

Meeting Date: Tuesday 14 August 2018
Location: Council Chambers, Level 1A, 1 Pope Street, Ryde
Time: 8.00pm

NOTICE OF BUSINESS

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1 DEFERRED REPORT: PLANNING PROPOSAL - 2-14 TENNYSON ROAD, GLADESVILLE

Report prepared by: Senior Strategic Planner
File No.: GRP/09/6/11 - BP18/329

This report was deferred from the Council Meeting held on 24 July 2018.

REPORT SUMMARY

Council exhibited a Planning Proposal from 25 July to 29 September 2017 to amend the zone, Floor Space Ratio (FSR) and building height limit within the Ryde Local Environmental Plan 2014 (RLEP2014) as they apply to 2-12 and 14 Tennyson Road, Gladesville (“the site”) as follows:

- Amend the Land Zoning Map to rezone the site from IN2 Light Industrial to B4 Mixed Use for both sites
- Amend the Floor Space Ratio (FSR) Map to increase the FSR control for 2-12 Tennyson Road Gladesville from 1:1 to 1.85:1 whilst maintaining the existing FSR control for 14 Tennyson Road Gladesville at 1:1
- Amend the Height of Buildings Map to:
 1. Increase the height controls for 2-12 Tennyson Road Gladesville to a maximum RL 66.60 (approx. 7/8 storeys) and
 2. Increase the Height controls for 14 Tennyson Road Gladesville to a maximum RL 50.04 (3/4 storeys).

The Planning Proposal was submitted in 2013 by Darcsol Pty Ltd with the objective of building a mixed use development on the site.

Council considered a report on the Planning Proposal on 25 February 2014 and resolved to **not** to seek a Gateway Determination due to adverse traffic and amenity issues as well as its inconsistency with State and Council planning strategies. The proponent then applied to the NSW Department of Planning and Environment for a Rezoning Review.

The Department made an initial Gateway Determination on 21 April 2016 allowing the Proposal to proceed to the next stage of the process, subject to conditions. The Gateway Determination was later amended by the Department on 11 May 2017 to clarify and revise conditions addressing the maximum FSRs, maximum heights, and to address strategic inconsistencies with strategies such as the draft *North District Plan* (subsequently finalised). The Planning Proposal was required to be updated in accordance with the Gateway Determination and submitted to the Department for approval prior to exhibition. This occurred.

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This report outlines the history of the changes to the Proposal, the public exhibition processes, the submissions received and provides responses. A total of 559 submissions from individuals in the community were received during the exhibition period. They included 81 individual submissions and 478 form letters. In summary over 90% of submissions cited traffic and parking as a concern while 44% of submissions cited building height and 47% amenity impacts as concerns.

As a result, this report concludes that Council should not support the Planning Proposal due to its significant adverse social and environmental impacts. These include a significant loss of employment land and a loss of existing residential amenity by overlooking, overshadowing, and increased traffic congestion.

The recommendation of the report is that Council, as the relevant Planning Authority, not support the finalisation of the Planning Proposal and request the Minister and Greater Sydney Commission to determine that the matter not proceed.

RECOMMENDATION:

- (a) That Council determines that the Planning Proposal in its current form is not an appropriate outcome on the site for the following reasons:
1. Inconsistency with the *Greater Sydney Region Plan: A Metropolis of Three Cities* and specifically Objective No.23 which states: “*Industrial and urban services land is planned, retained and managed*”.
 2. Inconsistency with the Greater Sydney North District Plan’s requirements for the retention of industrial lands.
 3. Inconsistency with the Ryde Local Planning Strategy 2010 which directs the protection of employment opportunities and specifically the existing Gladesville light industrial zones.
 4. Inconsistency with the Section 117 Minister’s Directions 1.1 and 7.1. In particular, the proposal is not consistent with the North District Plan which specifically identifies the need to retain and manage industrial land.
 5. The scale, height and density of the development is incompatible with the surrounding low density residential development and will result in a significant loss of amenity to existing residents through reduced privacy, over shadowing of private space, increased noise and increased traffic congestion.
 6. Traffic generation from the development will create an unacceptable level of service (congestion) at the Tennyson Road/Victoria Road intersection and significantly increase queues across upstream intersections on Victoria Road; and

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7. The owner of 14 Tennyson Road objects to the Planning Proposal in its current form; and
- (b) That Council does not support the finalisation of the Planning Proposal for the land described as 2-14 Tennyson Road, Gladesville;
- (c) That Council request the Minister and Greater Sydney Commission to determine that the matter not proceed to the preparation of a Local Environmental Plan; and
- (d) That Council notify all community members who made a submission on the planning proposal of its decision.

ATTACHMENTS

- 1 Planning Proposal 2-14 Tennyson Road, Gladesville – 8 June 2017 – CIRCULATED UNDER SEPARATE COVER
- 2 Gateway Determination – 21 April 2016
- 3 Gateway Determination Alteration – 11 May 2017
- 4 Community Submissions and Responses Table
- 5 Department of Education Submission
- 6 Ausgrid Submission
- 7 Office of Environment and Heritage Submission
- 8 Transport for NSW Submission
- 9 Roads and Maritime Services Submission
- 10 State Member Anthony Roberts MP Submission
- 11 W Latham Pty Ltd Owner Submission
- 12 Traffic Study Peer Review

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Background

The current Planning Proposal (the Proposal) seeks to amend the zone, floor space ratio (FSR) and building height limit within the Ryde Local Environmental Plan 2014 (RLEP2014) as they apply to 2-12 and 14 Tennyson Road, Gladesville (the Site). The Proposal (Attachment 1) - CIRCULATED UNDER SEPARATE COVER - was submitted by Darcsol Pty Ltd with the objective of building a mixed use development on the combined 23,730m² site (Figure 1).

Figure 1: Aerial photograph showing the location of the Planning Proposal site hatched in red.



Council is the Relevant Planning Authority for this planning proposal, but has not been given delegation by the Department of Planning and Environment as delegate of the Greater Sydney Commission to make the Plan. Therefore, Council must forward its recommendation to the Greater Sydney Commission for determination as to whether the plan should be made under Section 3.36 of the Environmental Planning and Assessment Act 1979 (the Act).

Plan-Making Process

The plan-making process can be outlined as follows:

1. Planning proposal – this is an explanation of the effect of and justification for the proposed plan to change the planning provisions of a site or area which is prepared by a proponent or the relevant planning authority such as Council. The relevant planning authority decides whether or not to proceed at this stage.

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2. Gateway – determination by the Minister for Planning or delegate if the planning proposal should proceed, and under what conditions it will proceed. This step is made prior to, and informs the community consultation process.
3. Community Consultation – the proposal is publicly exhibited (generally low impact proposals for 14 days, others for 28 days).
4. Assessment – the relevant planning authority considers public submissions. The relevant planning authority may decide to vary the proposal or not to proceed. Where proposals are to proceed, it is Parliamentary Counsel which prepares a draft local environmental plan – the legal instrument.
5. Decision – the making of the plan by the Minister (or delegate).

This proposal is currently at step 4 of the above outlined process.

The Proposal has a long history with changes to the scale of the development and the conditions of the Gateway Determination leading to the exhibition of the final Proposal during August and September 2017. This report outlines the history of the changes of the Proposal, the public exhibition process and the submissions received. The report discusses the responses to the public submissions and concludes that Council should not support the Planning Proposal. The recommendation of the report is that Council resolve not to support the Planning Proposal due to its unsatisfactory environmental impacts, and that Council requests the Minister and the Greater Sydney Commission to determine that the matter not proceed.

Site Description

The land the subject of the Planning Proposal is known as 2-14 Tennyson Road Gladesville.

The site comprises:

- two separate land holdings (Site A & B) in an irregular shape comprising approximately 23,730m² in area (Figure 2); and
- a frontage of 142m to Tennyson Road.

The site is located to the south of Victoria Road, approximately 100 metres south of the intersection of Tennyson Road and Victoria Road, Gladesville.

The site is located towards the crest of a hillside falling away from Victoria Road. The site generally slopes from north to south. Site A is a former quarry site. The topography falls 5-15m towards the centre of the former quarry. (Extract Mecone pg.4-5, Attachment 1)

Some vegetation exists on the site however due to the developed nature of the site it is located predominately along the perimeter of 2-12 Tennyson Road.

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Figure 2: The subject site showing site A and B (Source: Mecone - pg.4)



The site contains:

- 2-12 Tennyson Road – a brick and metal warehouse and office space at the centre of the quarry with a two storey brick rendered office building to the west of the warehouse along Tennyson Rd (Site A)
- 14 Tennyson Road – a two storey brick building used as office and warehouse (Site B)

Vehicular access to Site A is via a driveway along the southern boundary and to Site B via a driveway along the northern boundary (extract Mecone pg.5).

Table 1: Site Description

Existing		Property Address	Legal Description	Site Area
Site A	Industrial warehouse, Office Space, Access road	2-12 Tennyson	Lot 2 DP 549570	14,415m ²
Site B	Office/Warehouse	14 Tennyson	Lot 1 DP 549570	9,314m ²
TOTAL:				23,729m² (source Ryde Maps)

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Site A and Site B are under separate ownership and as such could be developed separately.

Context

The immediate north and north-east of the site is characterised by large commercial/industrial buildings. This development contains office and warehouse facilities, with its main frontage to Victoria Road and vehicular from Tennyson Road to the north of the site.

The land to the east, west and south of the site is characterised by low density 1-2 storey residential uses.

Original Planning Proposal

The applicant submitted a Planning Proposal for the subject site on 15 October 2013. At that time, the Proposal consisted of the elements outlined in Table 2.

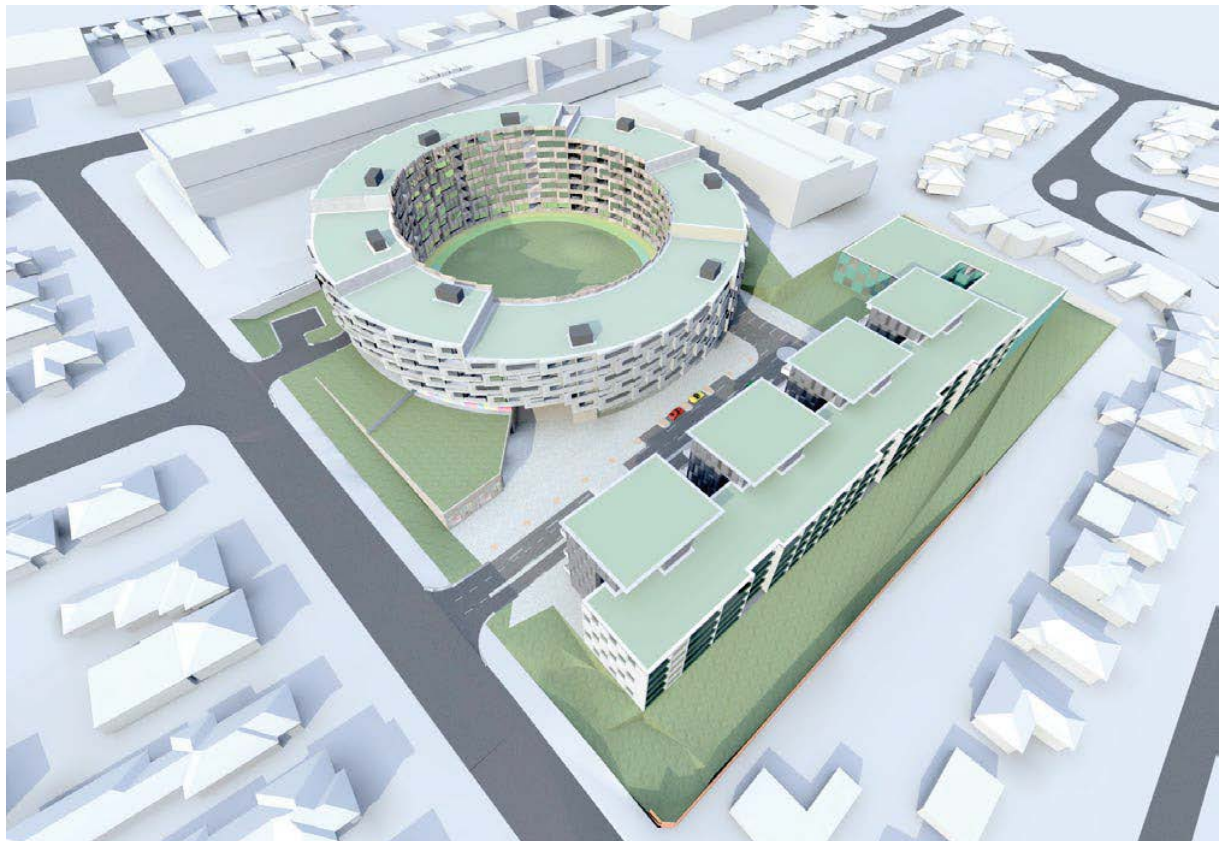
Table 2: A description of the elements of the Planning Proposal on each part of the site.

ELEMENT	2-12 Tennyson (Site A)	14 Tennyson (Site B)
Proposed Land Use	<ul style="list-style-type: none"> ▪ Residential Flat Building 269 units ▪ Retail/Commercial floor space 5,800m² (inclusive of approx. 4,000m² Supermarket) ▪ Child care centre ▪ Car parking spaces 560 	<ul style="list-style-type: none"> ▪ Seniors Living dwellings – 135 dwellings and assisted living facilities of 3,300m² ▪ 400m² of retail/commercial ▪ Car parking spaces 123 (Mecone PP App 2 – 6.12)
Proposed Floor Space	36,000m ² (based on site area)	13,970m ² (based on site area)
FSR	2.5:1	1.5:1
Proposed Building Heights	30.5m - 37m 6-8 storeys above finished ground level	12m - 21.5m (setback area 9.5m) 4-6 storeys above finished ground level

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The proponent's original preferred urban form for the Proposal is illustrated in Figure 3.

Figure 3: The proponent's original preferred urban form model showing the disposition of the buildings, private open space and buffer to the existing residential area.



Council considered a report on the Planning Proposal on 25 February 2014 and resolved to **not** to seek a Gateway Determination due to adverse traffic and amenity issues, as well as inconsistencies with State and Council planning strategies. The proponent then applied to the NSW Department of Planning and Environment for a Gateway Determination Review.

Gateway Determination

The Department made a Gateway Determination on 21 April 2016 with conditions (Attachment 2) for the amendment of the RLEP 2014 for the subject site by changing the zone of the land from IN2 Light Industrial to B4 Mixed Use and increasing the maximum floor space ratio and maximum building height.

ITEM 1 (continued)

Condition 1 stated that:

“Prior to community consultation, the planning proposal is to be updated to:

- (a) apply a maximum floor space ratio of 1.5:1 across the whole site;*
- (b) amend the maximum building heights in metres to be consistent with 5-6 storeys and 2-3 storey adjoining low density residential areas;*
- (c) address the inconsistency with Section 117 Direction 1.1 Business and Industrial Zones*
- (d) demonstrate consistency with a Plan for Growing Sydney; and*
- (e) include maps prepared to the standards identified in Standard Technical Requirements for Spatial datasets and Maps (Department of Planning and Environment 2015).”*

Condition 2 Stated that:

“Prior to public exhibition, the updated planning proposal must be provided to the Department of Planning and Environment for review and approval.”

The Proposal did not immediately proceed to exhibition following the Department’s Gateway Determination. Further discussions ensued between the Department, the proponent and officers of Council, to clarify how the conditions of the Gateway Determination were to be satisfied. In particular, greater detail was sought with respect to the heights and FSRs proposed and precisely how they were proposed to apply across the site.

Gateway Determination Alteration

The Department subsequently issued an alteration to the Gateway Determination on 11 May 2017 (Attachment 3) with the following key change to Condition 1:

“Prior to community consultation, the planning proposal is to be updated to:

- (f) apply a maximum floor space ratio of 1.85:1 at 2-12 Tennyson Road and 1:1 at 14 Tennyson Road;*
- (g) apply a maximum building height of RL 66.60 at 2-12 Tennyson Road and RL 50.04 at 14 Tennyson Road;*
- (h) address the inconsistency with Section 117 Direction 1.1 Business and Industrial Zones*
- (i) demonstrate consistency with a Plan for Growing Sydney and the draft North District Plan; and*
- (j) include maps prepared to the standards identified in Standard Technical Requirements for Spatial datasets and Maps (Department of Planning and Environment 2015).”*

ITEM 1 (continued)

While the proposed change of zone has remained constant since the lodgement of the Planning Proposal application (i.e. change from IN2 Light Industry to B4 Mixed Use), the FSR and height planning controls have varied over time (Table 3).

Table 3: A comparison of changes to FSR and Height planning standards during the progression of the Planning Proposal.

Site	2-12 Tennyson Rd (Site A)			14 Tennyson Rd (Site B)		
Milestone	15/10/13 Original PP	26/4/16 Gateway Determination	11/5/17 Gateway Modification	15/10/13 Original PP	26/4/16 Gateway Determination	11/5/17 Gateway Modification
FSR	2.5:1	1.5:1	1.85:1	1.5:1	1.5:1	1:1
Height	30.5-37m (6-8 storeys)	No quantum (5-6 storeys)	RL 66.6m (33.6m) (9-10 storeys)	12-21.5m (4-6 storeys)	No quantum (2-3 storeys)	RL 50.04m (13.54m) (4 storeys)

Current Planning Proposal

An updated Planning Proposal responding to the requirements for public exhibition was submitted to Council in June 2017. In addition to the amendments to the height and FSR, the Urban Design Report provided with the updated Proposal indicates that approximately 389 dwellings are envisioned on the site (the original February 2014 Proposal envisaged 404 dwellings). However, the commercial uses envisioned on the site remain unclear as the proposed commercial floor space area is inconsistent throughout the document (Table 4).

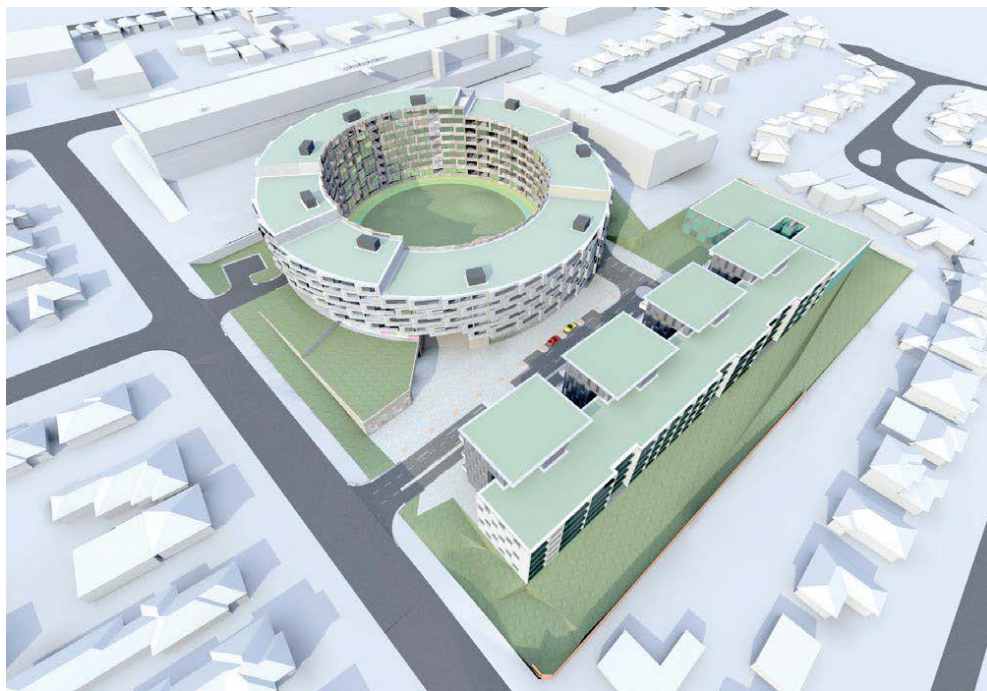
Table 4: Commercial floor space areas reported in the *Traffic Impact Assessment* report appended to the Planning Proposal.

