmark site, evolutionary history; Traffic impacts; Environmental sustainability, impact on climate change and emissions; Amenity impacts (overshadowing, privacy loss - Devlin St). 	O	<p>The existing building has reached its economic and serviceable life and no longer serves the needs to Council. Whilst the existing Civic building is representative of the Internationalist style it does not meet the criteria for heritage listing.</p> <p>Refer to relevant responses provided at submission 20.</p>	<p>No action required.</p> <p>Other matters to be actioned as outlined in submission no. 20</p>

ITEM 5 (continued)

ATTACHMENT 1

Notification Submission – Summary					
Sub#	TRIM Ref	Theme/Issue	Position* (O/S/CS/N)	Response	Recommended Actions
194	D11/82081	<ul style="list-style-type: none"> Lack of community consultation; Overdevelopment; Environmental sustainability; Amenity impacts (overshadowing, Visual amenity (height)); Insufficient consideration of traffic impacts; Has not accounted for the full impact of the expected increase in resident transport requirements; Provision of public open space; Heritage impacts; and Height impact on flight path. 	O	<p>Refer to relevant responses provided at Submission No. 20 and 141.</p> <p>In relation to heritage matters it is noted, that subject to amendments to the proposed height control to achieve an appropriate height transition and provision of suitable DCP controls to achieve an appropriate curtilage, the Planning Proposal will not result in increased heritage impacts on surrounding heritage items.</p> <p>The potential heritage impact of any redevelopment of the site will also need to be considered at the design and assessment of the DA phase.</p> <p>Recent heritage assessments of the existing Civic Centre building have determined it does not meet the criteria for listing of local, state or national inventories. Accordingly there are no heritage impediments to the proposal.</p>	<p>Planning Proposal height controls to be amended.</p> <p>DCP controls to be developed.</p> <p>Issue to be considered at detailed DA stage.</p>
	D11/82083	Duplicate of D11/79263			
	D11/82085	Duplicate of D11/81925			
	D11/82087	Duplicate of D11/79667			
195	D11/82222	<ul style="list-style-type: none"> Inappropriate/uncharacteristic development; Lack of infrastructure; and Traffic impacts. 	O	<p>Refer to responses provided at Submission No. 20</p>	<p>Refer to actions provided at Submission No. 20.</p>
	D11/82237	Duplicate of D11/81174			
	D11/82238	Duplicate of D11/81998			
	D11/82242	Duplicate of D11/79841			
	D11/82245	Duplicate of D11/81625			

ITEM 5 (continued)

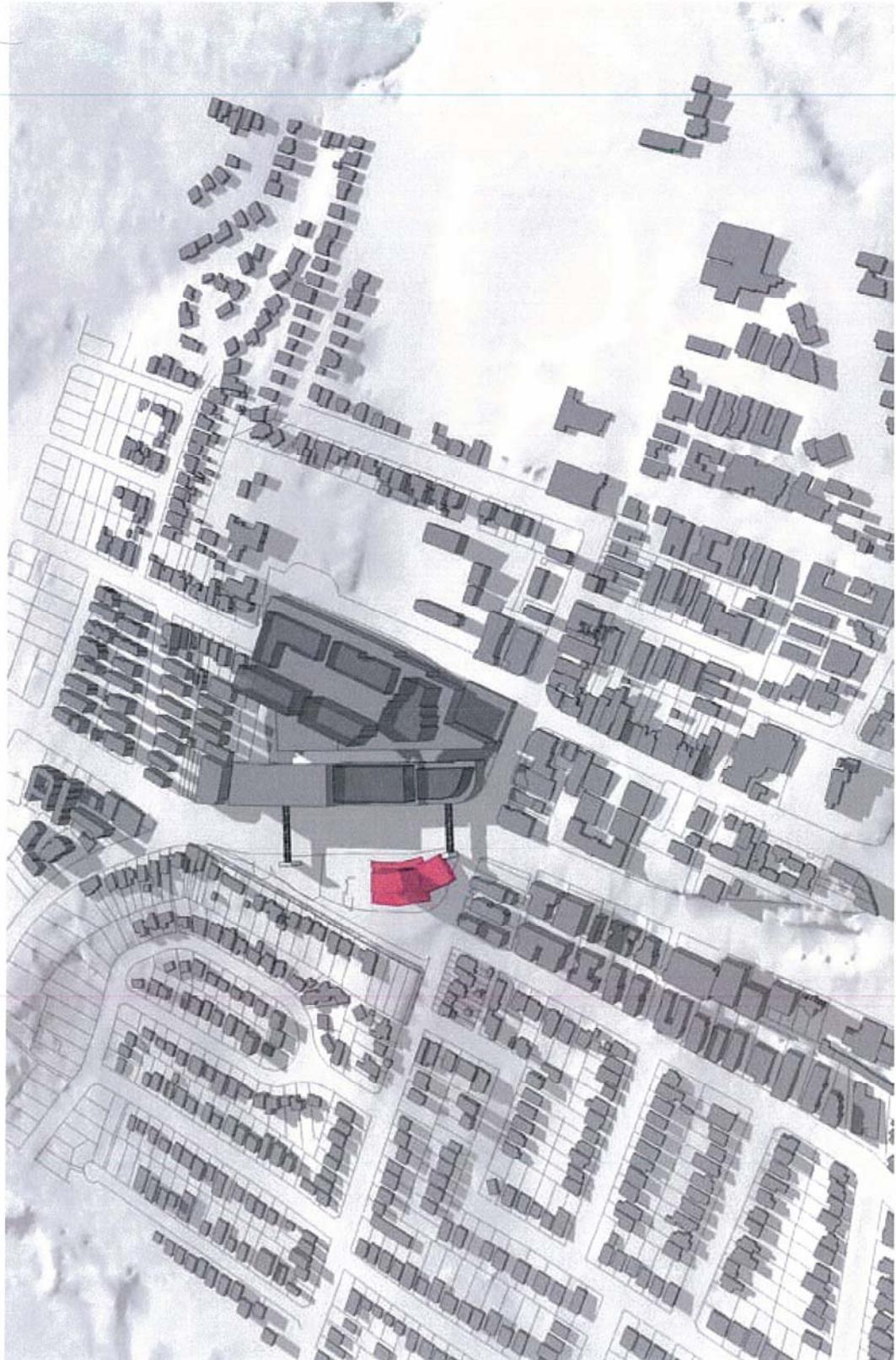
ATTACHMENT 1

Attachment 5

LEAFLET DISTRIBUTION MAP

ITEM 5 (continued)