Report Section	Commercial Gross Floor Area
Section 4.1	Site A: 1,389m ² Site B: 685m ² Total: 2,074m ²
Section 5, Table 4	Site A: 1,508m ² Site B: 685m ² Total: 2,193m ²
Section 6.1, Table 5	Total: 2,355m ²

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The current proposal description is less certain than that originally proposed. There is far less detail than what was described in the original proposal (Table 1). Whilst the number of units is similar (about 390 total) the documentation around commercial, retail and community uses is not clear. In the Urban Design Report that accompanied the Proposal, there are calculations of floor space for a combined retail and car parking category and a residential and community category for 2-12 Tennyson Road. There is no reference to a retail category for 14 Tennyson Road despite floor plans and sections showing retail floor space. In the Traffic Impact Assessment, a commercial floor space of around 2,187m² is used as the basis for calculating commercial trips generation for modelling purposes.

Figure 4: The proponent's original scheme (top) and the preferred scheme (bottom) that was exhibited for public comment.



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Exhibition Process

In accordance with Condition 2 of the amended Gateway Determination, an updated planning proposal was provided to the Department of Planning and Environment for review and approval before the public exhibition of the Proposal. The Department advised on 11 July 2017 that the Proposal was suitable for exhibition.

The Proposal had changed significantly since its initial submission (Figure 3) to Council in 2013. The general form of the scheme that was exhibited for public comment is shown in Figure 4, together with the original scheme for comparison.

Community Consultation regarding the Planning Proposal was carried out in accordance with legislative requirements and the gateway determination. Key dates and events of the community consultation are as follows:

- Publicly exhibited for a period of 66 days from 25 July 2017 to the 29 September 2017. Note that the exhibition period was extended from 25 August to 29 September 2017.
- An exhibition notice placed in the Northern District Times.
- A copy of the Planning Proposal and all supporting material was available for public viewing online on Council's website, City of Ryde Customer Service Centre, City of Ryde North Ryde Office and West Ryde Library.
- Notification was sent to approximately 448 affected businesses and land owners within the surrounding area

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All submissions received during the extended public exhibition are outlined in this report and a detailed table of issues raised in the submissions and responses to these issues is provided in Attachment 4.

Community Submissions

A total of 559 submissions from individuals in the community were received during the exhibition period. They included 81 individual submissions and 478 form letters. At Council's meeting on 24 October 2017, 414 form letters were tabled and another 64 were subsequently submitted. A small percentage of the form letters (about 9%) did not provide a name or address (including submissions where this information was illegible). Form letters without a name or address were not counted in accordance with the established practice, however the issues raised have been considered. The form letter objected to the Proposal on the grounds specified in Attachment 4 to this report.

Submissions were received from the local State Member, The Hon, Mr Anthony Roberts MP and from Councillor Jordan Lane. The State Member's submission is outlined separately below. The issues raised in Councillor Lane's submission are considered with the community submissions below.

Of the 81 non-form letter submissions received, 75 objected to the proposal and 6 offered conditional support subject to specific changes being made to the Proposal. The range of issues canvassed in the individual submissions are broadly categorised in Table 4:

Table 4: Summary of the issues raised and expressed as the proportion of the individual public submissions received.

Issue	No. Times Cited in Submissions	Percentage of Submissions
Traffic	67	83%
Parking	15	19%
Height	36	44%
Scale/Density	21	26%
Amenity	38	47%
TOTAL Submissions	81	

ITEM 1 (continued)*Amenity, Scale and Height Concerns*

Intertwined with the concepts of amenity were cited reasons such as: the buildings within the Proposal are too high; out of scale with surrounding residential development; the land uses are too dense; the loss of privacy through the overlooking of private properties; over-shadowing of nearby properties; and noise (from business uses and traffic). A majority of the submissions raised concerns over the change of general amenity in the locality and the loss of private property amenity. The term was often used without reference to the type of amenity that was being lost or compromised. In some submissions the amenity compromise was expressed as opposition to a change of character to the locality, or that the Proposal was inconsistent with the existing character of the locality. The existing industrial buildings seem to have been accepted as part of the character or amenity of the area. There were no submissions expressing dissatisfaction with the existing industrial land uses in relation to amenity, the design of the current industrial buildings, or existing overshadowing impacts.

Traffic and Car Parking Concerns

Over 90% of the submissions cited traffic congestion as a concern. The submissions described existing congestion conditions in the locality of the Proposal and contended that the Proposal would exacerbate already excessive traffic volumes with the cumulative traffic effects generated by the approved Bunnings site and Child Care Centre in the vicinity. Excessive queuing times at the Victoria Road/Tennyson Road intersection were specifically cited regularly in the submissions together with other intersection queuing concerns on the southern side of Victoria Road.

Inadequate provision for public transport and the safety of pedestrians in the vicinity of the site was cited by a small number of submissions. This seems to be in response to the envisaged increased in traffic congestion surrounding the development and at the Victoria/Tennyson Road intersection.

On-street car parking concerns were cited in a significant minority of submissions. The influx of new residents into the locality and the likely increase in demand for on-street parking throughout the day is of concern to the community.

A small number of submissions cited noise as a reason for concern over the proposal. Noise generated by additional vehicles queued for longer periods at the Victoria/Tennyson Road intersection and people accessing their vehicles parked in the surrounding streets were of concern.

ITEM 1 (continued)**Summary of Responses to Community Submissions**

Attachment 4 provides a table detailing the responses as they relate to each submission.

Response to Amenity Impact Concerns

As a general principal, the provision of a high quality amenity for existing and new residents is important for the long term 'liveability' of local neighbourhoods.

The Proposal has attempted to scale down the building forms from about 9-10 storeys next to the commercial building on Victoria Road to about 4 storeys on the southern part of the site next to the existing single storey residential area. However, scaling of the height has not been sufficient to overcome the overlooking of the private space of the adjoining properties. This could not be addressed at the development application stage without undesirable design outcomes that compromise the amenity of the new residents (such as high window sills, screened or opaque windows, no balconies facing low density residential).

Associated with the problem of overlooking is the overshadowing of private space of the adjoining residents. The overshadowing in mid-winter is confined mostly to the private outdoor space (backyards) and although the dwelling houses themselves receive reasonable levels of solar access during this time, overall it is a significant reduction of amenity for the residents of these homes.

In its current form, the Proposal does not provide an acceptable balance between increased building height and resultant impacts on solar access, privacy and noise for existing residents. A downward revision of the site's building heights and floor space ratios, as well as the inclusion of an adequate buffer, would be required to assist in the harmonisation between the existing low density residential and the proposed higher density residential forms.

The proposed increase in residents at this location will also result in increased demand for supporting services and open space in the locality. This increased demand will exacerbate the compromised amenity outcomes on the site and impact on the 'liveability' of the locality for existing and new residents.

Response to Traffic and Car Parking Concerns

The generation of traffic by the Proposal and its impact on the road network and people living in the local area are major concerns that are reflected in the submissions by the community and State Government Agencies. In response to these concerns, Council commissioned a peer review of the proponent's traffic assessment that independently evaluated the traffic modelling and the traffic and transport impacts. The review was undertaken by Bitzios Consulting Pty Ltd and their report may be found at Attachment 12.

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The independent review found that the proponent's traffic assessment was deficient in the following ways:

- Traffic generation was underestimated;
- The existing intersection layout, signal timing, and cycle time were not modelled correctly;
- Upstream and downstream intersections were not modelled to ensure satisfactory lane capacity;
- The unsatisfactory increase in queue impacts on Victoria Road (east) and Tennyson Road and their upstream propagation was not reported; and
- An assessment of the queue impact south along Tennyson Road was not undertaken.

Further traffic modelling was undertaken in the review to understand the cumulative impact of the Proposal and known future nearby developments on Victoria Road and its intersection with Tennyson Road. The modelling showed that:

- Construction of the Bunnings complex and the Proposal will significantly increase queues across upstream intersections on Victoria Road; and
- Future upgrades of the Ryde Aquatic Leisure Centre will result in unacceptable intersection performance, with primarily the Tennyson Road intersection providing an unacceptable level of service and resulting in long queues.

Recommendations for ameliorating the traffic impacts of the Proposal included the widening of Victoria Road for additional turning lanes to enter and exit Tennyson Road and pursuing alternative development types currently permissible under the IN2 Light Industry zone that would have a lower traffic generation.

Traffic congestion has been generally increasing over time as a result of residential infill development in the local area south of Victoria Road and growth generally in the Sydney metropolitan region. The Proposal will add significantly to congestion at intersections with Victoria Road and particularly at the Victoria/Tennyson Roads intersection. The intersection performance expected to deteriorate to unacceptable levels of service without additional widening of Victoria Road for additional turning lanes to and from Tennyson Road.

The information before Council indicates that traffic congestion in the locality will be increased by the Proposal and will, over a relatively short time, reach unacceptable levels that are detrimental to the community in terms of access to other places and general amenity. It is also likely that bus services along Victoria and Tennyson Roads will also be adversely impacted by the proposal. In summary, the liveability of the local area will be severely compromised by traffic congestion on Victoria Road and Tennyson Road if the Proposal proceeds.

ITEM 1 (continued)**Consultation with External Organisations and Government Agencies**

Five submissions were received from the following public entities:

1. *NSW Department of Education*

The Department advised that it had not included the Proposal site in its enrolment growth projections (Attachment 5). It noted that the 390 residential units proposed would likely generate the need for an additional class room at the Gladesville Public school.

2. *Ausgrid*

The Company did not advise that there was any limitation to the supply of electricity to the subject site, but requested that relevant enquiries be made to it to confirm availability, site constraints, and whether an onsite substation will be required (Attachment 6). It advised that there is an existing substation on the site and underground cables in Tennyson Road that need to be taken into account in the design at the DA Application stage.

3. *The Office of Environment and Heritage*

The OEH advised that at this stage it did not wish to provide advice or comments on the Proposal (Attachment 7).

4. *Transport for NSW*

TfNSW believes that the traffic generation has been under estimated by the proponent as the information provided with the Proposal assumed higher levels of public transport accessibility than those available to the subject site (Attachment 8). As a consequence, TfNSW requested that the modelling be re-done with its suggested changes as it believes that the Proposal has the potential to impact on general traffic and bus operations on Victoria Road. The proponent's traffic report was also considered to be deficient in the assessment of the likely public transport walking and cycling trips generated by any future development.

5. *Roads and Maritime Services*

The RMS advised that it had no objection, in principle, subject to additional analysis being done to address several concerns (Attachment 9). Among these it believes that the traffic generation rate in the modelling has underestimated the traffic generation given the site is only serviced by buses. It recommended that the modelling should be based on surveyed areas with similar lower levels of public bus transport availability.

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An assessment of the increased demand generated by the Proposal and its anticipated mode share profile was also requested.

The traffic modelling was requested to be reviewed taking into consideration the following matters:

- The effect of a “fourth leg” at the at the Tennyson/Victoria Road intersection to accommodate the proposed hardware and bulky goods area to the north of Victoria Road.
- Intersection improvements needed in response to increased pedestrian demand from the site to other local people attractors
- Clarification of the traffic count data used in the modelling and ensuring that the latest data is used.
- Using the actual 106 seconds traffic signal cycle length instead of the stated 145 to improve the modelling

The Hon. Anthony Roberts MP, Member for Lane Cove Submission

The Hon. Anthony Roberts MP, made a submission in his capacity as the State Member for Lane Cove (Attachment 10). The submission raised concerns in relation to the adverse impacts of the Proposal associated with its density, potential traffic impacts and it being “out of character with the surrounding locality”. In addition, the submission noted that since the Proposal is not within walking distance of major retail services and transport interchanges, significant additional car movements will be generated.

The submission suggested that that the proponent should be required to amend their plans to meet the expectations of the Council and the community.

JPW Planning Pty Ltd Submission

A submission on behalf of the owner of 14 Tennyson Road, Latham & Co, by JPW Planning Pty Ltd was received (Attachment 11). The submission states that the Proposal was submitted without consultation with of the consent of Latham & Co. The submission requested that their site be exempted from the Proposal. Despite requesting the removal of their property from the Proposal, they provide an extensive detailed submission, stating that there are planning inconsistencies, procedural issues, and an outcome favouring 2-12 Tennyson Road over 14 Tennyson Road. The matters raised, in summary, are:

- The DPE did not give approval to exhibit the proposal;
- The proposed FSR & Height controls on their site disadvantage Latham’s site;
- The Proposal’s documentation is inadequate as it does not enable Council to do a detailed assessment using SEPP 65 and the Apartment Design Guidelines (ADG);

ITEM 1 (continued)

- The building heights & FSR's have been wrongly assigned by the DPE & Council because the design assumes both sites will be developed together;
- The DPE's urban design analysis for the Sydney East Joint Regional Planning Panel proposed urban form options that did not comply with the ADG and resulted in reduced Heights & FSR's for the Gateway Determination;
- Council only exhibited a contamination report for 14 Tennyson Road and that report referred to information on a report for 2-14 Tennyson Road that was not exhibited. The 14 Tennyson Road report does not satisfy the requirements of SEPP 55 because a phase 2 Detailed Investigation Environmental Site Assessment report was not prepared with site sampling; and
- Contends that 14 Tennyson road has the potential to support mixed use development with an FSR of 2:1 & a building height of RL 63.9m.

Response to 14 Tennyson Road Owner Submission

While the objection of the owner of 14 Tennyson Road is noted, under the Act, the Relevant Planning Authority may prepare and proceed with a planning proposal without the consent of the land owners.

In regard to the detailed matters outlined in their submission, a response has been provided in the attached submissions summary (Attachment 4). In reference to their concerns about process and dissatisfaction with the proposed planning controls, it should be emphasised that Council determined not to support the Proposal on 25 February 2014. In response, the proponent pursued a Gateway Determination Review with the Department of Planning and Environment who confirmed the details of the height and floor space planning controls to be exhibited. Council's longstanding view that the proposed B4 Mixed Use Zoning is inappropriate for the site and therefore, the controls proposed are not supported.

Under the provisions of *State Environmental Planning Policy, No. 55 - Remediation of Land* where, a change of land-use is proposed, a planning authority must consider whether the land is contaminated. If the land is contaminated the planning authority must be satisfied that the land can and will be remediated before the land is used for the proposed purpose. In conclusion, Council's position that the change of land use is inappropriate is particularly relevant to the issue of land contamination.

Notwithstanding, if the owner believes that its interests have not been satisfied at the end of the current Planning Proposal statutory process, the owner will have the opportunity to provide input into Council's imminent Local Planning Strategy and Local Environmental Plan Review.

ITEM 1 (continued)**Other Planning Matters**

The Proposal seeks to rezone the 2.37 Ha parcel of land from IN2 Light Industrial to B4 Mixed Use which will result in less land being available in the City of Ryde for the provision of products, services and employment that are important to the Ryde community and local economy. The City of Ryde contains on 35.32 Ha of IN2 Light Industrial zoned land. The land area of the subject represents a significant loss of IN2 Light Industrial land (6.7%).

The State Government requires that the planning for the Ryde LGA should be in accordance with the *Greater Sydney Region Plan: A Metropolis of Three Cities* prepared by the Greater Sydney Commission. The loss of industrial land that is proposed is inconsistent with the Greater Western Sydney Plan's Objective No.23 which states: "Industrial and urban services land is planned, retained and managed". Importantly, the Plan specifically identifies the Ryde LGA for the retention and ongoing management of industrial land.

To ensure the achievement of the Greater Sydney Region Plan, the Minister for Planning has issued directions under Section 117 of the Environmental Planning and Assessment Act 1979 that must be followed when a Local Environmental Plan is prepared. In its current form the Proposal is inconsistent with Directions 1.1 and 7.1. Under Direction 1.1 the Proposal must be in accordance with the *North District Plan* unless any inconsistency has been justified by a strategy approved by the Secretary of the Department or study which meets the objective of the direction. The North District has the lowest level of industrial and services land in Greater Sydney; these lands are critical for the function of the metropolitan area and its economy. No strategy to support any inconsistency with Direction 1.1 has been submitted to Council for consideration.

Under Direction 7.1 the Secretary of the Department must agree that the inconsistency of the proposal is of minor significance and achieves the overall intent of the *Greater Sydney Region Plan: A Metropolis of Three Cities*. The Secretary has not agreed to any inconsistency with Direction 7.1. In the opinion of Council's officers, neither of these Ministerial Directions has been satisfied to warrant support for changing the site's zone from IN2 Light Industry to B4 Mixed Use

Council's Ryde Local Planning Strategy 2010 was prepared, in part, to identify mechanisms to maintain viable employment areas in the City. It also provides a local planning context to support the Ryde LEP2014. The Strategy found that there is a need to retain the industrial zoned land as it provides local services to local people, affordable space for emerging businesses and support services to the town centres. A specific action in the Strategy to retain the existing industrial zones in Gladesville commits Council to the protection of employment opportunities, such as these located on the subject site.

ITEM 1 (continued)

It is further noted that zone changes in RLEP 2014 provided additional housing supply opportunities along the Victoria Road corridor in Gladesville. Council remains well placed in terms of housing supply and capacity of existing zoned medium density zoned land in Gladesville, and there is no current need for additional housing supply to be delivered at this location.

The proponent's economic impact study which supports their Proposal highlights the importance of the retention of light industrial zoned land in Ryde for the local economy. The study confirmed that existing industrial employment on the site will be replaced by commercial and retail employment. A significant number of these jobs were assumed to be home based within the residential component of the development. It was estimated that the net number of jobs on the site will increase from the 73 currently on the site, to 96 throughout the new mixed use development. Despite the net increase in the number of jobs on the site, the Industry Value Added outputs to the economy will decrease from \$10.1m to \$7.8m per annum as a result of the loss of on-site manufacturing businesses. This confirms the importance of retaining the IN2 Light Industry zone on the site for the maintenance of local economic development.

Conclusions

The Planning Proposal for 2-14 Tennyson Road has been exhibited in accordance with the Gateway Determination and conditions. The exhibition received 559 public submissions, including one from one of the site's property owners and five from public agencies. The Proposal elicited widespread opposition from the local community indicating a preference for the current land uses to remain or a residential development that is significantly reduced in scale, density and height. In its current form, the community believes that the Proposal's negative impacts on privacy, overshadowing, traffic congestion, noise and general changes to their local amenity are too great.

Traffic generation from the Proposal will, over a relatively short time, reach unacceptable levels that are detrimental to the community in terms of reduced connectivity and reduced general amenity due to congestion on Victoria Road and Tennyson Road. It is also likely that bus services along Victoria and Tennyson Roads will also be adversely impacted by the proposal and the subsequent reduction in performance to the local network.

Significantly, a loss of industrial land will also occur if the Proposal proceeds. The opportunity for the site to provide local services to the community, affordable space for emerging businesses and support services to the town centres will be lost. The loss of existing manufacturing businesses on the site would also result in a significant decrease in outputs to the local economy. This would be in direct opposition to the relevant objectives of the district and regional plans and Council's Local Planning Strategy.

ITEM 1 (continued)

In view of the issues documented in this report, including the strong and widespread community objection and concerns; unacceptable traffic and transport outcomes; and the loss of viable light industrial land, it would not be in the public interest for Council to support the Planning Proposal.

Financial Implications

Adoption of the recommendations outlined in this report will have no financial impact on Council's budget.

Options

Option 1: That Council resolves not to support the planning proposal.

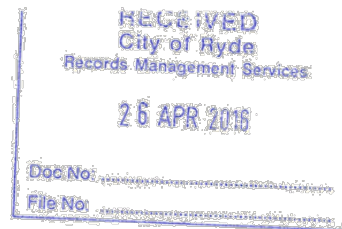
This is the preferred option. The outcome would be that the land retains its IN2 Light Industry Zone, 1:1 FSR and 10m height limit and would not permit the construction of mixed use buildings. Accordingly, the preferred option is not to support the finalisation of the Planning Proposal process and maintain the provision of viable industrial land within the City of Ryde.

Option 2: That Council resolves to support the planning proposal.

This option and would result in the preparation of a LEP by the Department of Planning and Environment that will change the land's zone from IN2 Light Industry to B4 Mixed Use and permit greater FSRs and heights over the subject site, as detailed in Table 1 of the report. This is not the preferred option as detailed in this report.

ITEM 1 (continued)

ATTACHMENT 2



Ms Gail Connolly
General Manager
Ryde City Council
Locked Bay 2069
North Ryde NSW 1670

Our ref: PP_2016_RYDEC_002_00 (16/04601)

Dear Ms Connolly

Planning proposal to amend Ryde Local Environmental Plan 2014

I am writing in response to Ryde City Council's letter dated 25 February 2016 requesting a Gateway determination under section 56 of the *Environmental Planning and Assessment Act 1979* (the Act) in respect of the planning proposal to amend the *Ryde Local Environmental Plan 2014* for 2-12 and 14 Tennyson Road, Gladesville by rezoning the site from IN2 Light Industrial to B4 Mixed Use and increasing the maximum floor space ratio and maximum building height.

As delegate of the Greater Sydney Commission, I have now determined the planning proposal should proceed subject to the conditions in the attached Gateway determination.

Council may still need to obtain the agreement of the Secretary to comply with the requirements of relevant S117 Directions. Council should ensure this occurs prior to the plan being made.

Plan making powers were delegated to councils in October 2012. It is noted that Council has requested to be issued with delegation for this planning proposal. I have considered the nature of Council's planning proposal and have decided not to issue an authorisation for Council to exercise delegation to make this plan due to the significance of the amendments.

The amending Local Environmental Plan (LEP) is to be finalised within 12 months of the week following the date of the Gateway determination. Council should aim to commence the exhibition of the planning proposal as soon as possible. Council's request for the Department of Planning and Environment to draft and finalise the LEP should be made 6 weeks prior to the projected publication date.

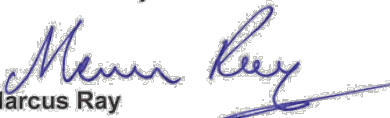
The State Government is committed to reducing the time taken to complete LEPs by tailoring the steps in the process to the complexity of the proposal, and by providing clear and publicly available justification for each plan at an early stage. In order to meet these commitments, the Greater Sydney Commission may take action under section 54(2)(d) of the Act if the time frames outlined in this determination are not met.

ITEM 1 (continued)

ATTACHMENT 2

Should you have any queries in regard to this matter, I have arranged for Mr Wayne Williamson of the Department's regional office to assist you. Mr Williamson can be contacted on (02) 9228 6159.

Yours sincerely



Marcus Ray
Deputy Secretary
Planning Services

Encl: 21/08/2018
Gateway Determination

ITEM 1 (continued)

ATTACHMENT 2



Gateway Determination

Planning proposal (Department Ref: PP_2016_RYDEC_002_00): to amend the Ryde Local Environmental Plan 2014 for 2-12 and 14 Tennyson Road, Gladesville by rezoning the site from IN2 Light Industrial to B4 Mixed Use and increasing the maximum floor space ratio and maximum building height.

I, the Deputy Secretary, Planning Services at the Department of Planning and Environment as delegate of the Greater Sydney Commission, have determined under section 56(2) of the *Environmental Planning and Assessment Act 1979* (the Act) that an amendment to the *Ryde Local Environmental Plan 2014* should proceed subject to the following conditions:

1. Prior to public exhibition, the planning proposal is to be updated to:
 - (a) apply a maximum floor space ratio of 1.5:1 across the whole site;
 - (b) amend the maximum building heights in metres to be consistent with 5-6 storeys and 2-3 storeys adjoining low density residential areas;
 - (c) address the inconsistency with Section 117 Direction 1.1 Business and Industrial Zones;
 - (d) demonstrate consistency with *A Plan for Growing Sydney*; and
 - (e) include maps prepared to the standards identified in *Standard Technical Requirements for Spatial Datasets and Maps* (Department of Planning and Environment 2015).
2. Prior to public exhibition, the updated planning proposal must be provided to the Department of Planning and Environment for review and approval.
3. Community consultation is required under sections 56(2)(c) and 57 of the Act as follows:
 - (a) the planning proposal is classified as routine and must be made publicly available for a minimum of 28 days; and
 - (b) the relevant planning authority must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in section 5.5.2 of *A Guide to Preparing LEPs* (Department of Planning and Infrastructure 2013).
4. Consultation is required with the following public authorities under section 56(2)(d) of the Act:
 - Department of Education and Communities;
 - Transport for NSW;
 - Roads and Maritime Services;
 - Office of Environment and Heritage;

PP_2016_RYDEC_002_00 (16/04601)

ITEM 1 (continued)

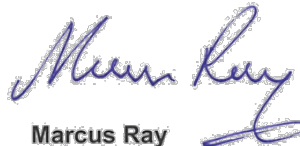
ATTACHMENT 2

- Ausgrid; and
- Sydney Water.

Each public authority is to be provided with a copy of the planning proposal and any relevant supporting material, and given at least 21 days to comment on the proposal.

5. A public hearing is not required to be held into the matter by any person or body under section 56(2)(e) of the Act. This does not discharge Council from any obligation it may otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).
6. The timeframe for completing the LEP is to be **12 months** from the week following the date of the Gateway determination.

Dated *21st* day of *April* 2016



Marcus Ray
Deputy Secretary
Planning Services
Department of Planning and Environment

Delegate of the Greater Sydney Commission

ITEM 1 (continued)

ATTACHMENT 3



Mr Roy Newsome
Acting General Manager
City of Ryde Council
Locked Bag 2069
NORTH RYDE NSW 1670

17/05597

Dear Mr Newsome 

Planning Proposal PP_2016_RYDEC_002_00 – Alteration of Gateway Determination


I refer to your letter of 10 April 2017 in relation to revisions to Planning Proposal PP_2016_RYDEC_002_00 that seeks to rezone land at 2 – 12 and 14 Tennyson Road, Gladesville for mixed use purposes.

I, the Deputy Secretary, Planning Services as delegate of the Greater Sydney Commission, have determined in accordance with section 56(7) of the *Environmental Planning and Assessment Act 1979* to alter the Gateway determination dated 21 April 2016 for PP_2016_RYDEC_002_00. The Alteration of the Gateway determination is enclosed.

I have not included a Gateway determination requirement that the proposal be updated to specify maximum dwelling and minimum car parking requirements. This request is considered to be pre-determining the plan making process as a new local provision would need to be added to the Ryde LEP 2014 indicating dwellings numbers and car parking spaces based on a concept design. The preference is for the development yield to be controlled by the proposed maximum building height and floor space ratio provisions. Carparking requirements can be reviewed against Council's local planning controls at development application stage.

If you have any questions in relation to this matter, I have arranged for Mr Wayne Williamson to assist you. Mr Williamson can be contacted on 02 9274 6885.

Yours sincerely



Marcus Ray
Deputy Secretary
Planning Services

11/05/2017
Encl.
Alteration to Gateway Determination

ITEM 1 (continued)

ATTACHMENT 3



Alteration of Gateway Determination

Planning proposal (Department Ref: PP_2016_RYDEC_002_00)

I, the Deputy Secretary, Planning Services at the Department of Planning and Environment as delegate of the Greater Sydney Commission, have determined under section 56(7) of the *Environmental Planning and Assessment Act 1979* (the Act) to alter the Gateway determination dated 21 April 2016 for the proposed amendment to the Ryde Local Environmental Plan 2014 as follows:

1. Delete condition 1 and replace with a new condition 1:
 1. Prior to community consultation, the planning proposal is to be updated to:
 - (a) apply a maximum floor space ratio of 1.85:1 at 2-12 Tennyson Road and 1:1 at 14 Tennyson Road;
 - (b) apply a maximum building height of RL 66.60 at 2-12 Tennyson Road and RL 50.04 at 14 Tennyson Road;
 - (c) address the inconsistency with Section 117 Direction 1.1 Business and Industrial Zones;
 - (d) demonstrate consistency with *A Plan for Growing Sydney* and the draft North District Plan; and
 - (e) include maps prepared to the standards identified in *Standard Technical Requirements for Spatial Datasets and Maps* (Department of Planning and Environment 2015).
2. Delete condition 6 and replace with a new condition 6:
 6. The LEP is to be completed by 28 April 2018.

Dated 11th day of May 2017



**Marcus Ray
Deputy Secretary
Planning Services
Department of Planning and Environment**

Delegate of the Greater Sydney Commission

PP_2016_RYDEC_002_00 (17/05597)

ITEM 1 (continued)

ATTACHMENT 4

Summary of Community Issues and Responses

1. Form Letter Submissions

	TRIM Ref.	Summary of Submissions	Consideration of Issues
1	D17/146263 (Tabled (414) at Council Meeting) D17/123855 D17/123861 D17/123866 D17/123883 D17/123892 D17/124383 D17/125514 D17/127342 D17/130370 D17/131663 D17/131674 D17/132372 D17/132384 D17/132356 D17/132388 D17/132391 D17/132395 D17/132861 D17/132885 D17/132895 D17/132901 D17/133738 D17/133747 D17/134464 D17/134469 D17/136126 D17/136131	<p>Objects to proposal due to:</p> <ol style="list-style-type: none"> 1. Increased traffic : <ol style="list-style-type: none"> (a) queuing at intersection of Tennyson and Victoria Rds (b) having entrances of Bunnings and childcare at the same intersection will influence through traffic on south side of Victoria Rd. 2. Density – the scale of the development is inconsistent with the Ryde Draft LEP which considers the location inappropriate for high density residential. Photomontage views misrepresent the visual impact 3. Residential Safety – no road improvements are offered – adjoining streets are full of young families. 4. Suburban Amenity - <ol style="list-style-type: none"> a) proposed increase in heights is more than 3 times what is currently allowed with no setbacks – residents along Tennyson and Brereton Sts will be impacted by overshadowing and privacy issues. b) Stormwater management plan has not been updated since 2013 – new childcare and resident blocks will alter the proposed catchment characteristics. c) Gladesville Public School is already using demountable classrooms – there is no allowance for sudden growth in school aged children that this development would generate. d) There is no offer of a community facility or space to meet the needs of the existing or new community brought about by the recent increase in residential and retail floor recently constructed or as part of the Proposal. e) There is insufficient parkland in the surrounding area to cater for a large increase in population. 	<ol style="list-style-type: none"> 1. Traffic congestion is generally increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. This is confirmed by Transport for NSW’s submission. 2. The Ryde Local Planning Study envisaged increased residential and commercial development along the Gladesville Victoria Road corridor. This is expressed as a strip of B4 Mixed Use zone along Victoria Road from Ashburn Place to The Avenue/Westminster Road in the Ryde LEP 2014. The retention of low density residential areas & light industrial areas in the vicinity of the corridor was supported by this approach whilst also meeting the Government’s housing target. The Proposal is inconsistent with the Ryde Local Planning Study & the Ryde LEP2014. The photomontage images supplied by the proponent are indicative of the Proposal, not definitive & should be viewed as a guide only. 3. Resident safety (existing or new residents) is of paramount importance. The Proposal would exacerbate existing pedestrian, cyclist & driver safety concerns. 4. The provision of good amenity for existing and new residents is important for the long term ‘liveability’ of local neighbourhoods. <ol style="list-style-type: none"> (a) The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height & attendant impacts on solar access & privacy for existing residents. (b) Amendment of a stormwater management plan prior to the construction a development would be premature. (c) The Department of Education has advised that an additional classroom is required in response to the Proposal & it would continue to monitor enrolment predictions. (d) All developments within the Ryde LGA are required to pay a monetary

ITEM 1 (continued)

ATTACHMENT 4

D17/112162 D17/112180 D17/112194 D17/112195 D17/112203 D17/112863 D17/114126 D17/114176 D17/114193 D17/114326 D17/114328 D17/115017 D17/115019 D17/115020 D17/115021 D17/115023 D17/115660 D17/115667 D17/115691 D17/115708 D17/116080 D17/116647 D17/118835 D17/120348 D17/120350 D17/120351 D17/120382 D17/121235 D17/121236 D17/121240 D17/121242 D17/121968 D17/122377 D17/122383 D17/122386 D17/122389 D17/122594 (Submitted individually (64))	<p>contribution to Council to meet the reasonable demands for facilities and services by new residents. Development contributions cannot be used by Council to meet an existing community services shortfall in a local area. In some circumstances, developers volunteer to provide additional public benefits (eg Affordable Housing units) in addition to their normal development contributions. Council has not received a voluntary offer of additional public benefits as part of the Proposal.</p> <p>(e) All developments within the Ryde LGA are required to pay a monetary contribution to Council to meet the reasonable demands for facilities and services by new residents. Development contributions cannot be used by Council to meet an existing community services shortfall in a local area. In the case of meeting the need generated for parkland, if the Proposal were to proceed, a monetary contribution would be required to be paid to either purchase additional parkland or embellish existing parkland to make it more resilient and offer a broader range of experiences to meet increased usage.</p>
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ITEM 1 (continued)

ATTACHMENT 4

2. Individual Submissions

2	D17/171078	<p>Objects to proposal due to:</p> <ul style="list-style-type: none"> - Setback is reduced from 12m to 9m on the southern end and building height is increased on the southeast – both increase shadowing on neighbouring properties and have an increased impact on privacy. 	<p>The provision of good amenity for existing and new residents is important for the long term 'liveability' of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height & attendant impacts on solar access & privacy for existing residents.</p>
3	D17/123519	<p>Objects to proposal due to:</p> <ul style="list-style-type: none"> - All development proposals larger than a single dwelling must be stopped – the Ryde area is becoming just an existence in corridors of ugly towers. 	<p>This submission does not provide any planning reasons for their object other than a subjective opinion that residential towers are "ugly". The proposal's urban form does not include typical tower forms.</p>
4	D17/125871	<p>Objects to proposal due to:</p> <ul style="list-style-type: none"> - Traffic is much heavier than a few years ago and this development will make it even worse. 	<p>Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. This is confirmed by Transport for NSW's submission.</p>
5	D17/126914	<p>Anthony Roberts MP submission</p> <p>Objects to proposal due to:</p> <ol style="list-style-type: none"> 1. Density of the development 2. Traffic impacts – the proposed development is not within reasonable walking distance of the nearest major retail and transport interchanges, leading to significant additional car movements. 3. Proposed development is out of character with the surrounding locality. 	<ol style="list-style-type: none"> 1. The Ryde Local Planning Study envisaged increased residential and commercial development along the Gladesville Victoria Road corridor. This is expressed as a strip of B4 Mixed Use zone along Victoria Road from Ashburn Place to The Avenue/Westminster Road in the Ryde LEP 2014. The retention of low density residential areas & light industrial areas in the vicinity of the corridor was supported by this approach whilst also meeting the Government's housing target. The Proposal is inconsistent with the Ryde Local Planning Study & the Ryde LEP2014. 2. Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. This is confirmed by Transport for NSW's submission which also concludes that the traffic report does not provide adequate assessment of the likely public transport, walking and cycling trips generated by any future development. 3. The provision of good amenity for existing and new residents is important for the long term 'liveability' of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height & attendant impacts on solar access & privacy for existing residents.