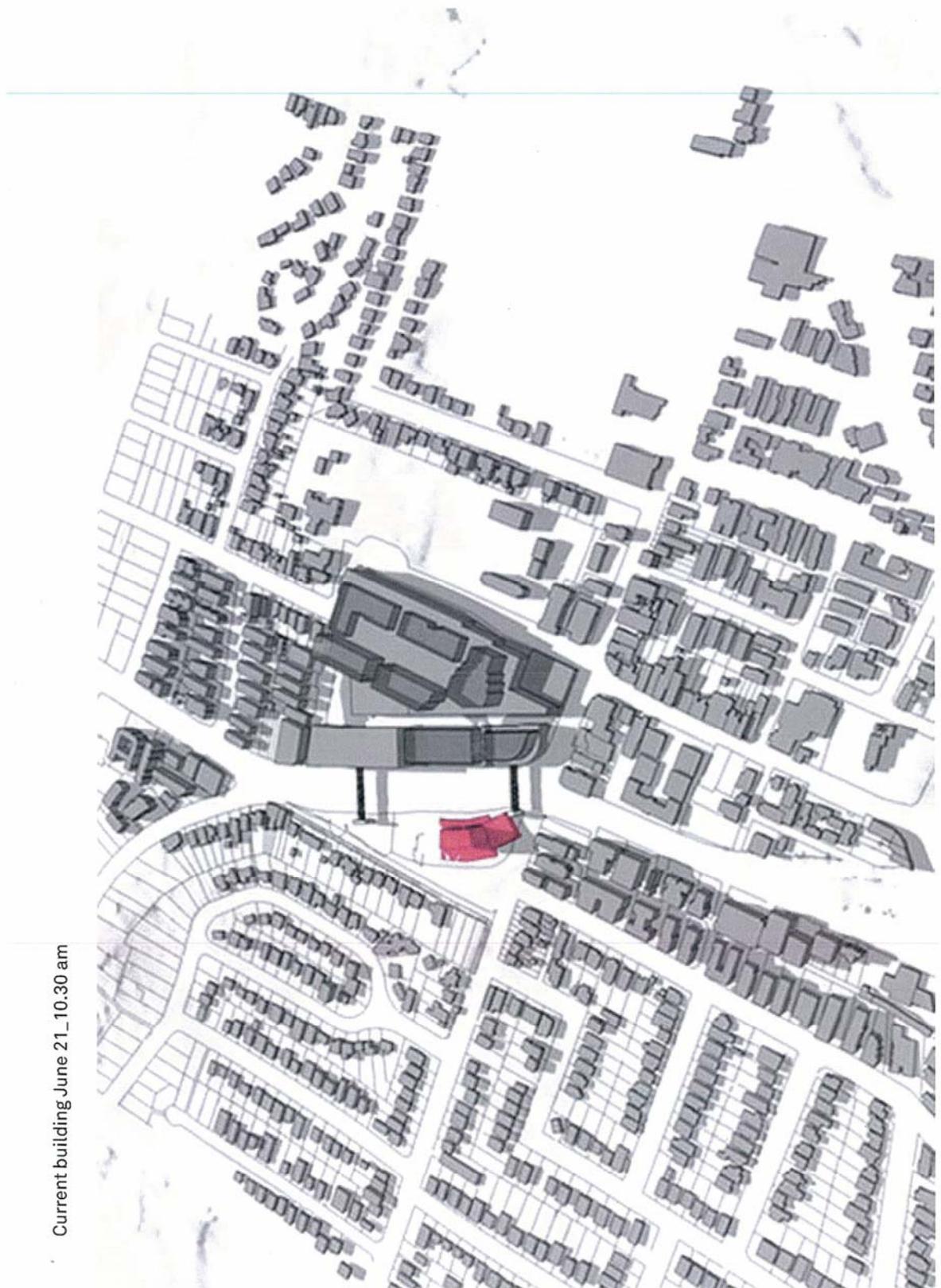
ATTACHMENT 2



Current building June 21_9 am

ITEM 5 (continued)

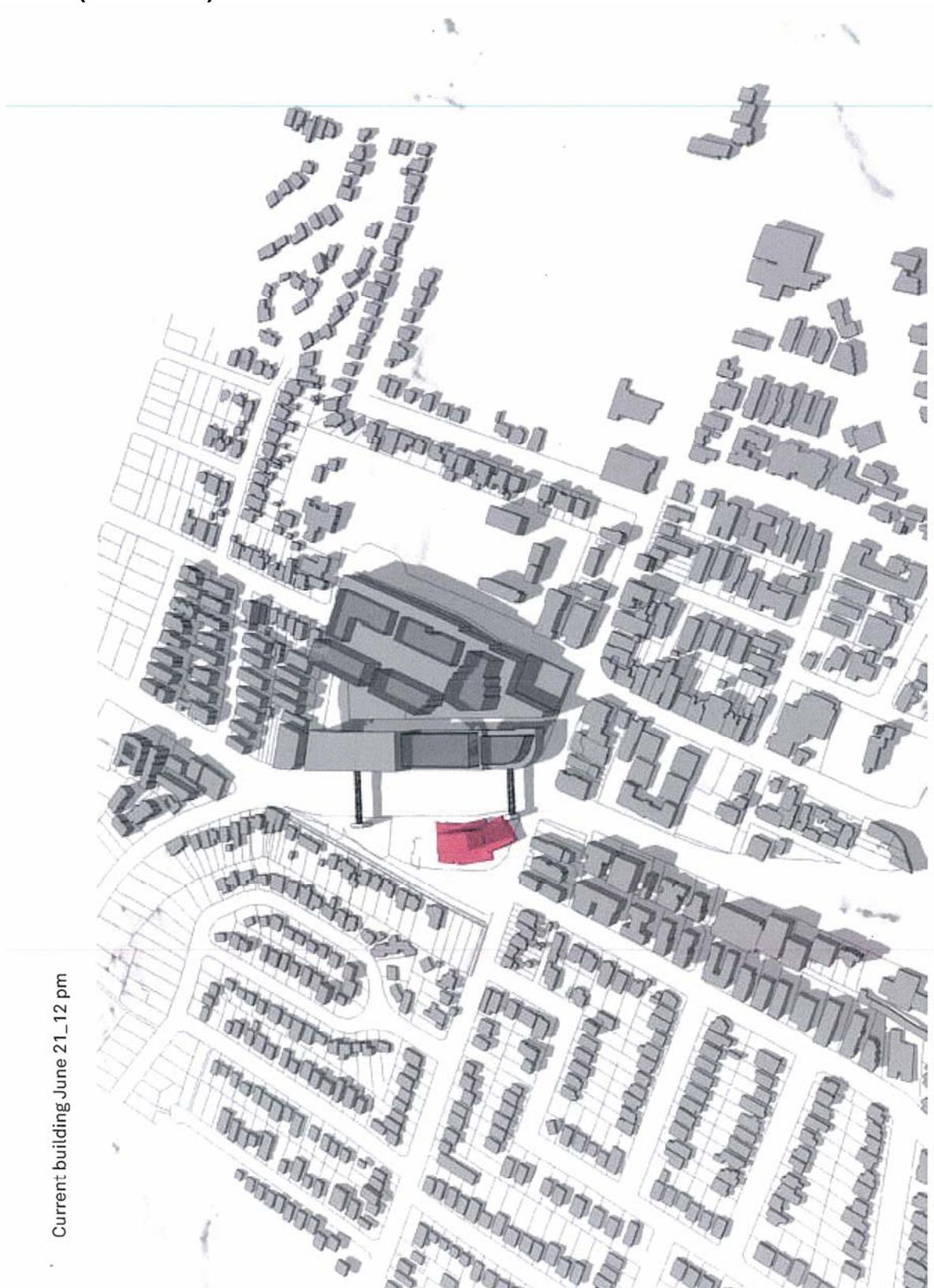
ATTACHMENT 2



Current building June 21_10.30 am

ITEM 5 (continued)