ITEM 1 (continued)

ATTACHMENT 4

6	D17/127501	Objects to proposal due to: 1. Impact on traffic and available amenities 2. Privacy issues associated with multi-storey apartments.	1. Traffic congestion is generally increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. This is confirmed by Transport for NSW's submission which also concludes that the traffic report does not provide adequate assessment of the likely public transport, walking and cycling trips generated by any future development. All developments within the Ryde LGA are required to pay a monetary contribution to Council to meet the reasonable demands for facilities and services by new residents. 2. The provision of good amenity for existing and new residents is important for the long term 'liveability' of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height & attendant impacts on solar access & privacy for existing residents.
7	D17/129748	Objects to proposal due to: 1. Lack of industrial land; ie, lack of employment opportunities 2. There is only one arterial access (Victoria Rd) which is unable to carry significantly more traffic than it does now 3. Traffic congestion is demonstrated by the traffic count at Tennyson Rd and Searle St showing 650 vehicle movements per hour. Bunnings, childcare and 144 dwellings at 400 Victoria Rd will cause super-congestion, chaos and road rage 4. The proposal claims the site is 400m from Gladesville town centre when the provided map indicates it is 900m 5. There is no mention of provision for public open space, affordable housing, amplification of primary and secondary schooling or aged persons accommodation.	1. The Greater Sydney Region Plan: A Metropolis of Three Cities has superseded the Draft Metropolitan Strategy. The Proposal is inconsistent with the Greater Sydney Region Plan's Objective 23: <i>Industrial and urban services land is planned, retained and managed</i> . The Ryde LGA is specifically identified for retention and ongoing management of its industrial land. 2. Traffic generating from this development would have the potential to impact on Victoria Road general traffic & bus operations. 3. Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. Additional traffic volumes & parking on Searle & Potts Streets is possible. 4. The proposal is 437m from the nearest B4 Mixed Use zone that constitutes the northern edge of the elongated Gladesville "Centre" and 1.3km from the traditional centre Trim Place. 5. All developments within the Ryde LGA are required to pay a monetary contribution to Council to meet the reasonable demands for facilities and services by new residents. Development contributions cannot be used by Council to meet an existing community services shortfall in a local area. In the case of meeting the need generated for parkland, if the Proposal were to proceed, a monetary contribution would be required to be paid to either purchase additional parkland or embellish existing parkland to make it more resilient and offer a broader range of experiences to meet increased usage. In some circumstances, developers volunteer to provide additional public

ITEM 1 (continued)

ATTACHMENT 4

			benefits (eg Affordable Housing units) in addition to their normal development contributions. Council has not received a voluntary offer of additional public benefits as part of the Proposal. The NSW Department of Education has been consulted about school upgrades and has advised that an additional classroom is required in response to the Proposal & it would continue to monitor primary & high school enrolment predictions.
8	D17/129849	Objects to proposal due to: 1. Lack of privacy 2. Lack of car parking for residents in new developments leads to the use of visitor parking in other complexes 3. Traffic congestion in the area – parking on both sides of streets makes them too narrow, making it difficult to pass oncoming cars when entering and exiting the northern end of Tennyson Rd.	<ol style="list-style-type: none"> 1. The provision of good amenity for existing and new residents is important for the long term ‘liveability’ of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height & attendant impacts on solar access & privacy for existing residents. 2. If approved, the Proposal will be required to provide on-site parking for building residents and businesses in accordance with Council’s existing car parking requirements in DCP 2014. 3. Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. Additional traffic volumes & on-street parking is possible.
9	D17/132723	Objects to proposal due to the height of development and resultant lack of privacy, shadowing.	The provision of good amenity for existing and new residents is important for the long term ‘liveability’ of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height & attendant impacts on solar access & privacy for existing residents.
10	D17/132725	Objects to proposal due to: 1. Height – shadowing on Brereton St properties. 2. Traffic congestion and parking problems.	<ol style="list-style-type: none"> 1. The provision of good amenity for existing and new residents is important for the long term ‘liveability’ of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height & attendant impacts on solar access & privacy for existing residents. 2. Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. Additional traffic volumes &

ITEM 1 (continued)

ATTACHMENT 4

			on-street parking is possible.
11	D17/132726	Objects to proposal due to: 1. Size and scale of development too big 2. Height – shadowing on Brereton St properties 3. Traffic – increase in cars.	1. The Ryde Local Planning Study envisaged increased residential and commercial development along the Gladesville Victoria Road corridor. This is expressed as a strip of B4 Mixed Use zone along Victoria Road from Ashburn Place to The Avenue/Westminster Road in the Ryde LEP 2014. The retention of low density residential areas & light industrial areas in the vicinity of the corridor was supported by this approach whilst also meeting the Government’s housing target. The Proposal is inconsistent with the Ryde Local Planning Study & the Ryde LEP2014. 2. The provision of good amenity for existing and new residents is important for the long term ‘liveability’ of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height & attendant impacts on solar access & privacy for existing residents. 3. Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. Additional traffic volumes & on-street parking is possible.
12	D17/132727	Objects to proposal due to: 1. Height – shadowing on Brereton St properties, decrease in value, lack of privacy. 2. Increased traffic in the area. 3. Noise.	1. The provision of good amenity for existing and new residents is important for the long term ‘liveability’ of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height & attendant impacts on solar access & privacy for existing residents. 2. Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. Additional traffic volumes & on-street parking is possible. 3. The noise environment for existing residents around the site will be changed by the Proposal both during the construction phase & the occupation phase. In the occupation phase noise will be generated by additional traffic movements & residents socialising with friends & family. Excessive noise by individual vehicles & people will be managed in accordance with the provisions of the Protection of the Environment Act.
13	D17/132728	Objects to proposal due to:	1. The provision of good amenity for existing and new residents is important for

ITEM 1 (continued)

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		<ol style="list-style-type: none"> 1. Height - shadowing on Brereton St properties, decrease in value, lack of privacy. 2. Traffic congestion – affecting Tennyson Rd – children going to Putney school. 3. Noise. 	<p>the long term ‘liveability’ of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height & attendant impacts on solar access & privacy for existing residents.</p> <ol style="list-style-type: none"> 2. Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. Traffic volumes & incidents will continue to be monitored by Council & the Police to maintain pedestrian safety. 3. The noise environment for existing residents around the site will be changed by the Proposal both during the construction phase & the occupation phase. In the occupation phase noise will be generated by additional traffic movements & residents socialising with friends & family. Excessive noise by individual vehicles & people will be managed in accordance with the provisions of the Protection of the Environment Act.
14	D17/132729 D17/133118	<p>Objects to proposal due to:</p> <ol style="list-style-type: none"> 1. Height – over shadowing & privacy – development plan claims 29m distance to houses but my home is only 3m from the property boundary. 2. Public Amenities – limited options within walking distance, Gladesville Public School is already at capacity. 3. Traffic – increased cars and need for more public transport (buses at Morrison Rd already half full). 4. Parking inadequate. 5. There are a number of errors or misrepresentations in the PP re distance to Gladesville town centre, vehicle movement projections, setbacks from homes, photos excluding homes closest to the development. 	<ol style="list-style-type: none"> 1. The provision of good amenity for existing and new residents is important for the long term ‘liveability’ of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height & attendant impacts on solar access & privacy for existing residents. 2. All developments within the Ryde LGA are required to pay a monetary contribution to Council to meet the reasonable demands for facilities and services by new residents. Development contributions cannot be used by Council to meet an existing community services shortfall in a local area. In some circumstances, developers volunteer to provide additional public benefits (eg Affordable Housing units) in addition to their normal development contributions. Council has not received a voluntary offer of additional public benefits as part of the Proposal. The Department of Education has advised that an additional classroom is required in response to the Proposal & it would continue to monitor enrolment predictions. 3. Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. This is confirmed by Transport for NSW’s submission which also concludes that the traffic report does not provide adequate assessment of the likely public transport, walking

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			<p>and cycling trips generated by any future development.</p> <ol style="list-style-type: none"> 4. Additional demand for on-street parking is likely. If approved, the Proposal will be required to provide on-site parking for building residents and businesses in accordance with Council's existing car parking requirements in DCP 2014. 5. The proposal is 437m from the nearest B4 Mixed Use zone that constitutes the northern edge of the elongated Gladesville "Centre" and 1.3km from the traditional centre Trim Place.
15	D17/133361	<p>Clr Jordan Lane Submission (Same as D17/132729 & D17/133118 above) Objects to proposal due to:</p> <ul style="list-style-type: none"> - Height – shadowing - Privacy – development plan claims 29m distance to houses but my home is only 3m from the property boundary. - Public Amenities – limited options within walking distance, Gladesville Public School is already at capacity. - Traffic – increased cars and need for more public transport (buses at Morrison Rd already half full). - Parking inadequate. <p>There are a number of errors or misrepresentations in the PP re distance to Gladesville town centre, vehicle movement projections, setbacks from homes, photos excluding homes closest to the development.</p>	<ol style="list-style-type: none"> 1. The provision of good amenity for existing and new residents is important for the long term 'liveability' of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height & attendant impacts on solar access & privacy for existing residents. 2. All developments within the Ryde LGA are required to pay a monetary contribution to Council to meet the reasonable demands for facilities and services by new residents. Development contributions cannot be used by Council to meet an existing community services shortfall in a local area. In some circumstances, developers volunteer to provide additional public benefits (eg Affordable Housing units) in addition to their normal development contributions. Council has not received a voluntary offer of additional public benefits as part of the Proposal. The Department of Education has advised that an additional classroom is required in response to the Proposal & it would continue to monitor enrolment predictions. 3. Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. This is confirmed by Transport for NSW's submission which also concludes that the traffic report does not provide adequate assessment of the likely public transport, walking and cycling trips generated by any future development. 4. Additional demand for on-street parking is likely. If approved, the Proposal will be required to provide on-site parking for building residents and businesses in accordance with Council's existing car parking requirements in DCP 2014. 5. The proposal is 437m from the nearest B4 Mixed Use zone that constitutes the northern edge of the elongated Gladesville "Centre" and 1.3km from the traditional centre Trim Place.

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16	D17/132883	Objects to proposal due to its height causing over shadowing, reduced privacy & decrease in value of home	The provision of good amenity for existing and new residents is important for the long term 'liveability' of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height & attendant impacts on solar access & privacy for existing residents.
17	D17/133331	Objects to proposal due to: 1. Size and scale 2. Traffic and parking	<ol style="list-style-type: none"> 1. The provision of good amenity for existing and new residents is important for the long term 'liveability' of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height & attendant impacts on solar access & privacy for existing residents. 2. Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. Additional demand for on-street parking is likely. If approved, the Proposal will be required to provide on-site parking for building residents and businesses in accordance with Council's existing car parking requirements in DCP 2014.
18	D17/133332	Objects to proposal due to additional traffic	Traffic congestion is generally increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road.
19	D17/133333	Objects to proposal due to additional traffic	Traffic congestion is generally increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road.
20	D17/133334	Objects to proposal due to additional traffic	Traffic congestion is generally increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road.
21	D17/102550	Objects to proposal due to: 1. Height – shadowing, lack of privacy, decrease in value. 2. Public transport already to capacity – money needs to be put into infrastructure. 3. Most new developments look cheap and trashy. 4. This site needs more attention for public use.	<ol style="list-style-type: none"> 1. The provision of good amenity for existing and new residents is important for the long term 'liveability' of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height & attendant impacts on solar access & privacy for existing residents. 2. Transport for NSW's submission concluded that the proponent's traffic report

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			<p>does not provide adequate assessment of the likely public transport, walking and cycling trips generated by any future development. Further work on these issues would be required.</p> <ol style="list-style-type: none"> A statement that residential that “new developments look cheap and trashy” is a subjective opinion & not a planning reason for consideration. The site is privately owned & is not identified for acquisition by Council for public use in the Ryde LEP 2014. All developments within the Ryde LGA are required to pay a monetary contribution to Council to meet the reasonable demands for facilities and services by new residents off site.
22	D17/102881 D17/108277	<p>Objects to proposal due to:</p> <ol style="list-style-type: none"> Traffic – cars banked up at Victoria Rd lights down Tennyson Rd. Noise 	<ol style="list-style-type: none"> Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. The noise environment for existing residents around the site will be changed by the Proposal both during the construction phase & the occupation phase. In the occupation phase noise will be generated by additional traffic movements & residents socialising with friends & family. Excessive noise by individual vehicles & people will be managed in accordance with the provisions of the Protection of the Environment Act.
23	D17/140180	<p>Objects to proposal due to:</p> <ol style="list-style-type: none"> Traffic access to Victoria Rd for residents of Tennyson Point is limited. Rezoning and height – lack of privacy 	<ol style="list-style-type: none"> Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. The provision of good amenity for existing and new residents is important for the long term ‘liveability’ of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height & attendant impacts on solar access & privacy for existing residents.
24	D17/106439	<p>Objects to proposal due to increased traffic & roads that will not cope.</p>	<p>Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road.</p>
25	D17/106441	<p>Objects to proposal due to:</p> <ol style="list-style-type: none"> Height – shadowing, privacy. Traffic – streets narrow and already congested, particularly accessing Ryde pool and fitness centre via Tennyson Rd 	<ol style="list-style-type: none"> The provision of good amenity for existing and new residents is important for the long term ‘liveability’ of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height & resultant impacts on

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			<p>solar access & privacy for existing residents.</p> <p>2. Traffic congestion is generally increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road.</p>
26	D17/106417	<p>Objects to proposal due to:</p> <ol style="list-style-type: none"> 1. Traffic – congestion, chaos, pollution 2. Can't there be an entry or exit on the Monash / Victoria Rd side of the complex to alleviate the congestion? 	<ol style="list-style-type: none"> 1. Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. 2. The Proposal site does not have direct frontage to Victoria Road. Access to Victoria Road is only possible via Tennyson Road.
27	D17/106450 D17/114757	<p>Objects to proposal due to:</p> <ol style="list-style-type: none"> 1. The PP is inconsistent with – <ol style="list-style-type: none"> a) the Draft Metropolitan Strategy and fails to meet the criteria under the Industrial Lands Strategic Assessment Checklist for rezoning b) s117 Direction 1.1 Business and Industrial Zones and 7.1 Implementation of the Metropolitan Plan for Sydney 2016 c) the strategic direction of the Ryde LEP Strategy 2010, Ryde Draft LEP 2011 and Draft Subregional Strategy in relation to retention of industrial lands. 2. Traffic – congestion (queuing in Tennyson Rd to access Victoria Rd) which will increase due to Child care centre currently under construction. 3. Parking – narrow streets already have parking overflow from Dexus Centre. 4. The PP seeks to extend the 'spread' of the Gladesville Centre to an unnecessary degree and will have a significant negative impact on surrounding area which is zones Low Density Residential. 	<ol style="list-style-type: none"> 1. <ol style="list-style-type: none"> (a) As outlined above, the Greater Sydney Region Plan: A Metropolis of Three Cities has superseded the Draft Metropolitan Strategy which had an Industrial Lands Strategic Assessment Checklist. Instead, the Proposal is now inconsistent with the Greater Sydney Region Plan's Objective 23: Industrial and urban services land is planned, retained and managed. The Ryde LGA is specifically identified for retention and ongoing management of its industrial land. (b) The Proposal is inconsistent with the Ministerial Directions. Inconsistency with Direction 1.1 has not been justified by a strategy approved by the Secretary of the Department or study which meets the objective of the direction and is not in accordance with the North District Plan. Inconsistency with Direction 7.1 is unlikely to be agreed to by the Secretary of the Department as the proposal is not of minor significance & does not achieve the overall intent of <i>A Plan for Growing Sydney 2014</i> (now superseded by <i>Greater Sydney Region Plan: A Metropolis of Three Cities</i>). (c) An inconsistency exists with the Ryde Local Planning Strategy 2010 which directs the protection of employment opportunities & has a specific action to retain the existing Gladesville industrial zones. 2. Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. This is confirmed by Transport for NSW's submission. 3. Additional traffic volumes & parking on nearby streets is acknowledged as a likely outcome of the Proposal. 4. The Ryde Local Planning Study envisaged increased residential and commercial development along the Gladesville Victoria Road corridor. This is expressed as a strip of B4 Mixed Use zone along Victoria Road from Ashburn Place to The Avenue/Westminster Road in the Ryde LEP 2014. The retention

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			of low density residential areas & light industrial areas in the vicinity of the corridor was supported by this approach whilst meeting the Government's housing target. The Proposal is inconsistent with the Ryde Local Planning Study & the Ryde LEP2014.
28	D17/107747	<p>Objects to proposal due to:</p> <ol style="list-style-type: none"> 1. Traffic – Tennyson Rd rat run through to Morrison Rd and Church St, speeding down the hill from Victoria Rd. 2. Noise and pollution 3. Why not develop more open green space? 	<ol style="list-style-type: none"> 1. Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. Tennyson and Morrison Roads are collector roads in the locality & are monitored by Council & the Police to ensure their safe use. 2. The noise environment for existing residents around the site will be changed by the Proposal both during the construction phase & the occupation phase. In the occupation phase noise will be generated by additional traffic movements & residents socialising with friends & family. Excessive noise by individual vehicles & people will be managed in accordance with the provisions of the Protection of the Environment Act. 3. All developments within the Ryde LGA are required to pay a monetary contribution to Council to meet the reasonable demands for facilities and services by new residents. Development contributions cannot be used by Council to meet an existing community services shortfall in a local area. In the case of meeting the need generated for parkland, if the Proposal were to proceed, a monetary contribution would be required to be paid to either purchase additional parkland or embellish existing parkland to make it more resilient and offer a broader range of experiences to meet increased usage.
29	D17/108270	<p>Objects to proposal due to:</p> <ol style="list-style-type: none"> 1. Traffic – new childcare centre plus development will cause further congestion. 2. Size of development is excessive for the area. 	<ol style="list-style-type: none"> 1. Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. 2. The provision of good amenity for existing and new residents is important for the long term 'liveability' of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height, scale and form & resultant impacts on solar access & privacy for existing residents.
30	D17/110350	<p>Objects to proposal due to it turning the area into a high rise, traffic congested anonymous precinct.</p>	<ol style="list-style-type: none"> 3. The provision of good amenity for existing and new residents is important for the long term 'liveability' of local neighbourhoods. The interface between

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			low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height, scale and form & resultant impacts on solar access & privacy for existing residents. Traffic congestion is generally increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road.
31	D17/110861 D17/110868	Objects to proposal and is simply opposed to the change. - Opposed to the change.	No reasons are provided to support this position. No response is possible.
32	D17/110890	Objects to proposal due to building height & lack of privacy	The provision of good amenity for existing and new residents is important for the long term 'liveability' of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height, scale and form & resultant impacts on solar access & privacy for existing residents. Traffic congestion is generally increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road.
33	D17/110992	Objects to proposal due to: 1. Traffic 2. Noise 3. Crime 4. Height – lack of privacy	<ol style="list-style-type: none"> 1. Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. 2. The noise environment for existing residents around the site will be changed by the Proposal both during the construction phase & the occupation phase. In the occupation phase noise will be generated by additional traffic movements & residents socialising with friends & family. Excessive noise by individual vehicles & people will be managed in accordance with the provisions of the Protection of the Environment Act. 3. All high density development is assessed against the Crime Prevention Through Environmental Design guidelines to reduce the potential for crime. The detailed design to prevent crime would occur at the DA application stage after the Proposal has been determined. 4. The provision of good amenity for existing and new residents is important for the long term 'liveability' of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an

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			acceptable balance between increased building height, scale and form & resultant impacts on solar access & privacy for existing residents.
34	D17/111007	<p>Objects to proposal due to:</p> <ol style="list-style-type: none"> 1. Size – too large for the area 2. Traffic – congestion 3. Population increase will create issues for moving around utilities and schooling. 	<ol style="list-style-type: none"> 1. The provision of good amenity for existing and new residents is important for the long term 'liveability' of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height, scale and form & resultant impacts on solar access & privacy for existing residents. 2. Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. 3. The proponent will be required to upgrade public utilities (water, sewer, electricity & gas) to properly service the Proposal. The Department of Education has advised that an additional primary school classroom is required in response to the Proposal & it would continue to monitor enrolment predictions.
35	D17/111153	<p>Objects to proposal due to:</p> <ol style="list-style-type: none"> 1. Size and scale 2. Lack of employment opportunities in the area – development needs to reflect the present balance of homes and industry. 3. Traffic – congestion. 	<ol style="list-style-type: none"> 1. The provision of good amenity for existing and new residents is important for the long term 'liveability' of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height, scale and form & resultant impacts on solar access & privacy for existing residents. 2. The Ryde Local Planning Study supported the retention of light industrial areas to support local businesses & provide services to the local community. The Proposal is inconsistent with the Ryde Local Planning Study 2010 & the Ryde LEP2014. 3. Traffic congestion is generally increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road.
36	D17/111466	<p>Conditional support due to:</p> <ol style="list-style-type: none"> 1. Change of zoning does make sense – however, more thought should be given to whether it would be better to convert part of the area to B2 and part to Residential. Or part R2 and part R4. 	<ol style="list-style-type: none"> 1. The proponent sought a review from the NSW DPE after Council resolved not to support the Proposal. The NSW DPE issued a gateway determination because it believes that the Proposal in its current form has merit. It is unlikely that the NSW DPE would consider major changes to the site's zone without re-exhibition of the Proposal with new zones..

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		<p>2. Density – will cause traffic and amenity issues.</p>	<p>2. The provision of good amenity for existing and new residents is important for the long term ‘liveability’ of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height, scale and form & resultant impacts on solar access & privacy for existing residents.</p> <p>3. Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road.</p>
37	D17/111507	<p>Conditional support subject to:</p> <ol style="list-style-type: none"> 1. Height – 4 to 5 storeys is more acceptable. 2. Size – number of apartments and new residents will overwhelm the local area / roads. 3. Traffic – congestion exiting Ryde Aquatic Centre and surrounding streets. 4. new development needs an exit directly onto Victoria Rd in addition to exits on Tennyson Rd 	<ol style="list-style-type: none"> 1. The height of the development is critical to its integration with the surrounding low density residential development. The suggested heights may not be appropriate at the interface with surrounding single storey dwellings. 2. The number of residential dwellings to be created will need to reflect the capacity of the road network to adequately service them. 3. Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. 4. The Proposal site does not have direct frontage to Victoria Road. Access to Victoria Road is only possible via Tennyson Road.
38	D17/111574	<p>Objects to proposal due to:</p> <ol style="list-style-type: none"> 1. Height – shadowing. Strongly against any build above 3 storeys. 2. Traffic – congestion at Tennyson Rd, Searle St and Aquatic Centre. 3. Parking will become impossible. 	<ol style="list-style-type: none"> 1. The provision of good amenity for existing and new residents is important for the long term ‘liveability’ of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height, scale and form & resultant impacts on solar access & privacy for existing residents. 2. Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. 3. Additional on-street parking demand is likely to increase in the vicinity.
39	D17/111579	<p>Objects to proposal due to:</p> <ol style="list-style-type: none"> 1. Traffic – congestion has increased over the past 12 months and will worsen once childcare centre opens. Speeding traffic is already a problem. 2. Height – lack of privacy. 	<ol style="list-style-type: none"> 1. Traffic congestion is generally increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. Tennyson and Morrison Roads are collector roads in the locality that are monitored by Council & the Police to ensure their safe use.

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			<p>2. The provision of good amenity for existing and new residents is important for the long term 'liveability' of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height, scale and form & resultant impacts on solar access & privacy for existing residents.</p>
40	D17/111691	<p>Objects to proposal due to:</p> <ol style="list-style-type: none"> 1. Scale, height and density – this is overdevelopment. 2. Traffic – congestion <ol style="list-style-type: none"> (a) ingress and egress via Tennyson Rd will impact upon Brereton St and Potts St. (b) no new infrastructure appears to be planned, no provision for increased number of cars 3. Privacy 4. Pollution 	<ol style="list-style-type: none"> 1. The provision of good amenity for existing and new residents is important for the long term 'liveability' of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height, scale and form & resultant impacts on solar access & privacy for existing residents. 2. Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. Tennyson and Morrison Roads are collector roads in the locality that are monitored by Council & the Police to ensure their safe use. 3. See point 1 above. 4. The type of pollution concern is not specified and therefore cannot be responded to.
41	D17/111708	<p>Objects to proposal due to:</p> <ol style="list-style-type: none"> 1. Change of land use 2. Change to height allowance 3. Added stress to aging infrastructure 4. Change to housing density. 	<ol style="list-style-type: none"> 1. The Proposal is inconsistent with the Greater Sydney Region Plan's Objective 23: <i>Industrial and urban services land is planned, retained and managed</i>. The Ryde LGA is specifically identified for retention and ongoing management of its industrial land. 2. The provision of good amenity for existing and new residents is important for the long term 'liveability' of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height, scale and form & resultant impacts on solar access & privacy for existing residents. 3. The Proposal will be required to make contributions to infrastructure where necessary. 4. See Point 1 above.

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42	D17/112019	<p>Objects to proposal due to:</p> <ol style="list-style-type: none"> 1. Traffic – intersection at Victoria Rd and Tennyson Rd, rat run down Morrison Rd. 2. Parking. 	<ol style="list-style-type: none"> 1. Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. Tennyson and Morrison Roads are collector roads in the locality & are monitored by Council & the Police to ensure their safe use. 2. On-street parking demand is likely to increase in the vicinity & will continue to be monitored & managed by Council. If approved, the Proposal will be required to provide on-site parking for building residents and businesses in accordance with Council's existing car parking requirements in DCP 2014.
43	D17/112023	<p>Objects to proposal due to:</p> <ol style="list-style-type: none"> 1. Height 2. Traffic 	<ol style="list-style-type: none"> 1. The provision of good amenity for existing and new residents is important for the long term 'liveability' of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height, scale and form & resultant impacts on solar access & privacy for existing residents. 2. Traffic congestion is generally increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road.
44	D17/112752	<p>Objects to proposal due to:</p> <ul style="list-style-type: none"> - Traffic – there has been no consideration to increased traffic as a result of Bunnings, Child Care centre and other developments along Victoria Rd 	<p>Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road.</p>
45	D17/113292	<p>Conditional support subject to:</p> <ol style="list-style-type: none"> 1. Height – reduce to 5 storeys please – tenants above 5 storeys will have problems with aircon on roof of Business Park as they will be audible to them. 2. Privacy – it overlooks backyards 3. Traffic – roundabout at Tennyson/Searle already congested at 8am weekdays 4. Make it one way exit, Tennyson one way entrance 	<ol style="list-style-type: none"> 1. A significant reduction in height would require the Proposal to be re-exhibited as a new proposal & is not possible at this stage in the process. 2. The provision of good amenity for existing and new residents is important for the long term 'liveability' of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height, scale and form & resultant impacts on solar access & privacy for existing residents. 3. Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. 4. Laneway access to Victoria Road is not practical as the development does not have frontage to Farm Street.

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46	D17/113554	Objects to proposal due to: 1. Traffic – Aquatic Centre, Bunnings, Child Care Centre opening soon 2. Infrastructure nightmare	1. Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. 2. The Proposal will be required to make contributions to infrastructure where necessary.
47	D17/113862	Objects to proposal due to: 1. Traffic 2. Infrastructure	1. Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. 2. The Proposal will be required to make contributions to infrastructure where necessary.
48	D17/114270	Conditional support subject to: 1. Size – can we scale down this development? 2. Traffic and car parking 3. Height 4. Population density will make Gladesville a less exclusive and less desirable suburb	1. A significant reduction in size & scale would require the Proposal to be re-exhibited as a new proposal. It is not possible at this stage in the process. 2. Traffic congestion is generally increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. 3. On-street parking demand is likely to increase in the vicinity & will continue to be monitored & managed by Council. If approved, the Proposal will be required to provide on-site parking for building residents and businesses in accordance with Council’s existing car parking requirements in DCP 2014. 4. Population density does not define the desirability of a suburb as a place to live. Many of Sydney’s eastern suburbs have high population densities and are highly desirable places to live as reflected by local real estate prices.
49	D17/114475	Objects to proposal due to: - Architect’s elevation is a misrepresentation – the district view from the south is taken from Oscathorpe St and southeast from Towns St. For full impact of the size, views need to be taken from Brereton St which neighbours the development.	The provision of good amenity for existing and new residents is important for the long term ‘liveability’ of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height, scale and form & resultant impacts on solar access & privacy for existing residents.
50	D17/115037 D17/115038 D17/115042	Objects to proposal due to traffic	Traffic congestion is generally increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road.
51	D17/115580	Objects to proposal due to: 1. Height, density and scale 2. Cumulative effect of increased developments in the Gladesville area on traffic 3. Traffic – there are contradictory conclusions about the	1. The provision of good amenity for existing and new residents is important for the long term ‘liveability’ of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an

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		<p>impact on local traffic by Traffix (in the PP) and by Bitzios (commissioned by Ryde Council 2016)</p>	<p>acceptable balance between increased building height, scale and form & resultant impacts on solar access & privacy for existing residents.</p> <ol style="list-style-type: none"> 2. Traffic congestion is generally increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. The cumulative impacts on traffic have been incorporated into Council's assessment of the Proposal. 3. The traffic impact differences between the reports are incorporated into Council's assessment of the Proposal.
52	D17/116226	<p>Objects to proposal due to:</p> <ol style="list-style-type: none"> 1. Infrastructure – lack of long term planning; eg, new schools to accommodate the expanding number of students. 2. Traffic – buses already full in peak times, roads not able to accommodate 2 simultaneous lanes of traffic 3. The current development should be set aside for community; ie, a school and aged care facility 	<ol style="list-style-type: none"> 1. The Proposal will be required to make contributions to infrastructure where necessary. The Department of Education has advised that an additional classroom is required in response to the Proposal & it will continue to monitor enrolment predictions. 2. Traffic congestion is generally increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. Transport for NSW has requested that the traffic report is amended to provide adequate assessment of the likely public transport, walking and cycling trips generated by any future development. 3. The site is privately owned & has not been identified by Council for acquisition for other community uses.
53	D17/116525	<p>Objects to proposal due to:</p> <ol style="list-style-type: none"> 1. Size – keep this sized proposal for main arterials such as Victoria Rd instead of jamming up suburban streets. 2. Traffic – surrounding road network will not cope. Serious accidents will occur. 3. The photos in the PP say they are from Brereton St but they are not – they are from a street further south (Osgathorpe) and conveniently cut off Brereton street's outlook. 	<ol style="list-style-type: none"> 1. The Proposal is close to Victoria Rd & it is preferable for developments to have vehicular access to arterial roads via a collector a road such as Tennyson Road. 2. Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. Tennyson and Morrison Roads are collector roads in the locality & are monitored by Council & the Police to ensure their safe use. 3. The photomontage images supplied by the proponent are indicative of the Proposal, not definitive & should be viewed as a guide only.
54	D17/116530	<p>Conditional support subject to:</p> <ol style="list-style-type: none"> 1. Size reduction 2. Height – 3 storeys would be a more acceptable level. 3. Traffic – development does not need access from Brereton St. 	<ol style="list-style-type: none"> 1. A significant reduction in size, height & scale would require the Proposal to be re-exhibited as a new proposal. It is not possible to amend the Proposal at this stage in the process. 2. See Point 1 above 3. The Proposal does not propose access to or from Brereton Street

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55	D17/116532	Objects to proposal due to: 1. Traffic 2. Noise 3. Lack of sunlight	<ol style="list-style-type: none"> 1. Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. 2. The noise environment for existing residents around the site will be changed by the Proposal both during the construction phase & the occupation phase. In the occupation phase noise will be generated by additional traffic movements & residents socialising with friends & family. Excessive noise by individual vehicles & people will be managed in accordance with the provisions of the Protection of the Environment Act. 3. The provision of good amenity for existing and new residents is important for the long term 'liveability' of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height, scale and form & resultant impacts on solar access & privacy for existing residents.
56	D17/116533	Conditional support subject to: 1. Size – make it smaller and more sustainable 2. Traffic	<ol style="list-style-type: none"> 1. A significant reduction in size, height & scale would require the Proposal to be re-exhibited as a new proposal. It is not possible to amend the Proposal at this stage in the process. 2. Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road.+
57	D17/116556 D17/116557 D17/116559	Objects to proposal due to: - Traffic – a single lane road with a big development will cause greater traffic congestion and have adverse impacts on the amenity of surrounding locality.	Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road.
58	D7/116623	Objects to proposal due to: 1. FSR has increased to 1.85:1 which is above the recommended 1.5:1 from DPE. 2. Density will impact local amenity, infrastructure and services. 3. Net loss of employment opportunities as land is replaced with residential use. 4. Traffic – will increase with retail – some of the drawings suggest a Woolworths will open. 5. Traffic analysis does not focus on impact to smaller streets.	<ol style="list-style-type: none"> 1. The DPE altered the original Gateway Determination from 1.5: to 1.85:1, not Council. 2. The provision of good amenity for existing and new residents is important for the long term 'liveability' of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height, scale and form & resultant impacts on solar access & privacy for existing residents. 3. The existing industrial employment will be replaced by commercial and retail employment. The net number of jobs on the site will increase from 73 to 96,

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		<p>6. Height – will cause shadowing – it appears to be a 9 storey building which will set a precedent for future developments in the local area.</p>	<p>respectively. The Industry Value Added outputs to the economy will decrease from \$10.1m pa to \$7.8m pa.</p> <p>4. Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. Retail traffic generation by the retail component of the Proposal is under review.</p> <p>5. Modelling of the traffic impact on smaller street is difficult and inconclusive. It is not standard practice to do so.</p> <p>6. See Point 2 above. Future developments will be assessed on their merits by Council.</p>
59	D17/116910	<p>Objects to proposal due to:</p> <ol style="list-style-type: none"> 1. Traffic 2. Density 	<ol style="list-style-type: none"> 1. Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. 2. The provision of good amenity for existing and new residents is important for the long term 'liveability' of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height, scale and form & resultant impacts on solar access & privacy for existing residents.
60	D17/117184	<p>Objects to proposal due to:</p> <ol style="list-style-type: none"> 1. Scale 2. Traffic – the development of another arm on the roundabout on Tennyson Rd completely underestimates the traffic involved at peak periods. 3. Buses are at capacity during peak periods already. 4. The elevation studies are laughable – there are serious misrepresentations. 	<ol style="list-style-type: none"> 1. The provision of good amenity for existing and new residents is important for the long term 'liveability' of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height, scale and form & resultant impacts on solar access & privacy for existing residents. 2. Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. Council's independent traffic review indicated that the roundabouts at the intersections of Tennyson/Searle and Tennyson/Morrison will operate satisfactorily 3. Transport for NSW has requested that the traffic report is amended to provide adequate assessment of the likely public transport, walking and cycling trips generated by any future development. 4. The photomontage images supplied by the proponent are indicative of the Proposal, not definitive & should be viewed as a guide only.

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61	D17/117188 D17/117189	Objects to proposal due to: 1. Traffic – Victoria Rd traffic lights 2. Height – will be significantly higher than other buildings in the area.	1. Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. 2. The provision of good amenity for existing and new residents is important for the long term ‘liveability’ of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height, scale and form & resultant impacts on solar access & privacy for existing residents.
62	D17/117391	Objects to proposal due to: - Opposed to the rezoning to B4. - Traffic - Parking – already bumper to bumper and difficult for residents to get in and out of their property.	1. The provision of good amenity for existing and new residents is important for the long term ‘liveability’ of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height, scale and form & resultant impacts on solar access & privacy for existing residents. 2. Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. 3. On-street parking demand is likely to increase in the vicinity & will continue to be monitored & managed by Council. If approved, the Proposal will be required to provide on-site parking for building residents and businesses in accordance with Council’s existing car parking requirements in DCP 2014.
63	D17/117858	Objects to proposal due to: - Opposed to the development	No response required
64	D17/118674	Objects to proposal due to: 1. Traffic (a) especially at Victoria Rd lights and roundabout, will be a nightmare once childcare centre opens. (b) There are already many accidents on Town Street. 2. Height - should match surrounding buildings	1. Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. Council’s independent traffic review indicated that the roundabouts at the intersections of Tennyson/Searle and Tennyson/Morrison will operate satisfactorily. 2. The provision of good amenity for existing and new residents is important for the long term ‘liveability’ of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height, scale and form &

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			resultant impacts on solar access & privacy for existing residents.
65	D7/118681	<p>Objects to proposal due to:</p> <ol style="list-style-type: none"> 1. Height 2. Traffic – especially increased rat run activity as people try to avoid peak waiting times on Victoria and Tennyson Rds – we are unable to cross our street as cars pelt down here already. This has increased 5x during the Morrison Rd roadworks – a taste of the expected impact of an additional 1000 cars. 	<ol style="list-style-type: none"> 1. The provision of good amenity for existing and new residents is important for the long term ‘liveability’ of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height, scale and form & resultant impacts on solar access & privacy for existing residents. 2. Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road.
66	D17/118686	<p>Objects to proposal due to:</p> <ol style="list-style-type: none"> 1. Rezoning – ignores local decision making / inconsistent with Ryde LEP2010. 2. Density and height – inappropriate for being adjacent to residential properties 3. Privacy 4. Amenity 5. Traffic 	<ol style="list-style-type: none"> 1. The Ryde Local Planning Study envisaged increased residential and commercial development along the Gladesville Victoria Road corridor. This is expressed as a strip of B4 Mixed Use zone along Victoria Road from Ashburn Place to The Avenue/Westminster Road in the Ryde LEP 2014. The retention of low density residential areas & light industrial areas in the vicinity of the corridor was supported by this approach whilst meeting the Government’s housing target. The Proposal is inconsistent with the Ryde Local Planning Study & the Ryde LEP2014. 2. The provision of good amenity for existing and new residents is important for the long term ‘liveability’ of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height, scale and form & resultant impacts on solar access & privacy for existing residents. 3. See Point 3 above. 4. See Point 3 above. 5. Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road.
67	D17/119027	<p>Objects to proposal due to:</p> <ol style="list-style-type: none"> 1. Traffic – ability to exit Tennyson Rd will be further hindered – Tennyson Rd is too small to have two exits from the development to handle volume of traffic. 2. Scale 3. Schools – can Gladesville Public take the increase? 4. Height – out of character with the neighbourhood. 	<ol style="list-style-type: none"> 1. Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. 2. The provision of good amenity for existing and new residents is important for the long term ‘liveability’ of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an

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			<p>acceptable balance between increased building height, scale and form & resultant impacts on solar access & privacy for existing residents.</p> <ol style="list-style-type: none"> The NSW Department of Education has been consulted about school upgrades and has advised that an additional classroom is required in response to the Proposal & it would continue to monitor primary & high school enrolment predictions. See Point 2 above.
68	D17/120000	<p>Objects to proposal due to:</p> <ol style="list-style-type: none"> Overdevelopment of the area Traffic 	<ol style="list-style-type: none"> The provision of good amenity for existing and new residents is important for the long term 'liveability' of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height, scale and form & resultant impacts on solar access & privacy for existing residents. Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road.
69	D17/120001	<p>Objects to proposal due to traffic and contends that the area is already overloaded with vehicles, College St is closed off due to Bunnings, etc.</p>	<p>Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road.</p>
70	D17/121265	<p>Objects to proposal due to:</p> <ol style="list-style-type: none"> Parking – 659 units with only 476 to 601 parking spaces. Traffic – hasn't taken into account new Bunnings – more traffic exiting and filtering through back streets will cause more congestion. Impact on schools and other facilities – capacity issues. 	<ol style="list-style-type: none"> On-street parking demand is likely to increase in the vicinity & will continue to be monitored & managed by Council. If approved, the Proposal will be required to provide on-site parking for building residents and businesses in accordance with Council's existing car parking requirements in DCP 2014. Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. Council's independent traffic review indicated potential congestion problem with the addition of the Bunnings Traffic to the Victoria/Tennyson Roads intersection. The NSW Department of Education has been consulted about school upgrades and has advised that an additional classroom is required in response to the Proposal & it would continue to monitor primary & high school enrolment predictions.
71	D17/123328	<p>Objects to proposal due to:</p> <ol style="list-style-type: none"> Size and density – 392 units is a small country town. Site lies outside the Gladesville Master Plan and should be judged accordingly. 	<ol style="list-style-type: none"> The provision of good amenity for existing and new residents is important for the long term 'liveability' of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining