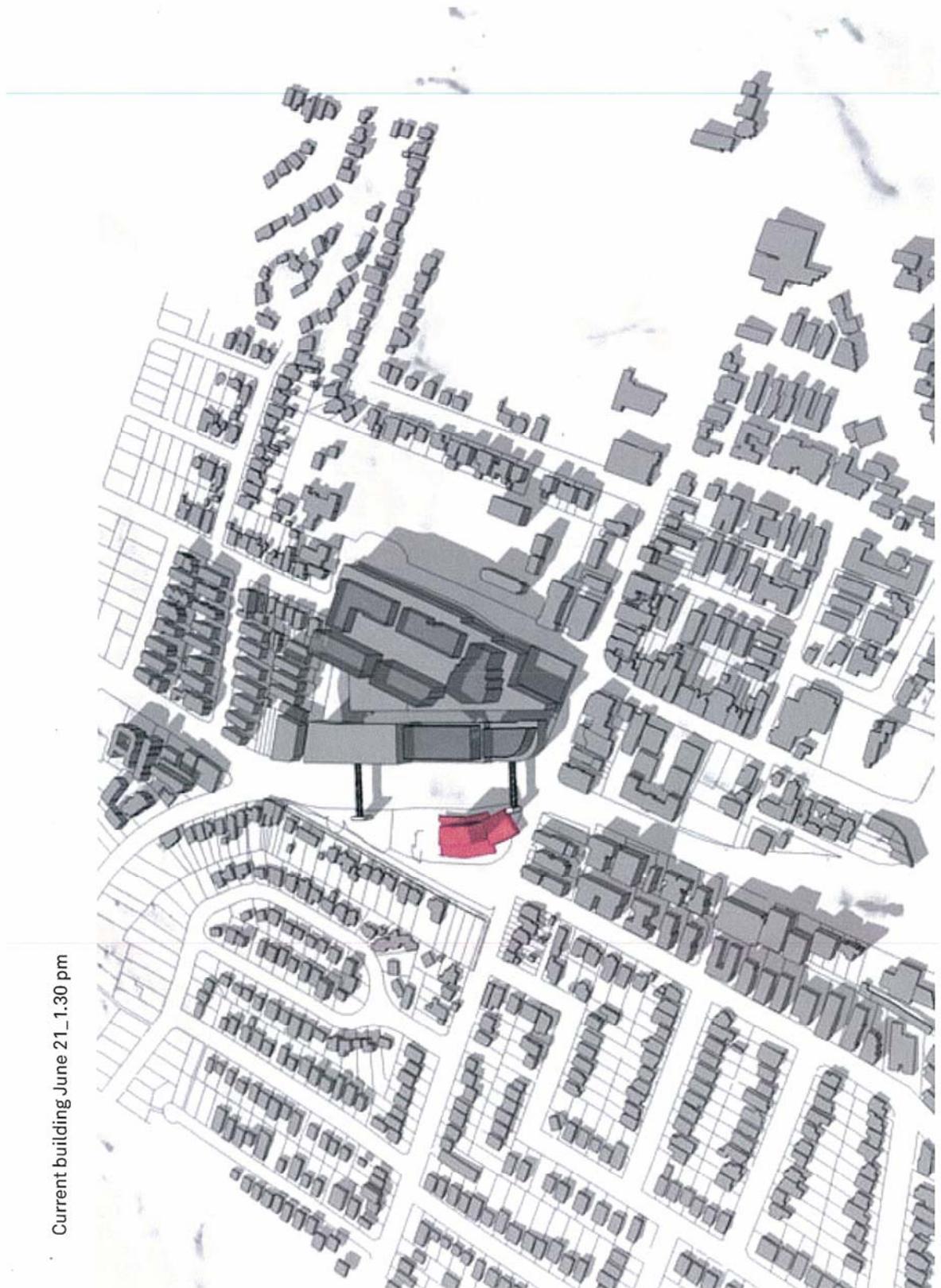
ATTACHMENT 2



Current building June 21_12 pm

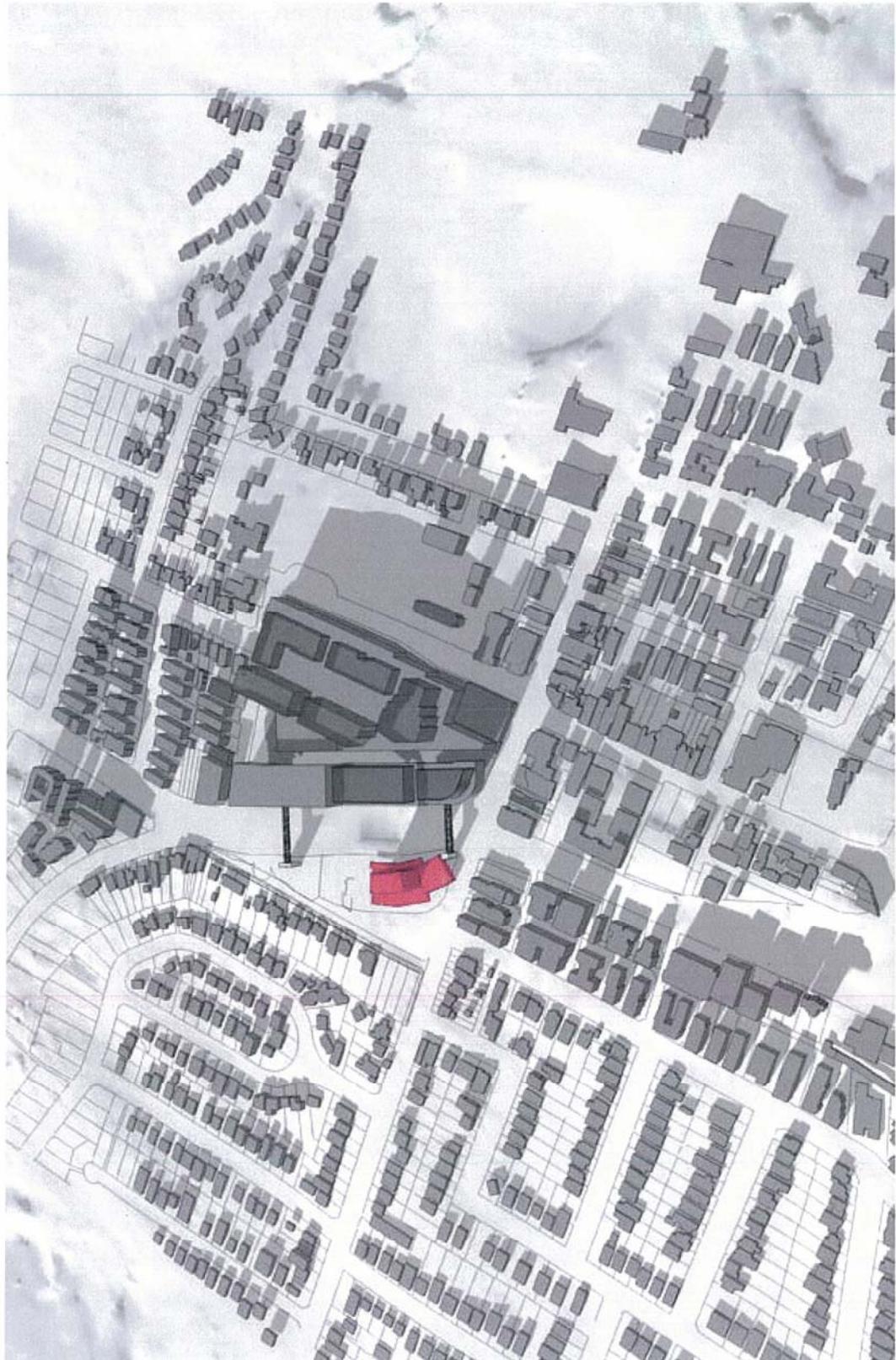
ITEM 5 (continued)

ATTACHMENT 2



ITEM 5 (continued)

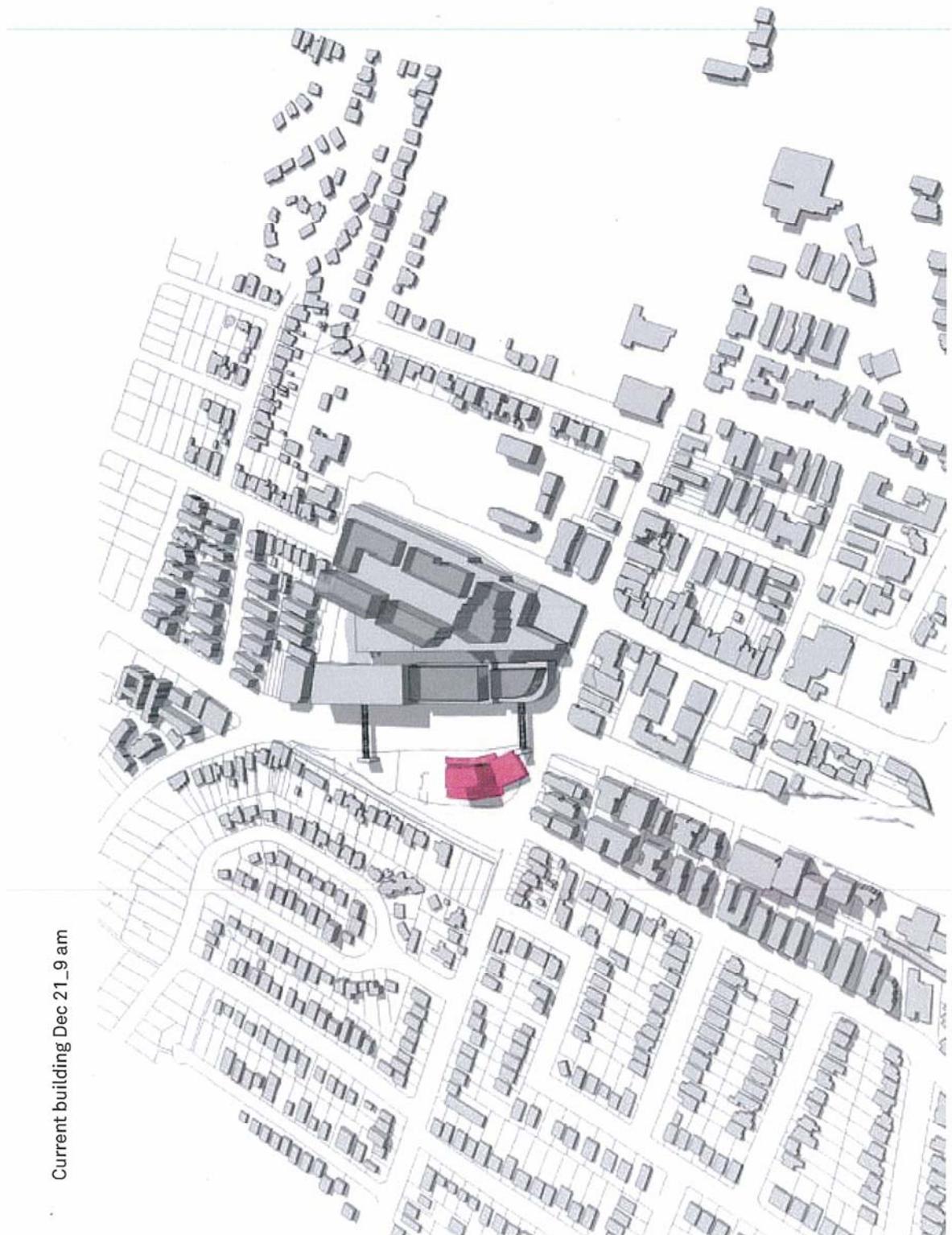
ATTACHMENT 2



Current building June 21_3 pm

ITEM 5 (continued)