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		<ol style="list-style-type: none"> 3. Traffic 4. Amenity 5. Height – 3x what currently exists. 	<p>property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height, scale and form & resultant impacts on solar access & privacy for existing residents.</p> <ol style="list-style-type: none"> 2. The Ryde Local Planning Study envisaged increased residential and commercial development along the Gladesville Victoria Road corridor. This is expressed as a strip of B4 Mixed Use zone along Victoria Road from Ashburn Place to The Avenue/Westminster Road in the Ryde LEP 2014. The retention of low density residential areas & light industrial areas in the vicinity of the corridor was supported by this approach whilst meeting the Government’s housing target. The Proposal is inconsistent with the Ryde Local Planning Study & the Ryde LEP2014. 3. Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road 4. See Point 1 above 5. See Point 1 above
72	D17/127327	<p>Objects to the proposal due to:</p> <ol style="list-style-type: none"> 1. Traffic congestion creating Brereton St “rat-run” 2. Reduced pedestrian & motorist safety 3. Loss of skilled industrial employment opportunities 4. Precedent for further similar developments 5. Loss of privacy and direct sunlight 6. Density – the scale of the development is inconsistent with the Ryde Draft LEP which considers the location inappropriate for high density residential. 7. Photomontage views misrepresent the visual impact 8. Residential Safety – no road improvements are offered & adjoining streets are full of young families. 9. Suburban Amenity - <ol style="list-style-type: none"> a. proposed increase in heights is more than 3 times what is currently allowed with no setbacks – residents along Tennyson and Brereton Sts will be impacted by overshadowing and privacy issues. b. Stormwater management plan has not been updated since 2013 – new childcare and resident blocks will alter the proposed catchment characteristics. 	<ol style="list-style-type: none"> 1. Traffic congestion is generally increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. Tennyson and Morrison Roads are collector roads in the locality & are monitored by Council & the Police to ensure their safe use. Other roads will be monitored & managed as situations arise. 2. See Point 1 above 3. The existing industrial employment will be replaced by commercial and retail employment. The net number of jobs on the site will increase from 73 to 96, respectively. The Industry Value Added outputs to the economy will decrease from \$10.1m pa to \$7.8m pa. 4. Future developments will be assessed on their merits by Council. 5. The provision of good amenity for existing and new residents is important for the long term ‘liveability’ of local neighbourhoods. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height, scale and form & resultant impacts on solar access & privacy for existing residents. 6. See point 5 above. 7. The photomontage images supplied by the proponent are indicative of the Proposal, not definitive & should be viewed as a guide only.

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		<ul style="list-style-type: none"> c. Gladesville Public School is already using demountable classrooms – there is no allowance for sudden growth in school aged children that this development would generate. d. There is no area offered back to the local community. e. There is insufficient parkland in the surrounding area to cater for a large increase in population. 	<ul style="list-style-type: none"> 8. See point 1 above. 9. <ul style="list-style-type: none"> a. The interface between low density & high density development is difficult to manage & requires a reasonable balance between the interests of the developer & adjoining property owners. In its current form, the Proposal does not provide an acceptable balance between increased building height & attendant impacts on solar access & privacy for existing residents. b. Amendment of a stormwater management plan prior to the construction a development would be premature. c. The Department of Education has advised that an additional classroom is required in response to the Proposal & it would continue to monitor enrolment predictions. d. All developments within the Ryde LGA are required to pay a monetary contribution to Council to meet the reasonable demands for facilities and services by new residents. Development contributions cannot be used by Council to meet an existing community services shortfall in a local area. In some circumstances, developers volunteer to provide additional public benefits (eg Affordable Housing units) in addition to their normal development contributions. Council has not received a voluntary offer of additional public benefits as part of the Proposal. e. All developments within the Ryde LGA are required to pay a monetary contribution to Council to meet the reasonable demands for facilities and services by new residents. Development contributions cannot be used by Council to meet an existing community services shortfall in a local area. In the case of meeting the need generated for parkland, if the Proposal were to proceed, a monetary contribution would be required to be paid to either purchase additional parkland or embellish existing parkland to make it more resilient and offer a broader range of experiences to meet increased usage.
73	D17/112591	<ul style="list-style-type: none"> • Praises Council’s decision not to support PP and objects to the proposal due to: <ol style="list-style-type: none"> 1. Inconsistency with the Draft Metropolitan Strategy 2. Does not meet criteria of Industrial Lands Strategic Assessment Checklist 3. Inconsistent with s.117 Ministerial Direction 1.1 Business & Industrial Zones and 7.1 Implementation of 	<ol style="list-style-type: none"> 1. The Greater Sydney Region Plan: A Metropolis of Three Cities has superseded the Draft Metropolitan Strategy. The Proposal is inconsistent with the Greater Sydney Region Plan’s Objective 23: <i>Industrial and urban services land is planned, retained and managed</i>. The Ryde LGA is specifically identified for retention and ongoing management of its industrial land. 2. As outlined above, the Greater Sydney Region Plan: A Metropolis of Three Cities has superseded the Draft Metropolitan Strategy which had an

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	<p>the Metropolitan Plan for Sydney 2016.</p> <ol style="list-style-type: none"> 4. Inconsistent with the Ryde Local Planning Strategy 2010, Draft Ryde LEP 2011 and Draft Subregional Strategy industrial land retention aims. 5. Increased traffic congestion on Tennyson Road. 6. Increased traffic & parking congestion on Searle & Potts Sts. 7. Unnecessarily extends the “Gladesville Centre” that already permits the development proposed on the PP site. 8. Incompatible with surrounding R2 Low Density Residential uses. 	<p>Industrial Lands Strategic Assessment Checklist. Instead, the Proposal is now inconsistent with the Greater Sydney Region Plan’s Objective 23: <i>Industrial and urban services land is planned, retained and managed</i>. The Ryde LGA is specifically identified for retention and ongoing management of its industrial land.</p> <ol style="list-style-type: none"> 3. The Proposal is inconsistent with the Ministerial Directions. Inconsistency with Direction 1.1 has not been justified by a strategy approved by the Secretary of the Department or study which meets the objective of the direction and is not in accordance with the North District Plan. Inconsistency with Direction 7.1 as it is unlikely to be agreed to by the Secretary of the Department as the proposal is not of minor significance & does not achieve the overall intent of <i>A Plan for Growing Sydney 2014</i> (now superseded by <i>Greater Sydney Region Plan: A Metropolis of Three Cities</i>). 4. An inconsistency exists with the Ryde Local Planning Strategy 2010 which directs the protection of employment opportunities & has a specific action to retain the existing Gladesville industrial zones. 5. Traffic congestion is gradually increasing as a result of residential infill development generally in the local area. The Proposal will add significantly to congestion at intersections with Victoria Road. This is confirmed by Transport for NSW’s submission. 6. Additional traffic volumes & parking on Searle & Potts Streets is possible. 7. The Ryde Local Planning Study envisaged increased residential and commercial development along the Gladesville Victoria Road corridor. This is expressed as a strip of B4 Mixed Use zone along Victoria Road from Ashburn Place to The Avenue/Westminster Road in the Ryde LEP 2014. The retention of low density residential areas & light industrial areas in the vicinity of the corridor was supported by this approach whilst meeting the Government’s housing target. The Proposal is inconsistent with the Ryde Local Planning Study & the Ryde LEP2014. 8. The Proposal’s height & FSR does not transition well with surrounding R2 Low Density Residential uses. It should also be acknowledged that the current IN2 Light Industrial zone is also incompatible in some ways with the surrounding R2 zone.
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ATTACHMENT 5



DOC17/1029811

Mr George Dedes
Acting General Manager
Ryde City Council
Locked Bag 2069
NORTH RYDE NSW 1670

Attention:
Mr Dyalan Govender
Acting Manager City Planning

By email to cityofryde@ryde.nsw.gov.au

Dear Sir

Re: Planning Proposal – 2-14 Tennyson Rd, Gladesville

I refer to your letter of 26 July 2017 regarding a Planning Proposal for mixed use zoning at 2-14 Tennyson Rd, Gladesville (your reference: 2013/15/5).

The NSW Government recently announced a series of major capital works projects within the Ryde local government area. These are intended to provide education capacity to meet enrolment growth resulting from increasing residential densities under statutory plans exhibited and/or gazetted to date.

The planning proposal for Tennyson Road, not being included in the Department's planning to date, would generate additional student numbers beyond current projections.

The planning proposal is located within the school catchment for Gladesville Public School. It is understood that the proposed mixed use development would result in approximately 390 apartments. This would require an additional classroom to be provided at the school to accommodate the resulting students, taking into consideration existing capacity and current data trends.

Additionally, the Department has regard to the precedent for further residential development and potential incremental student growth in the vicinity if this planning proposal proceeds.

The Department will continue to monitor enrolment projections in relation to the school catchment and capacity other factors and will take into consideration the outcome of this planning proposal.

Yours sincerely


Joe Lantz
Director, Schools Planning (North)
Planning & Strategy
School Infrastructure NSW
28 September 2017

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ATTACHMENT 6



TELEPHONE: (02) 8569 6584
EMAIL: development@ausgrid.com.au
REFERENCE: TRIM 2017/36/18

ATTN:

Locked Bag 2069
North Ryde NSW 1670

570 George Street
Sydney NSW 2000
All mail to GPO Box 4009
Sydney NSW 2001
T +61 2 131 525
F +61 2 9269 2830
www.ausgrid.com.au

Re: LEP2013/15/005 - 2-14 Tennyson Road, Gladesville - Planning Proposal for a mixed use development.

I refer to City of Ryde Council development application LEP2013/15/005.

With Regard to: Planning Proposal for a mixed use development at 2-14 Tennyson Road, Gladesville

Ausgrid consents to the above mentioned development subject to the following conditions:-

Method of Electricity Connection

The method of connection will be in line with Ausgrid's Electrical Standard (ES)1 – 'Premise Connection Requirements.

Supply of Electricity

It is recommended for the nominated electrical consultant/contractor to provide a preliminary enquiry to Ausgrid to obtain advice for the connection of the proposed development to the adjacent electricity network infrastructure. An assessment will be carried out based on the enquiry which may include whether or not:

- The existing network can support the expected electrical load of the development
- A substation may be required on-site, either a pad mount kiosk or chamber style and;
- site conditions or other issues that may impact on the method of supply.

Please direct the developer to Ausgrid's website, www.ausgrid.com.au about how to connect to Ausgrid's network.

Proximity to Existing Network Assets

Underground Cables

There are existing underground electricity network assets in Tennyson Road.

Special care should also be taken to ensure that driveways and any other construction activities within the footpath area do not interfere with the existing cables in the footpath. Ausgrid cannot guarantee the depth of cables due to possible changes in ground levels from previous activities after the cables were installed. Hence it is recommended that the developer locate and record the depth of all known underground services prior to any excavation in the area.

Safework Australia – Excavation Code of Practice, and Ausgrid's Network Standard NS156 outlines the minimum requirements for working around Ausgrid's underground cables.

Substation

There are existing electricity substation assets at the proposed development site.

The substation ventilation openings, including substation duct openings and louvered panels, must be separated from building air intake and exhaust openings, natural ventilation openings and boundaries of adjacent allotments, by separation distances which meet the requirements of all relevant authorities, building regulations, BCA and Australian Standards including AS 1668.2: The use of ventilation and air-conditioning in buildings - Mechanical ventilation in buildings.

ITEM 1 (continued)

ATTACHMENT 6

In addition to above, Ausgrid requires the substation ventilation openings, including duct openings and louvered panels, to be separated from building ventilation system air intake and exhaust openings, including those on buildings on adjacent allotments, by not less than 6 metres.

Exterior parts of buildings within 3 metres in any direction from substation ventilation openings, including duct openings and louvered panels, must have a fire rating level (FRL) of not less than 180/180/180 where the substation contains oil-filled equipment.

The development must comply with both the Reference Levels and the precautionary requirements of the Draft Radiation Protection Standard for Exposure Limits to Electric and Magnetic Fields 0 Hz – 3 kHz (ARPANSA, 2006).

For further details on fire segregation requirements refer to Ausgrid's Network Standard 113.

Existing Ausgrid easements, leases and/or right of ways must be maintained at all times to ensure 24 hour access. No temporary or permanent alterations to this property tenure can occur without written approval from Ausgrid.

For further details refer to Ausgrid's Network Standard 143.

For Activities Within or Near to the Electricity Easement:

Purpose Of Easement

This easement was acquired for the 11,000 volt distribution assets currently owned and operated by Ausgrid. The purpose of the easement is to protect the distribution assets and to provide adequate working space along the route of the cables for construction and maintenance work. The easement also assists Ausgrid in controlling works or other activities under or near the distribution cables which could either by accident or otherwise create an unsafe situation for workers or the public, or reduce the security and reliability of Ausgrid's network.

The Following Conditions Apply for any Activities Within the Electricity Easement:

1. Safework Australia – Excavation Code of Practice, and Ausgrid's Network Standard NS156 outlines the minimum requirements for working around Ausgrid's underground cables.
2. Ausgrid is not responsible for the reinstatement of any finished surface within the easement site.
3. Ausgrid requires 24 hour access along the easement for plant and personnel. For the purpose of exercising its rights under the easement, Ausgrid may cut fences and/or walls and install gates in them. Where the easements on a site do not provide practical access to all of Ausgrid's infrastructure, a suitable right of access at least 5m wide must be provided to each asset.
4. Driveways and other vehicle access must be capable of supporting the heaviest vehicle likely to traverse the driveway without damaging Ausgrid's assets.
5. No buildings/structures or parts thereof constructed may encroach the easement.
6. During building construction, adequate controls must be put in place to prevent vehicles and machinery from damaging the Ausgrid assets.
7. Bulk solids (e.g sand and gravels) are not to be stored within the easement area.
8. The proposed finished ground levels within the easement must provide a minimum of 600mm cover to the 11kV Distribution Cables.
9. No fill material or retaining walls are to be placed within the easement without Ausgrid's written approval.
10. Trees, shrubs, or plants which have root systems likely to grow greater than 250mm below ground level are not permitted within the easement or close to the cable infrastructure. The planting

Please do not hesitate to contact David Su on Ph: (02) 8569 6584 (please quote our ref: Trim 2017/36/18) should you require any further information.

Yours Sincerely, David



David Su
Asset Protection Officer
Ausgrid - Field Services
Ph: (02) 8569 6584

ITEM 1 (continued)

ATTACHMENT 7



Office of
Environment
& Heritage

DOC17/408208
2013/15/5

Mr Dyalan Govender
Acting Manager City Planning
City of Ryde
Locked Bag 2069
NORTH RYDE NSW 1670

Attention: Susan Wotton.

Dear Mr Govender

Planning Proposal - 2-14 Tennyson Road, Gladesville

I refer to your letter received 26 July 2017 by the Office of Environment and Heritage (OEH) requesting comments pursuant to Section 56(2)(d) of the *Environmental Planning and Assessment Act 1979*.

OEH has considered the planning proposal and a decision has been made not to provide comments or advice on environmental, natural hazards and Aboriginal cultural heritage now. This should not be taken as OEH support for the proposal, and these matters may still need to be considered.

If you have any queries regarding this matter, please contact Dana Alderson on 8837 6304 or dana.alderson@environment.nsw.gov.au.

Yours sincerely

 24/8/17

SAMANTHA GIBBINS
A/Senior Team Leader Planning
Greater Sydney

ITEM 1 (continued)

ATTACHMENT 8



Dyalan Govender
A/ Manager City Planning
City of Ryde Council
Locked Bag 2069
North Ryde NSW 1670

Attention: Susan Wotton – Strategic Planner

Dear Sir/Madam

Planning Proposal – 2-14 Tennyson Road, Gladesville

Thank you for your correspondence dated 26 July 2017 requesting Transport for NSW (TfNSW) comment on the subject planning proposal.

TfNSW has reviewed the submitted Planning Proposal documentation and provide the Council with the following comments.

- The vehicle trip rates have been obtained from the *Guide to Traffic Generating Developments – updated traffic surveys* (August, 2013) and adopts the "Sydney Average" rates of 0.19/0.15 vehicle trips per unit for the peak periods. TfNSW does not support the adopted rates as these rates have been derived from the results of the surveys undertaken at sites where a higher level of public transport accessibility is provided compared to the subject site.
- TfNSW requests the applicant adopt the traffic generation rates based on the traffic surveys undertaken at comparable sites with similar mode share characteristics. The traffic generating from this development would have the potential to impact on general traffic and bus operations via Victoria Road. The applicant should consult with TfNSW and RMS to identify a more suitable rate to be used. This will require the applicant to subsequently update and revise their traffic modelling.
- The traffic report does not provide an adequate assessment of the likely public transport, walking and cycling trips generated by any future development. Furthermore, this assessment should identify the likely destinations of residents/origins of employees and include an estimate of the likely number of trips (via the respective modes) from these origins and destinations. Undertaking this assessment would be in accordance with the principles of *Improving Transport Choice – Guidelines for planning and development* (DUAP 2001), which is part of the *Section 117 Local Planning Directions – Integrating Land Use and Transport*.
- The undertaking of the above assessment would assist Council in determining whether the site is suitable for the proposed change in land use/increased density having regard for the accessibility (via car, public transport, walking and cycling) to/from the site from/to the likely origin-destinations.
- During special events at Sydney Olympic Park, TfNSW operates Routes 2 and 2A special event buses via Tennyson Road. These services stop on Victoria Road and on Morrison Road and will require unimpeded access along Tennyson Road. The traffic impact assessment should address the impacts of future development on these services.

Transport for NSW

18 Lee Street, Chippendale NSW 2008 | PO Box K659, Haymarket NSW 1240
T 02 8202 2200 | F 02 8202 2209 | W transport.nsw.gov.au | ABN 18 804 239 602

ITEM 1 (continued)

ATTACHMENT 8

TfNSW would be pleased to consider any further material forwarded from the Applicant.

If you require clarification of any issues raised, please contact Ken Ho, Transport Planner, via email at ken.ho@transport.nsw.gov.au.

Yours sincerely



14/9/17

Mark Ozinga
Principal Manager, Land Use Planning & Development
Freight, Strategy and Planning

CD17/08606

ITEM 1 (continued)

ATTACHMENT 9



Wednesday 20 September 2017

Roads and Maritime Reference: SYD17/00995
Council Ref: 2013/15/5

The General Manager
City of Ryde Council
Locked Bag 2069
North Ryde NSW 1670

Attention: Susan Wotton

PLANNING PROPOSAL TO AMEND RLEP 2014 FOR 2 – 14 TENNYSON ROAD, GLADESVILLE

Dear Ms Wotton

I refer to your letter of 2 September 2016 inviting Roads and Maritime Services to provide comment on the abovementioned planning proposal in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979*.

Roads and Maritime has reviewed the submitted documentation and it is noted that the proposal is seeking to enable the development of the site for residential, retail, business and commercial uses by:

- amending the land zoning map to rezone the site from IN2 Light Industrial to B4 Mixed Use
- amend the floor space ratio (FSR) map to increase the FSR control for 2-12 Tennyson Road from 1:1 to 1.85:1 whilst maintaining the existing FSR control for 14 Tennyson Road, Gladesville at 1:1 and;
- amend the height of buildings map to:
 - a) increase the height controls for 2-12 Tennyson Road to a maximum RL 66.60 (approx. 7 storeys and 2 basement car parking storeys) and;
 - b) increase the height controls for 14 Tennyson Road to a maximum RL 50.04 (3 - 4 storeys).

Roads and Maritime raises no objection, in principle, to the Planning Proposal however, the Traffic Impact Assessment for the proposal requires additional analysis in relation to the matters outlined in Attachment A.

Thank you for the opportunity to provide advice on the subject proposal. If you require clarification on any issue raised, please contact Tricia Zapanta, Strategic Land Use Planner on 8849 2473 or by email on Tricia.Zapanta@rms.nsw.gov.au.

Yours Sincerely,


Greg Flynn
Program Manager, Land Use

Roads and Maritime Services

27-31 Argyle Street, Parramatta NSW 2150 |
PO Box 973 Parramatta NSW 2150 |

www.rms.nsw.gov.au | 13 22 13

ITEM 1 (continued)

ATTACHMENT 9

ATTACHMENT A

1. It is noted that the adopted traffic generation rates has been derived from the traffic generation rates published in the Roads and Maritime Services Technical Direction TD13/04a undertaken at multiple high density residential developments located close to public transport services within the Sydney Metro / Regional areas. The adopted traffic generation rate has been used without consideration for the proposals environmental and transport context assuming a higher provision of public transport services that currently exists around the development site. The proposed scale of residential developments, at nearly 400 residential units and 2,014m² GFA commercial and the calculated traffic generation of 150 vph in the AM/PM peak (combined) assumes a high level of public transport services and resulting patronage of residents of the site. Presently, there are only bus services along Victoria Road with train stations located more than 800 metres from the subject site.
2. The proposal for 723 car parking spaces and the influence of car parking provision on the traffic generation of the site highlights an inconsistency with the adopted traffic generation rate, the site's environmental context and the total provision of car parking. The traffic generation rate should be reviewed using surveys of comparable sites with similar mode share characteristics to verify that the adopted the traffic generation rates and total provision of car parking spaces are applicable.
3. The Traffic Impact Assessment has not identified the potential increased demand and mode share of trips generated by the proposed development and users in particular for bus users, pedestrians and cyclists. It is recommended that the applicant undertake further assessment and provide information in relation to:
 - a. Future pedestrians, cyclists and public transport demand generated by the proposed redevelopment and;
 - b. Adequacy of existing and future public transport services and options for potential access and linkages to public transport and active transport infrastructure to cater for the expected increase in trips generated by the proposed development.
4. Council should consider the future operation and performance of the Victoria Road/Tennyson Road intersection by taking into consideration the development proposal for a fourth leg at this intersection to cater for a Bunnings proposal on the northern side of Victoria Road. Should the Bunnings development proceed or be approved, the traffic modelling will need to be updated to take into account the fourth leg at this intersection.
5. The Traffic Impact Assessment has not identified the need, if any, for improvements to the Victoria Road/Tennyson Road intersection resulting from a potential increase in pedestrian demand to/from the development to/from public transport and retail services along Victoria Road.
6. The Traffic Report states that the volume trend of traffic at the intersection of Victoria Road and Tennyson Road appears to be decreasing. This is not generally in line with RMS policy with expectations of volumes on state roads and their intersections to increase over time, not decrease. This is further demonstrated in the DoS at this intersection decreasing over time. The modelling should be reviewed and justification provided in using this assumption.
7. Clarification is required in relation to the date of traffic counts. The Traffic Impact Assessment states traffic counts were taken 23.11.2016 however; the site pictures provided and site layout provided indicate that the traffic data was captured prior to this date. RMS removed the bus lane pinch point through this section in the second half of June 2016 however the site photos and the traffic data do not acknowledge the new lane configuration. This indicates the volumes taken are incorrect and requires further review and/or clarification.
8. Cycle length of 145 secs is shown in the traffic report however; the actual cycle length according to SCATS is 106 secs. This indicates no model calibration was undertaken when developing the model. The difference in cycle times does not allow for an accurate comparison of onsite vs proposed conditions.

ITEM 1 (continued)

ATTACHMENT 9

9. Table 6 states that the overall AM and PM peak hour intersection performance is a LoS A – B under the proposed scenario. However, in Table 7 the individual legs of the intersection shows a reduction in performance to a LoS D – F.
10. Anticipated traffic generation is inconsistent with the anticipated demand for car parking spaces with the proposal for 723 car parking spaces. There is currently a disparity between the total amount of car parking spaces to be provided and the calculated traffic generated by the development which requires further justification. Therefore, Council is strongly encouraged to consider a reduction in the number of parking spaces provided and consider a Green Travel Plan as a requirement of the proposed Planning Proposal and/or as a condition of development consent.

ITEM 1 (continued)

ATTACHMENT 10



14 September 2017

Mr George Dedes
General Manager, City of Ryde
Locked Bag 2069
North Ryde, NSW 1617



Dear Mr Dedes,

I write to you in my capacity as the State member for Lane Cove, regarding the Planning Proposal for **2-14 Tennyson Road, Gladesville.**

Many of my constituents have written to my office to register their opposition in the strongest possible terms to the proposal put forward for the site.

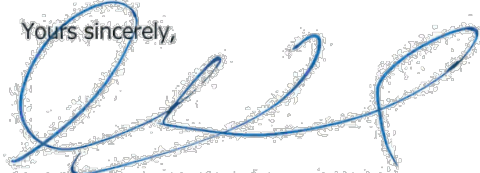
As the Local State Member I am deeply concerned about the impact of the density associated with the proposed development, potential traffic impacts and the fact that the proposed development is out of character with the surrounding locality.

The proposed development is not within a reasonable walking distance of the nearest major retail and transport interchanges, meaning there is likely to be significant additional car movements associated with the development.

I believe that in light of the Council's original rejection of the proposal, it is incumbent upon those responsible for any Planning Proposal for 2-14 Tennyson Road to amend their plans to meet the expectations for both the Council and the community.

As Council is the Relevant Planning Authority for this proposal, it is imperative that Councillors take on board the wishes and concerns of the community when drafting its report and resolution to the Greater Sydney Commission.

Yours sincerely,



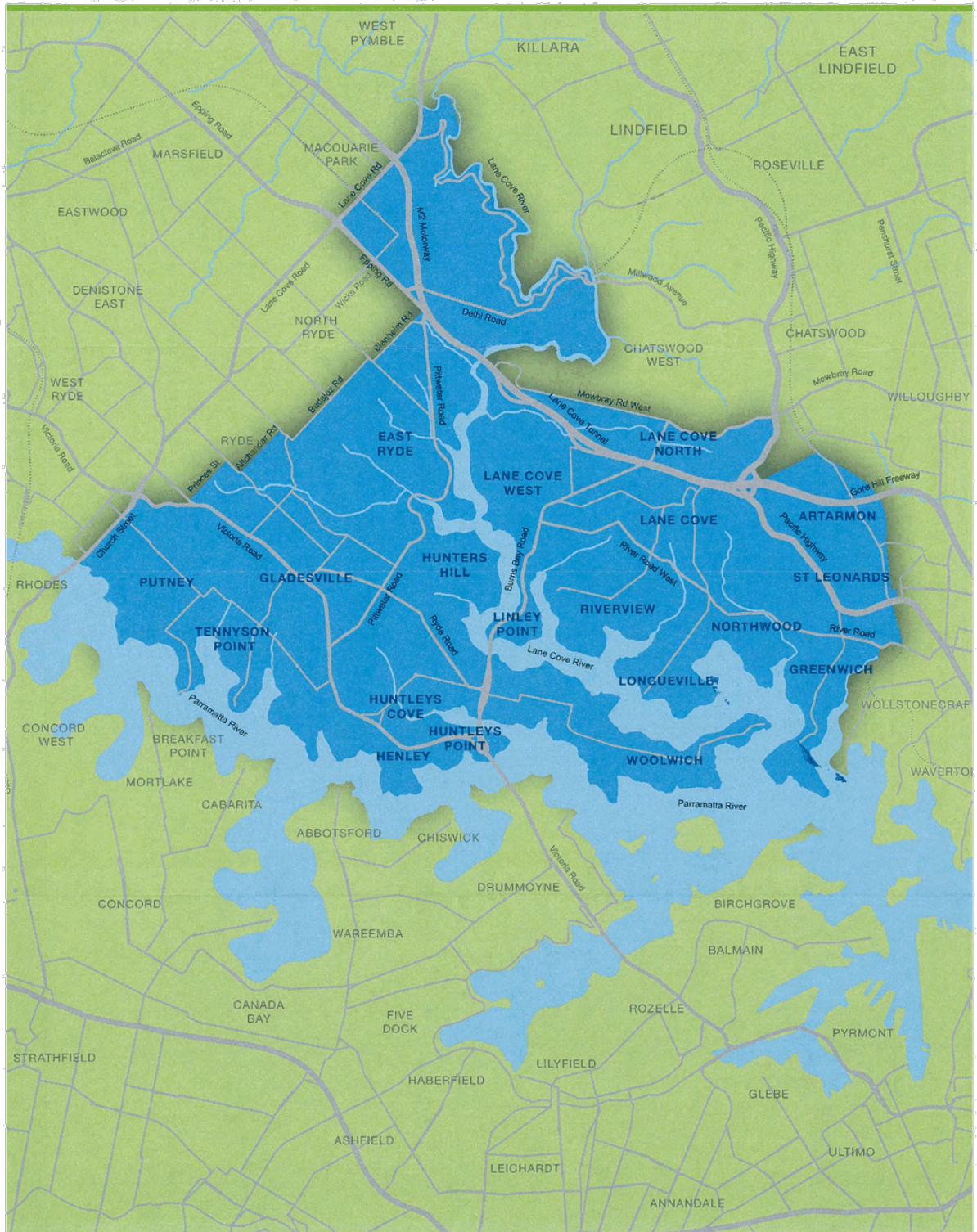
THE HON ANTHONY ROBERTS MP
MEMBER FOR LANE COVE
Minister for Planning, Minister for Housing
Special Minister of State
Leader of the House

Phone 02 9817 4757 Fax 02 9817 5885 Mail PO Box 524, Gladesville NSW 1675 Email lanecove@parliament.nsw.gov.au
Electoral Office Level 3, Suite 302, 230 Victoria Road, Gladesville NSW 2111 Website www.anthonyrobertsmp.com.au

ITEM 1 (continued)

ATTACHMENT 10

LANE COVE ELECTORATE



ITEM 1 (continued)

ATTACHMENT 11



Level 1: Suite 13/478 The Esplanade
Warrers Bay NSW 2282
email@jwplanning.com.au
Fax: (02) 49 484 366
Ph: (02) 49 484 322

ABN 45 102 698 242

Our ref: 1521785

29th September 2017

General Manager
City of Ryde
Locked Bag 2069,
NORTH RYDE NSW 1670

RE: PLANNING PROPOSAL 2-14 TENNYSON ROAD, GLADESVILLE – SUBMISSION ON 14 TENNYSON RD

JW Planning Pty Ltd act for W. Latham & Co (**Latham**) (owner of 14 Tennyson Road, Gladesville – hereon referred as “**the site**”) to review Council’s Planning Proposal (**proposal**) prepared by the applicant, Darcsol Pty Ltd, on behalf of the owner of 2 -12 Tennyson Road (**Darcsol’s land**).

Although the proposal refers to Darcsol’s land and the site, we are instructed that Darcsol submitted the proposal without consultation with Latham, or the concurrence of Latham; and as site owner, Latham have advised Darcsol they do not wish the site to be a part of the proposal. As a result, Darcsol do not represent Latham in relation to the proposal.

Latham supports a planning proposal process that is properly considered and results in an optimum use of urban land that is in close proximity to public transport, employment, existing underutilised infrastructure and Gladesville town centre consistent with priorities and actions of the *Draft North District Plan* (Greater Sydney Commission November 2016).

However, Latham is unable remain silent on the outcomes of our review of Council’s planning proposal. Little or no regard has been given for the built form controls and requirements resulting from the planning proposal development standards that will apply once the site is rezoned. This is because inadequate assessment has been made by Council and the Department of Planning and Environment (**DPE** – for the Gateway Determination) with the degree of rigour expected by the community and affected and potentially affected land owners during the planning proposal process.

Latham need to be properly and independently informed of the constraints and opportunities of the site in light of Council’s proposal to rezone their land from IN2 Light Industrial to B4 Mixed Use. To this end JW Planning and Stanisic Architects Pty Ltd (for Latham) undertook ‘*enquiry by design*’ investigations to understand the implications of Council’s proposal for the site and the evidence relied on by DPE and their Gateway Determination to establish the development standards in the planning proposal and what are the optimum development standards for the site.

The key observations of our review of Council’s planning proposal and enquiry by design are:

- a) No evidence is provided to indicate the proposal has been approved by DPE prior to exhibition as required by the Gateway Determination Condition No. 2.
- b) There are fundamental errors and inconsistencies that undermine the veracity of the data and conclusions concerning Floor Space Ratio (FSR) and building heights for the site. As

ITEM 1 (continued)

ATTACHMENT 11

such, the proposal will hinder attainment of the Objects of the Act in terms of the orderly and economic use of urban land;

c) An absence of critical analysis by council of the height and FSR prepared by Darcsol results in development standards that unreasonably and unjustifiably favour Darcsol's land while artificially limited or distorting development outcomes on the site;

d) The B4 Mixed Use zone will permit residential flat buildings on the site, yet it is evident the proposal, upon which the gateway determination is based, does not enable Council and DPE to properly consider the requirements and implications of *SEPP 65—Design Quality of Residential Apartment Development and Apartment Design Guide* (ADG) which this type of development must address in future Development Applications on the site. This is critical for properly identifying appropriate FSR and building heights for the planning proposal;

e) The proposal assumes both lots would be developed together. This confuses the identification of proper building heights and FSR to each lot and reinforces a bias against the site in favour of Darcsol's land;

f) DPE and the Gateway Determination reduced the FSR and height on the site – to that recommended by the Sydney East Joint Regional Planning Panel - based on the outcome of DPE's internal urban design and feasibility analysis. That analysis proposed built form options that do not achieve compliance with the ADG and raises doubt on the accuracy of the information relied upon by DPE's urban design consultant.

g) The contamination investigations for the site in May 2017 were undertaken by the applicant without the approval of Latham. The investigations and report do not satisfy the requirements of *SEPP 55 Remediation of Land* and the *Managing Land Contamination Planning Guidelines (1998)* and are not accepted by Latham.

h) When properly investigated in the context of the Objects of the Act and the mandatory requirements of SEPP 65 and ADG, the proposal ought recognise that 14 Tennyson Road can be redeveloped for multi storey mixed use development with an FSR 2:1 and a maximum building height on northern part (or "middle") of the site at RL63.9.

Consequently, the proposal does not enable Council or DPE to properly consider rezoning the site to B4 Mixed Use. We appeal to Council to defer 14 Tennyson Road from the planning proposal to allow Council and DPE the opportunity to properly consider the issues raised in this submission.

PART A GATEWAY DETERMINATION CONDITION 2 – APPROVAL OF PROPOSAL BY DPE PRIOR TO EXHIBITION

1. Condition No. 2 of the Gateway Determination issued 21st April 2016 states:

*"Prior to public exhibition, the updated planning proposal must be provided to the Department of Planning and Environment for **review and approval**".*

2. **There is no evidence in the exhibition material that Council has provided DPE a copy of the updated planning proposal for their review and there is no evidence that it has been approved by DPE prior to Council publicly exhibiting its proposal.**

We acknowledge the Gateway Determination was altered by DPE on 11th May 2017. However, this concerned Conditions 1 and 6 only. As made clear in DPE's alteration, all other conditions remain unchanged. **Council's public exhibition of the proposal appears to have not complied with its obligations under the Gateway Determination.**

JW Planning Submission – City of Ryde – Planning Proposal 2-14 Tennyson Road, Gladesville

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ITEM 1 (continued)

ATTACHMENT 11

PART B PROPER CONSIDERATION OF PROPOSED DEVELOPMENT STANDARDS

3. Condition 1(a) of the Determination (21/04/16) established a maximum FSR of 1.5:1 across 2-12 and 14 Tennyson Road combined. Council wrote to Darcsol on 13th February 2017 advising Darcsol to approach DPE to clarify interpretation of the Determination condition.
4. Council advised Darcsol it will not commence review of the revised PP until receiving advice from DPE that they have reviewed and approved it for exhibition and an amended gateway determination has been issued. It would appear that only an amended gateway determination has been issued as per Item 2.
5. On 10th April 2017 Council wrote to DPE requesting clarification on interpretation of Condition 1(a) concerning distribution of FSR and height. Without data or analysis or a copy of a revised proposal to support their request, Council offered 2 interpretations of FSR for DPE's consideration: either 1.5:1 for both sites; or, 2-12 Tennyson having an FSR 1.85:1 and 14 Tennyson having an FSR of 1:1.

Council requested the height of buildings in the proposal be established by use of Reduced Level (RL) that will *"provide clarity to both applicant and Council as to the maximum height permitted on each of the two sites"*.

6. DPE advised Council on 11th May 2017 that it accepted Council's latter interpretation on FSR and converting height to RL and altered the Gateway Determination accordingly.
7. It appears Council and DPE have perfunctorily accepted the data prepared by Darcsol. After our review of the proposal and consideration by Council, JRPP and DPE, we question the veracity of Darcsol's data concerning the site in the following Parts of this submission.

PART C INITIAL PLANNING PROPOSAL, COUNCIL REVIEW & JRPP RECOMMENDATION

8. As the applicant, Darcsol proposed:
 - an FSR of 2.5:1 and building heights from 37m to 30.5m for 2-12 Tennyson Rd;
 - an FSR of 1.5:1 and building heights of from 21.5 to 15m for 14 Tennyson Rd; and
 - a supermarket and mini major retail space on Darcsol land and limited specialty retail on to facilitate employment activity.

The decreasing of building heights and FSR was ostensibly to address the decreasing elevations through both lots and transition of built form from Victoria Road in the north to the residential dwellings to the south.

This generalised rationale when applied along the streetscape of Tennyson Road does not recognise the site is narrow at the street (39m) and wider at the rear half of the site (67m). Accordingly, overshadowing and privacy issues Council and DPE identified as the main constraints for redevelopment of the site are overstated and cannot be generally applied.