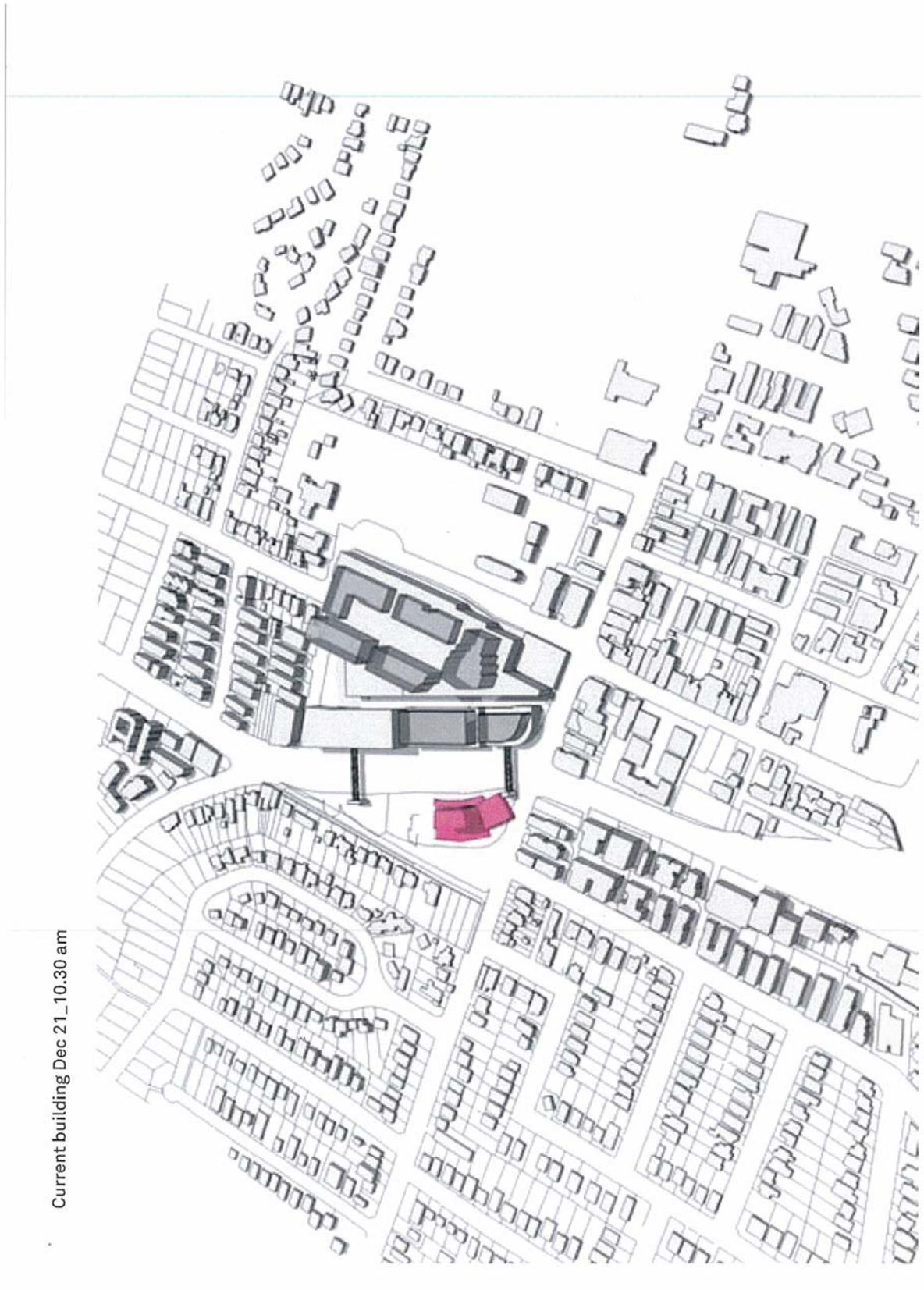
ATTACHMENT 2



Current building Dec 21_9 am

ITEM 5 (continued)

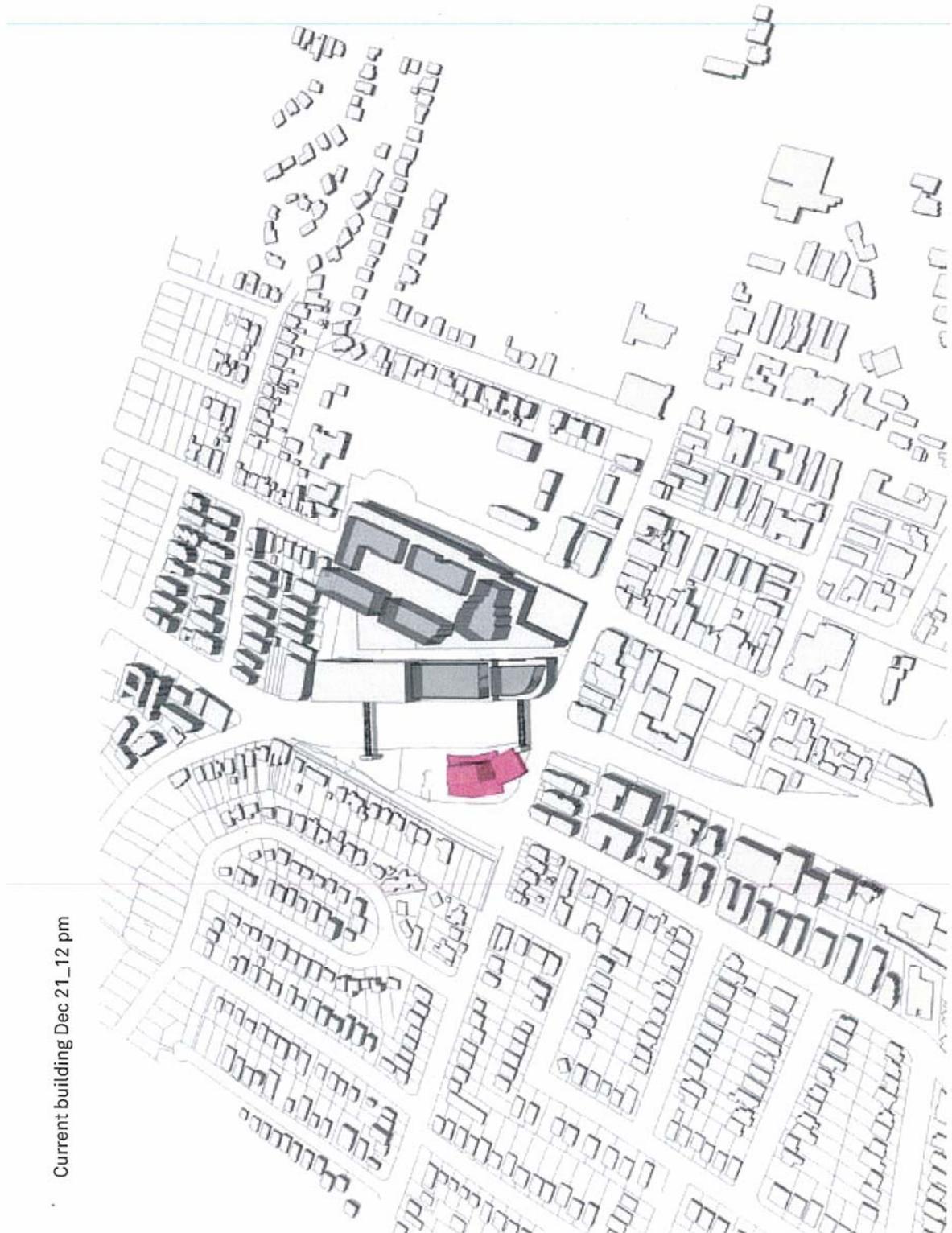
ATTACHMENT 2



Current building Dec 21_10.30 am

ITEM 5 (continued)

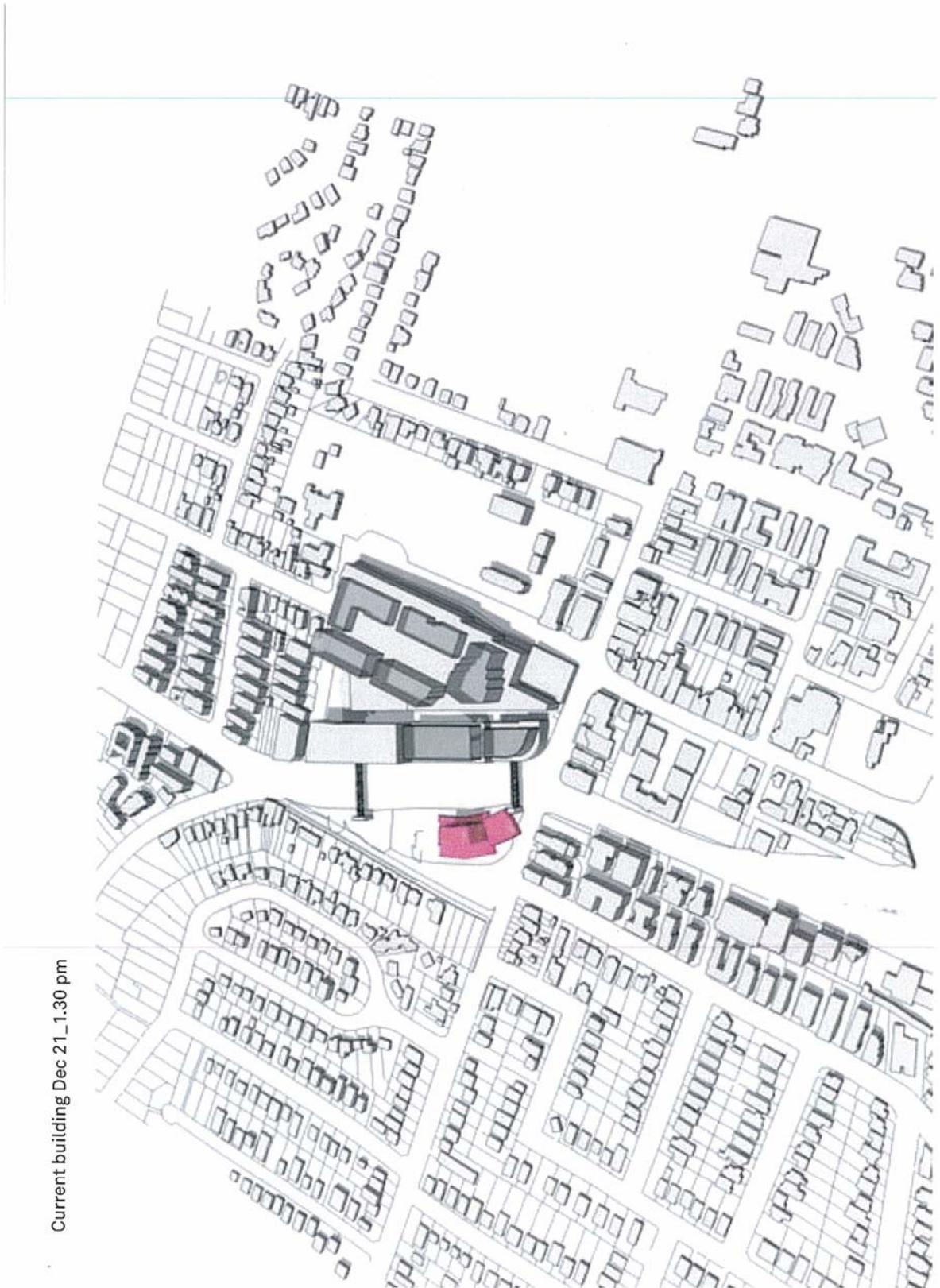
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Current building Dec 21_12 pm

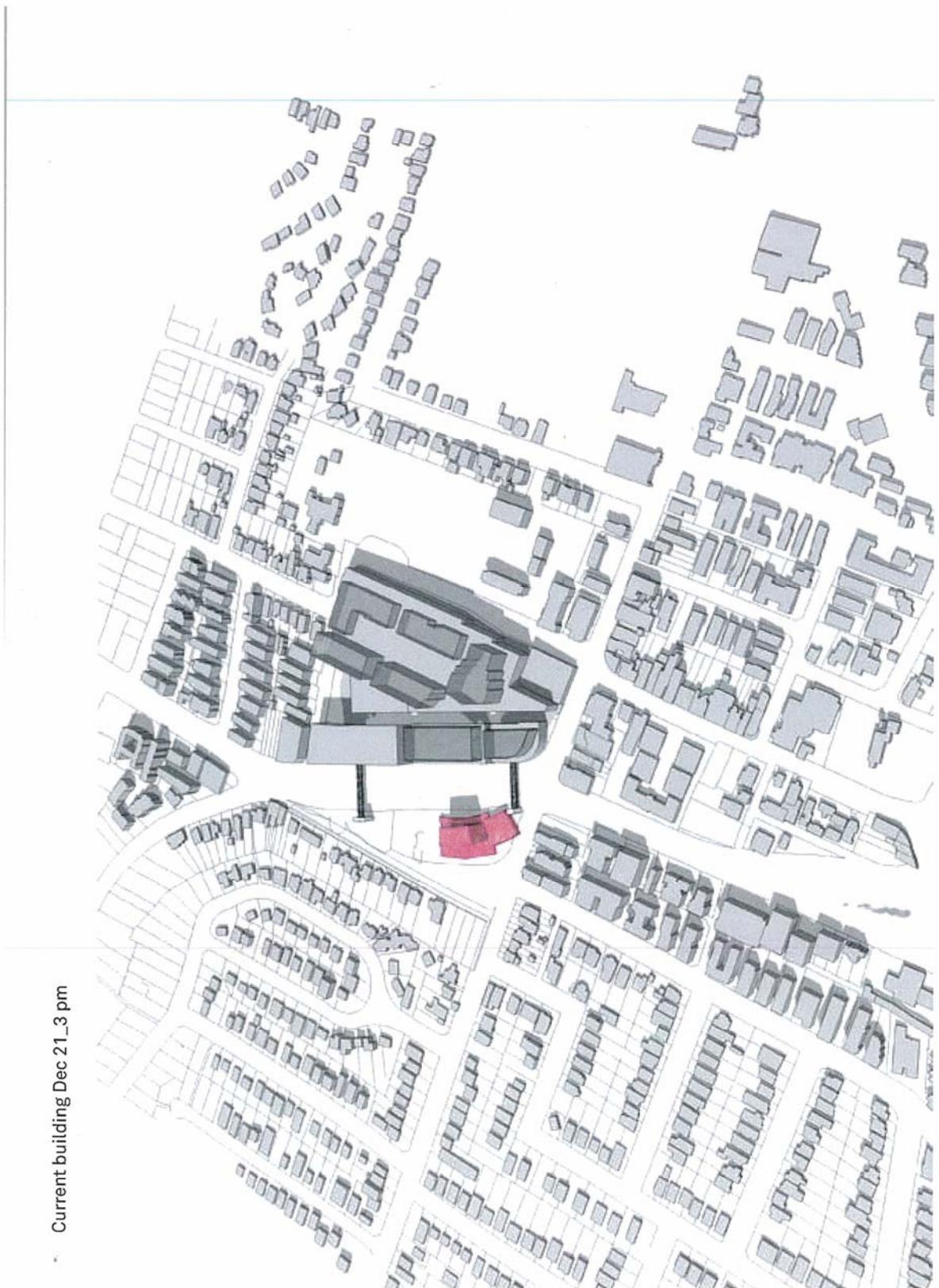
ITEM 5 (continued)

ATTACHMENT 2



ITEM 5 (continued)

ATTACHMENT 2

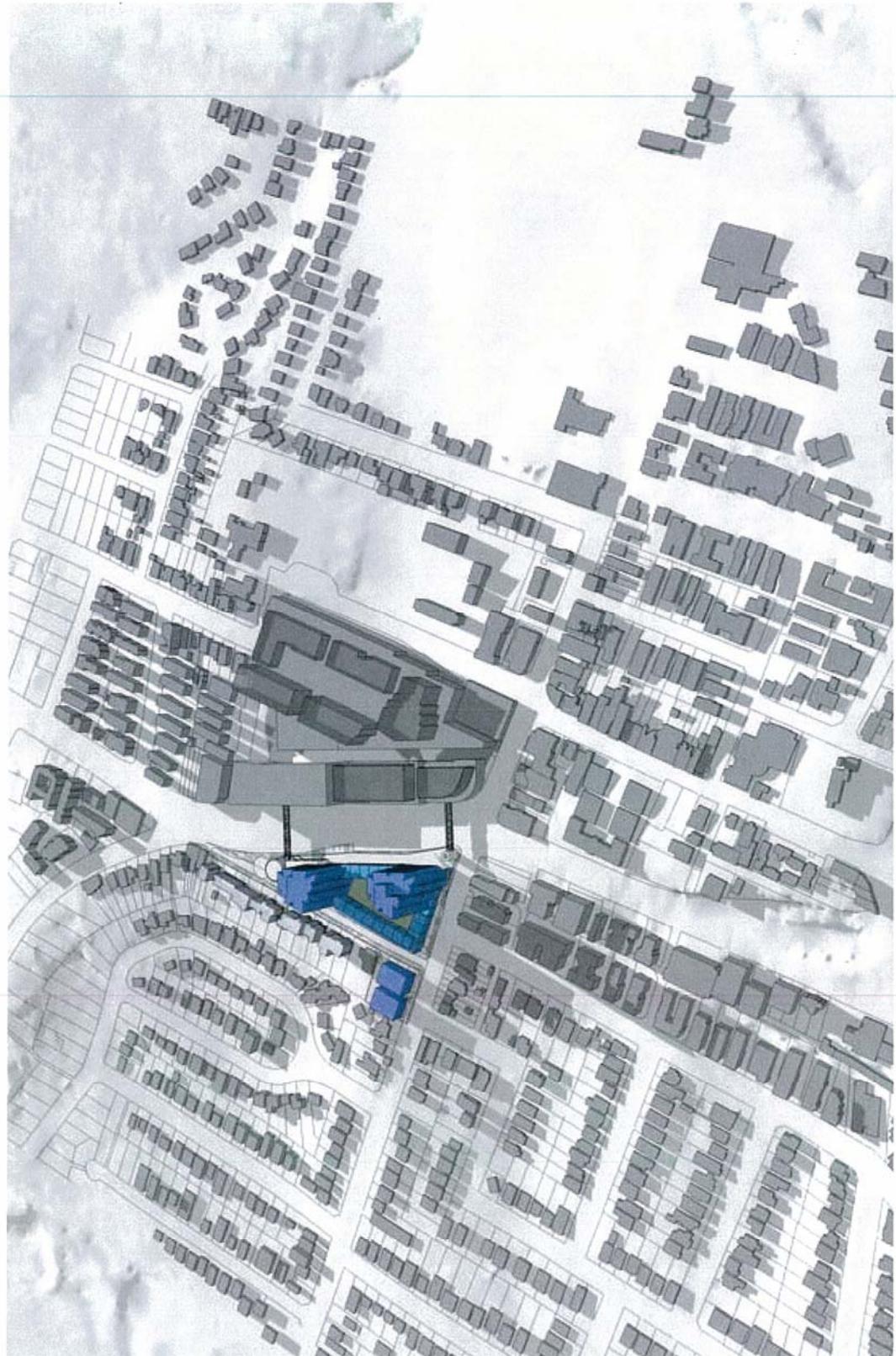


Current building Dec 21_3 pm

ITEM 5 (continued)

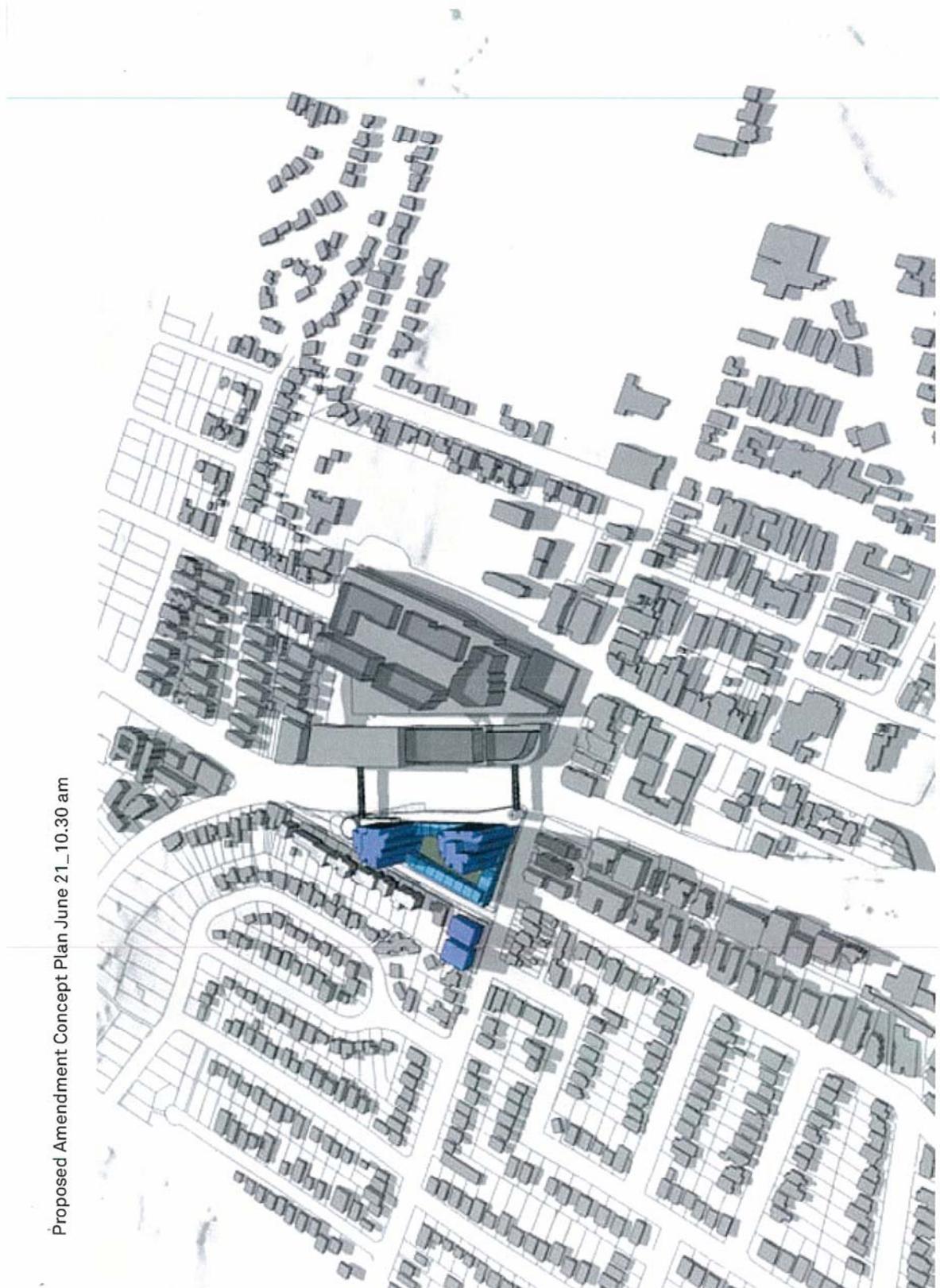
ATTACHMENT 2

Proposed Amendment Concept Plan June 21_9 am



ITEM 5 (continued)

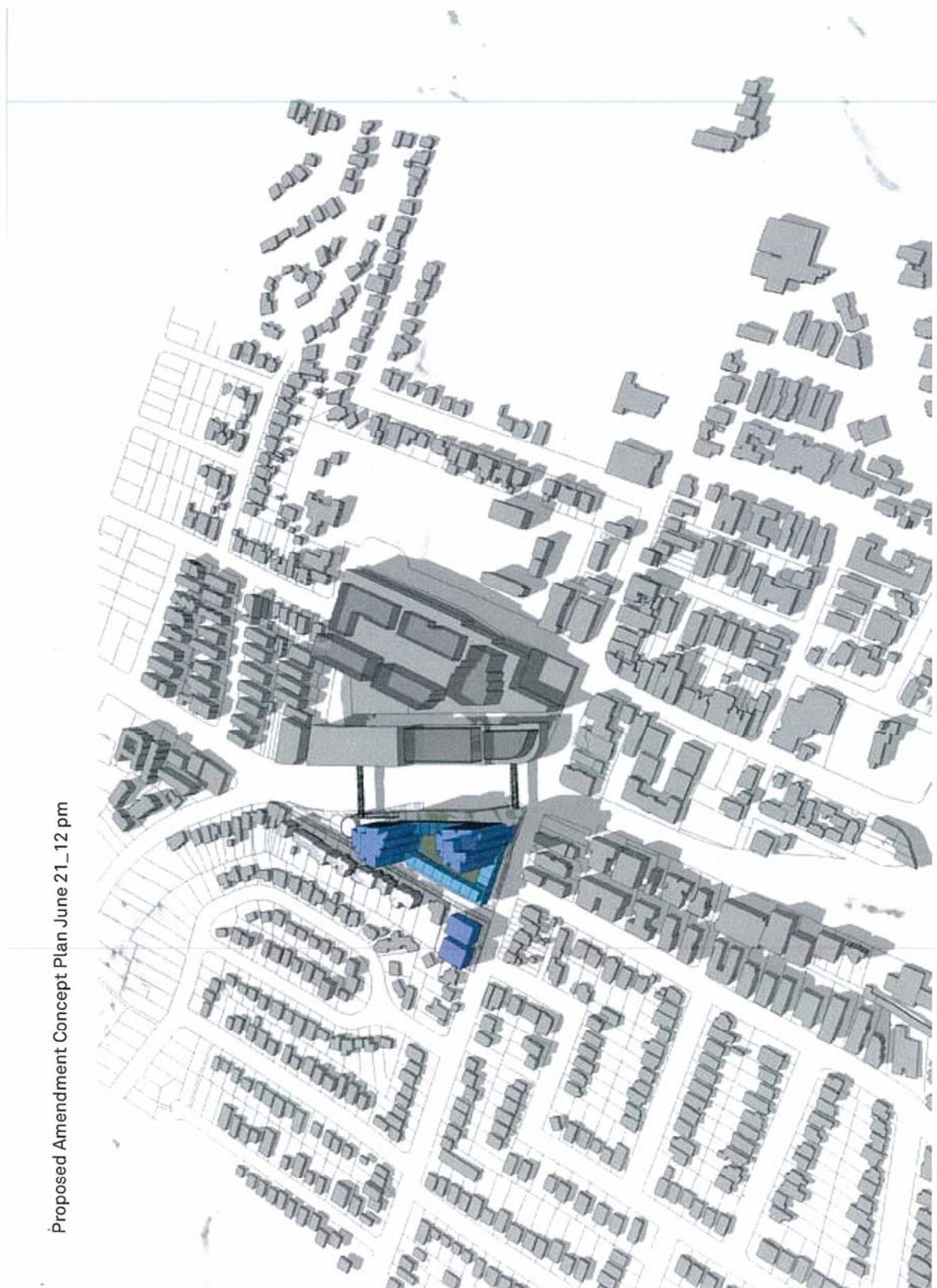
ATTACHMENT 2



Proposed Amendment Concept Plan June 21_10.30 am

ITEM 5 (continued)

ATTACHMENT 2



Proposed Amendment Concept Plan June 21_12 pm

ITEM 5 (continued)

ATTACHMENT 2



Proposed Amendment Concept Plan June 21_1.30 pm

ITEM 5 (continued)

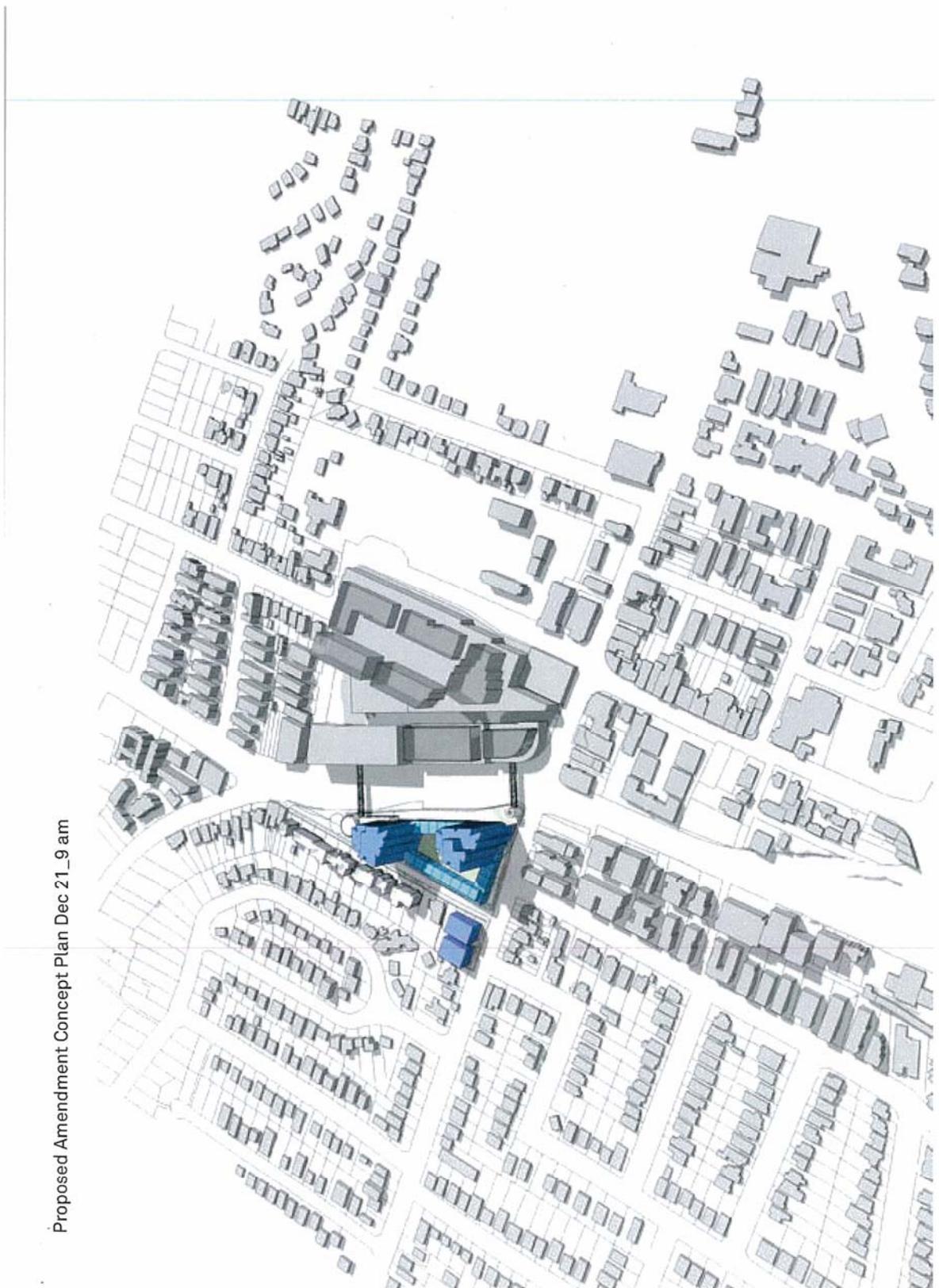
ATTACHMENT 2

Proposed Amendment Concept Plan June 21_3 pm



ITEM 5 (continued)

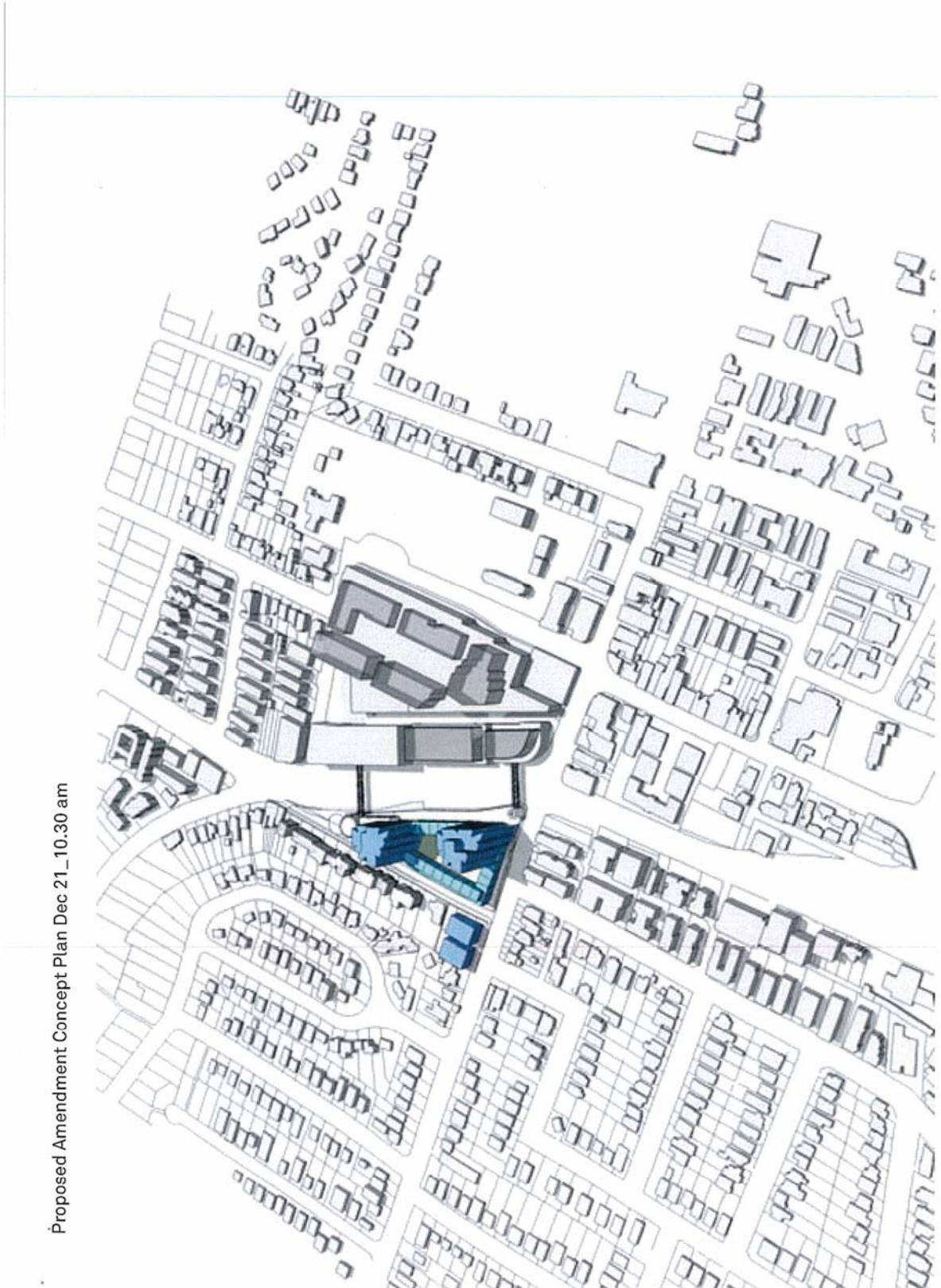
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Proposed Amendment Concept Plan Dec 21_9 am

ITEM 5 (continued)

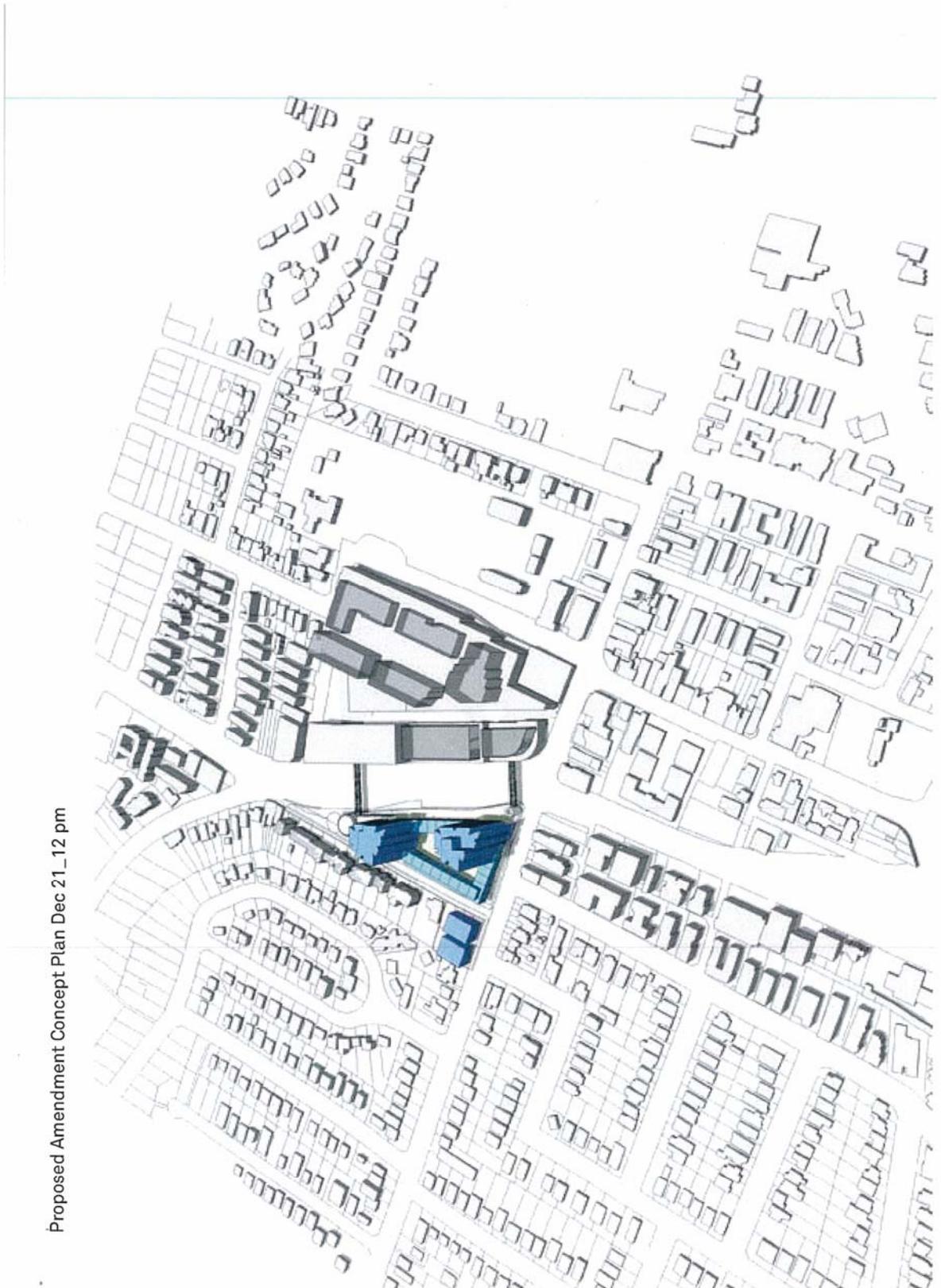
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Proposed Amendment Concept Plan Dec 21_10.30 am

ITEM 5 (continued)

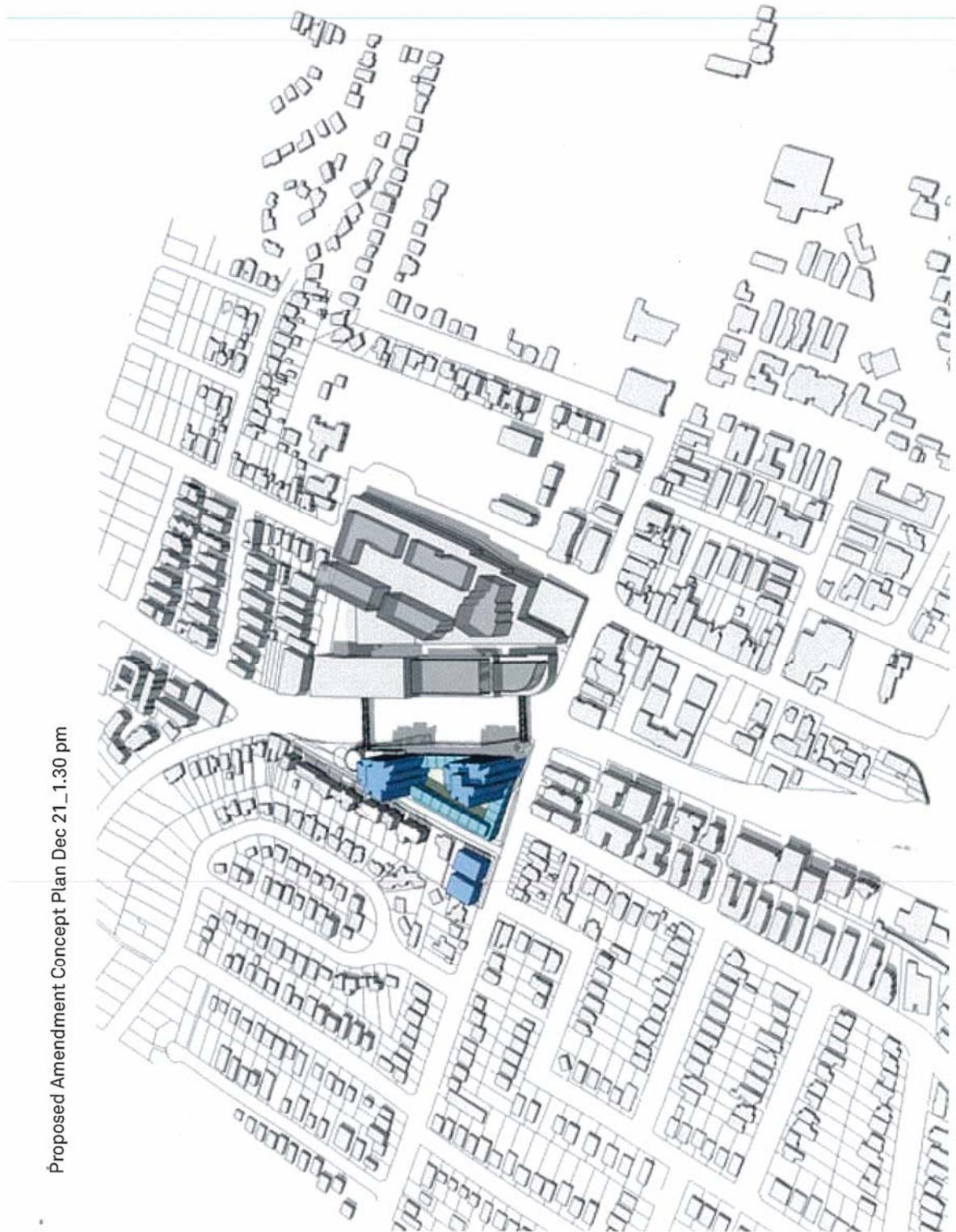
ATTACHMENT 2



Proposed Amendment Concept Plan Dec 21_12 pm

ITEM 5 (continued)

ATTACHMENT 2



Proposed Amendment Concept Plan Dec 21_1.30 pm

ITEM 5 (continued)

ATTACHMENT 2

Proposed Amendment Concept Plan Dec 21_3 pm