9. Council engaged Michael Woodland Consulting Pty Ltd to review Darcsol's proposal (report Feb. 2014). The report recommended refusal of the proposal on broad planning and policy grounds. Whilst the report stated *"Council should give close consideration to the proposed height and FSR for the site and resultant development outcomes and likelihood of adverse environmental impacts on the surrounding locality"*, it didn't investigate the veracity of the Darcsol's data and information concerning the site.

JW Planning Submission – City of Ryde – Planning Proposal 2-14 Tennyson Road, Gladesville

ITEM 1 (continued)

ATTACHMENT 11

10. DPE recommended the proposal be reviewed by the Sydney East Joint Regional Planning Panel (JRPP). On 11th September 2014, the JRPP recommended to the Minister for Planning and Environment that:

- FSR over the total site (i.e. the two sites together) does not exceed 2:1.
- A minimum of 20% of the total floor space allowed on the site shall be devoted to employment generating uses realised.
- The exhibition material shall include a detailed survey of the site to determine the existing ground level, pursuant to the standard template LEP, so that appropriate building heights can be determined. The reason for this is to ensure that the proposed heights, which would be excessive if measured from existing building slabs, are measured from the former quarry floor.

The JRPP's recommendation on FSR is unusual as LEP maps typically allocate FSR to lots and each lot is entitled to the total FSR and not share it with other lots.

11. The JRPP's recommendation may have been informed by concerns on the reliability or accuracy of Darcsol's data in the proposal.
12. The B4 Mixed Use zone permits *residential flat buildings*. To properly inform and identify appropriate building height and FSR development standards in the proposal requires applying the development standards and controls of SEPP 65 and the ADG that this type of development are required to address and be determined for future DAs. In their advice to the Minister, the JRPP only advised on the strategic merits of the proposal. The JRPP may have assumed the planning proposal process would resolve the development standards and development controls for residential flat buildings.

PART D BACKGROUND TO GATEWAY DETERMINATION

13. DPE advised Council on 2nd December 2015 it had considered the proposal and Council and community concerns (this is prior to any public exhibition). DPE advised an FSR of 1.5:1 would address these concerns and this *"reduced density is likely to provide the opportunity to deliver an alternate urban design resulting in a more appropriate development outcome including a maximum height of 5-6 storeys with a sensitive transition of 2-3 storeys adjoining low density residential areas"*.

14. On 21st April 2016, DPE issued a gateway determination in accordance with Item 13 above.

15. To understand how DPE arrived at a lower 1.5:1 FSR across both sites (i.e. not accept JRPP's recommendation of FSR 2:1 not be exceeded across Darcsol's land and the site), JW Planning reviewed DPE's internal assessment documentation via Government Information (Public Access) Act. This review consisted of the following documents:
- DPE brief and 3rd party architectural review by architect Smith & Tzannes (1 page); and,
 - DPE internal development feasibility assessment (1 page spreadsheet);

16. For DPE to undertake a development feasibility assessment of a planning proposal is unusual. The responsibility and expertise for development feasibility sits with the land owner and development industry and is not normally a planning authority consideration.

17. According to Smith & Tzannes *Service Proposal Tennyson Road Gladesville 15_084 Rev A 14-08-2015*, the project brief is as follows:

JW Planning Submission – City of Ryde – Planning Proposal 2-14 Tennyson Road, Gladesville

ITEM 1 (continued)

ATTACHMENT 11

PROJECT BRIEF

Provide an architectural and urban design analysis of the revised built form controls for a proposed mixed use development at 2-14 Tennyson Road Gladesville.

The controls to be tested are:

- Overall FSR 1.5:1
- Height limited to 2 storeys at interface with residential to the south, and 5-6 storey maximum in the middle of the site.
- No restriction on non-residential floor space. Assume very small-scale retail at ground floor e.g. café etc. Note: RFBs are permitted with consent in the B4 zone.

The analysis will ascertain whether the proposed change results in a feasible and acceptable built form outcome with testing against the Apartment Design Guidelines.

Project deliverables were as follows:

- *Plan that indicates built form across the site - including indication of setbacks and building heights;*
- *Diagrammatic section across the site;*
- *3D block views to illustrate the built form;*
- *Notations on the drawings that review the built form controls against the Apartment Design Guide.*

It is evident DPE arbitrarily established a 1.5:1 FSR and a height limit of 2 storeys (at the interface with residential land to the south) and that Smith and Tzannes role was to confirm if these development standards were “feasible”.

18. The project deliverables consisted of 1 page providing 3 different block schemes across both lots and 1 page providing a spreadsheet of cost and yield variables for both lots between the JRPP recommended FSR of 2:1 and DPE’s nominated FSR of 1.5:1.
19. Stanisic Architects reviewed the Smith & Tzannes concepts and made the following comments:
 - a. *All 3 options consider that the site will develop under single ownership and does not consider that each of the sites could [and would be likely to] develop independently;*
 - b. *Option C allocates approximately 80% of the floor space to Site A [2-12 Tennyson Rd] and 20% of the floor space to Site B [14 Tennyson Rd – the site] rendering the viability of redevelopment on Site B unfeasible. This floor space allocation is disproportionate to the site area which should be 65% for Site A and 35% for Site B;*
 - c. *Due to the orientation, configuration of buildings on the site and minimum building separation, Option A + B can’t achieve the minimum solar access amenity standards of the ADG to units or communal open space. The configuration of the buildings must maximise the northern perimeter for private open spaces and living areas to units. Option C is the only option that is capable of achieving compliance with the solar access amenity standards of the ADG;*
 - d. *All 3 options examined to verify accuracy of figures provided. This study verified the building envelopes achieve an FSR that is consistent with figures provided for Option A + B and utilise an efficiency of building envelope/ GFA of 80%.*
 - e. *However, utilising the same efficiency, the FSR identified for Option C is questionable as we calculate an FSR of 1.83:1 cf 1.46:1 or an additional 20%. To achieve an FSR of*

JW Planning Submission – City of Ryde – Planning Proposal 2-14 Tennyson Road, Gladesville

ITEM 1 (continued)

ATTACHMENT 11

1.46:1, Option C would need to utilise an efficiency of 64% which is incompatible and inefficient for residential uses.

- f. Our recent experience confirms that an efficiency of 80% for a residential development is an appropriate assumption to make that would allow a building to be design that complies with the ADG;
- g. No solar access analysis has been provided to verify compliance with the ADG and the overshadowing of existing buildings or topography;
- h. There is no consideration of the overshadowing of existing buildings on the site or the significant changes in topography on the site – the 3D modelling is primitive and inaccurate;
- i. Option A + B would require too many lift cores and building services that would make the project inefficient and undevelopable. S+T figures for Option A + B would achieve approximately 106 -123 dwellings on site B (less if Site B is developed as a stand-alone site) and deliver approximately 24 units per lift core. It is common for residential buildings of this size to deliver 40 units per lift core;
- j. Option A + B locates communal open space in between building and over basement. Option C is superior as it consolidates the communal open space to the north where there is potential for deep soil planting and significant tree planting; and
- k. Option A + B can't provide 25% of the site as communal open space.

Based upon the information available, it would appear DPE has justified its decision to reduce the FSR and height on the site based upon the outcome of the urban design and feasibility analysis. Given that the urban design analysis proposes built form options that do not achieve compliance with the ADG as well as an option that can achieve a significant amount of additional floor space than is claimed, it raises a doubt about the accuracy of the information relied upon by the DPE.

In moving forward with a revised planning proposal, we would strongly recommend that the proposition is assessed on merit with the aspiration to achieve design excellence rather than density and economic feasibility alone.

Our review of the planning proposal and the Department's investigations suggest that a FSR of 2.0:1 could be achieved over both sites (Site A + B) as recommended by the JRPP, while mitigating the impact of bulk, scale and traffic. This site is currently under-utilised with industrial uses and is well-suited for a residential development due to its size and proximity to the planned public transport corridor along Victoria Road.

PART E REVIEW OF COUNCILS' PLANNING PROPOSAL BY MECONE – AS EXHIBITED

20. The proposal does not identify:
- how the proposed development standards have been established other than referring to Appendix 3 Architectural Design Report;
 - what land uses will be permissible under the B4 zone and what the applicant is seeking to redevelop their site as per the architectural design report;
 - the planning policies or controls that future Development Application for redevelopment of Darcsol's land will require.

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21. The concept scheme in Appendix 3 is interpreted to be a *residential flat building*. The B4 land use zone permits "*residential flat buildings*" (RFBs) because *Item 4 Prohibited* in the B4 Land use table in the Ryde Local Environmental Plan 2014 does not include this land use.

RFBs are assessed and determined by *SEPP 65* and the *ADG's* (DPE, 2015). The *SEPP* and *Guide* establish mandatory development standards and controls that future DAs for RFBs are assessed and determined. This includes overshadowing, solar access and interfacing with adjoining lots and land uses – the very issues the proposal and Appendix 3 fail to clearly identify and articulate and what Council and DPE have been most concerned. This omission suggests the proposal arbitrarily applied FSR and building heights and in turn reduced these development standards on the site to the benefit of higher development standards for the applicant's land.

22. *Table 6 State Environmental Planning Policies* states the proposal is consistent with *SEPP 65* and "*supported by a draft DCP that has consistent requirements for RFBs*". Our review of Appendix 3 suggests the draft DCP would not be consistent with the *SEPP* and may even be superfluous.
23. *Table 6 State Environmental Planning Policies* states the proposal is consistent with *SEPP No. 55 – Remediation of Land*. Our review of Appendix 6 indicates that contamination investigations for the proposal do not satisfy the requirements of *SEPP 55*;
24. *Figure 12 Proposed Height of Buildings* (and Appendix 4) propose to apply an RL 48.78 building height to land north and east of land subject to the proposal. This land is outside of the scope of the proposal and Gateway Determination.

PART F REVIEW OF APPENDIX 3 ARCHITECTURAL DESIGN REPORT IN PLANNING PROPOSAL

25. Page 9 refers to a Voluntary Planning Agreement (*VPA*) but there is no reference to a *VPA* elsewhere in the proposal. If a *VPA* is proposed it is unclear why and whether Latham are required to be party to a *VPA*. Furthermore, multi-party *VPAs* cannot be prepared under the Environmental Planning and Assessment Act.
26. Page 16 states the project "*proposes to develop an amalgamation of the 2-12 and 14 Tennyson R to optimise (sic) density and efficiency with exceptional community benefit, and aims for an overall Gross FSR of 1.5*". Both lots are required to be considered separately as they are under separate ownership. The "sharing" of gross FSR between each lot was established by the *JRPP* and perpetuated in this report yet it is not an appropriate nor recognised planning method. The amended Gateway Determination corrected this issue but with a bias against the site in favour of Darcsol land. It would appear Council's proposal is still confusing the issue to the detriment of Council's proper consideration of the potential of the site.
27. Graphics throughout the report have simplified the issues concerning the site in favour of higher building heights and FSR for 2-12 Tennyson Road.
28. Page 25 – *Ryde DCP 2010* does not establish front, side and rear setbacks for *residential flat buildings*. These controls are contained in *SEPP 65* and the *Apartment Design Guide*;
29. The elevations consistently and incorrectly show the common boundary between the 2 lots being that measured at the street and that overshadowing and privacy issues for adjoining

ITEM 1 (continued)

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lots to the south are identified accordingly. The elevations fail to show the site is irregular, is significantly wider and greater area in the rear half than the front half of the site.

30. The elevation in Section 3.8 indicates existing and proposed winter shadow but provides no data to demonstrate how this has been derived.

31. *Section 4.1 Setbacks –*

- 6m setback key conflicts with the illustrated 7.5m for front setback;
- SE corner of proposed building in 2-12 Tennyson Road is on the common boundary with 14 Tennyson Road and requires to be setback at least 9m from the boundary;
- 30m separation distance between proposed building footprints across the common boundary is excessive and unfairly places the majority of this separation distance onto the site and forces the placement of buildings on the site towards the southern boundary which in turn raises overshadowing and privacy issues to lots to the south;
- the north south elevation shows a 47m building separation within 2-12 Tennyson Road and repeats this distance from southern building to that proposed on site. Not only is this factually incorrect it also conflicts with the 30m building setback illustrated in the plan;
- the existing building on the site is setback 6m from the southern boundary. A lack of dimensions on various elevations identifying this is further undermined by the elevations in Sections 4.3 and 5.14 that illustrate a profile of the existing building being the same as that propose building and indicating (in the latter section) a 9m setback. Accordingly, data informing overshadowing onto adjoining lots are unlikely to be accurate.

32. *Section 4.4 Scale –* commentary on response of proposed buildings on the site to adjoining lots to the south is not supported by data and coarsely applied.

33. *4.7 Solar Controls and Impacts, 4.8 Solar Controls and Impacts- Access (2-12 Tennyson Road Plot) and 4.9 Solar Controls and Impacts - Adjacent Properties (14 Tennyson Road plot) –* the elevations in these sections shows “*proposed winter shadow*” on a 1 dimensional “*shadow plane*” of proposed building on the site extending south into adjoining lots. This is simplistic and misleading as solar controls and impacts are controlled the ADG as follows:

Objective 3B-2 Overshadowing of neighbouring properties is minimised during midwinter

a. Design guidance

Living areas, private open space and communal open space should receive solar access in accordance with sections 3D Communal and public open space and 4A Solar and daylight access

The requirements of 3D communal and public open space are as follows:

b. Objective 3D-1

Design Criteria

1. *Communal open space has a minimum area equal to 25% of the site*
2. *Developments achieve a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9 am and 3 pm on 21 June (mid winter)*

The requirements of 4A Solar and daylight access are as follows:

Objective 4A-1 To optimise the number of apartments receiving sunlight to habitable rooms, primary windows and private open space

JW Planning Submission – City of Ryde – Planning Proposal 2-14 Tennyson Road, Gladesville

ITEM 1 (continued)

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Design criteria

1. Living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid winter in Sydney Metropolitan Area and in Newcastle and Wollongong local government areas
2. A maximum of 15% of apartments in a building receive no direct sunlight between 9 am and 3 pm at mid winter

34. The arbitrary pushing of proposed buildings on the site to the southern boundary and rely on unsubstantiated data and unqualified policy requirements serves to limit the potential FSR and building heights for the site. Accordingly, Sections 4.7, 4.8 and 4.9 demonstrate a bias against the site and a reduction in FSR and building heights in favour of allocating more FSR and building heights to 2-12 Tennyson Rd controlled by the applicant.
35. Section 5.3 Lower Ground Floor Plan – no retail is shown on the ground floor plans. Despite commentary in the proposal about generating greater employment activity on both lots as well as Hill PDA Economic Impact Assessment report (Appendix 10) stating 1,785sqm NSA of employment floor space will be facilitated by the proposal, it appears the proposal is simply seeking to develop 2-12 Tennyson Road for residential development purposes only.
36. Section 5.14 and 5.15 show the same North to South cross section twice.

PART G REVIEW OF APPENDIX 3 ARCHITECTURAL DESIGN REPORT IN PROPOSAL

37. Stanisc Architects undertook an 'inquiry by design' to test the validity of Appendix 3 that informs the development standards relied upon by Council and DPE. This process found:
 - a higher building envelope efficiency (m2) and Gross Floor Area have been calculated by approximately 8-9% leading to a higher FSR by 0.13:1 – 0.18:1 than calculated;
 - design is incomplete and does not clearly define the proposition and confirm the actual accommodation achieved on the site;
 - car parking rates do not appear to correlate with that required under DCP 2014;
 - adequate setbacks need to be provided to all boundaries including the common boundary of the site and 2-12 Tennyson Rd in accordance with ADG Parts 2F and 3F;
 - insufficient detail to illustrate how visual privacy is achieved between units and existing usable private open spaces;
 - Appendix 3 establishes an average yield efficiency 87% for 2-12 Tennyson Road but a higher average yield efficiency 94% for site. Some of the data in the plans is inaccurate, insufficient or inconsistent and raise uncertainties on the accuracy of FSR and yields.

PART H REVIEW OF APPENDIX 6 PHASE 1 ENVIRONMENTAL SITE ASSESSMENT

38. This assessment report concerning the site was commissioned by the applicant without the knowledge or authorisation of Latham who are the owners of the site.
39. The report states its' scope is determined by the requirements of the CLM Act and associated guidelines, with note to the Guidelines for Consultants Reporting on Contaminated Sites (NSW OEH 2011). The relevant requirements for land contamination and planning proposals are contained in SEPP 55 Remediation of Land and the associated Managing Land Contamination Planning Guidelines (DUAP and EPA 1998)

JW Planning Submission – City of Ryde – Planning Proposal 2-14 Tennyson Road, Gladesville

ITEM 1 (continued)

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40. The report states that a Phase 1 ESA report was completed for Lot 2 of DP 549570 (EIS 2012) [2-12 Tennyson Road]. However, the exhibition material does not include this report. Council cannot be satisfied that 2-12 Tennyson Road is suitable for the change of use proposed by the proposal.
41. It is clear this report was prepared and submitted without Latham's knowledge and authorisation as the consultant has only undertaken a desktop assessment for the site and relied upon apparent investigations undertaken for 2-12 Tennyson Road. This includes using borehole investigations for the latter to make assumptions for the site. Attachment 9 Borehole Location Plan identifies former bowser, vent pipe and underground storage tank north of site in 2-12 Tennyson Road. It is unclear if this potential source of contamination is having an impact on the site as it is downslope of the underground storage tank.
42. The report identifies for following contaminants of potential concern:
- Use of uncontrolled fill - heavy metals, petroleum hydrocarbons, volatile and semi-volatile organic solvents, pesticides and asbestos;
 - Brickworks (1920s until late 1940s) with probable operation of vehicle maintenance facilities (e.g. lubricant and fuel storage) and use of additives for kilning of the bricks - Petroleum hydrocarbons and metals such as manganese and barium;
 - Shoe machinery and shoe material manufacturing (late 1940s - late 1960s) and other commercial operators at site and surrounding sites had fuels, lubricants and solvents stored in bulk in above or below ground storage tanks and are likely to have had water treatment infrastructure with discharge lines running through the fill horizon - petroleum hydrocarbons and volatile and semi-volatile organic solvents;
 - Painting equipment manufacturing (late 1960s until 1990s – manufacturing of brushes, rollers and paint trays) and other commercial operators at site and surrounding sites had fuels, lubricants and solvents stored in bulk in above or below ground storage tanks and are likely to have had water treatment infrastructure with discharge lines running through the fill horizon - petroleum hydrocarbons and volatile and semi-volatile organic solvents;
 - Demolition of aboveground structures that may have been made of asbestos that may have impacted exposed fill (e.g. redevelopment of the subject site: late 1940s / early 1950s, late 1960s / early 1970s and 1990s).
43. Under the *Land Contamination Planning Guidelines, Section 3.5.2 Stage 1—Preliminary Investigation* states:
- "Where contaminating activities are suspected to have had an impact on the land, sampling and analysis will be required to confirm and support any conclusion reached from the site history appraisal. **Through the assessment of sampling results, an assessment of contamination can be established.**"*
- Council is unable to assess and establish the type and level of contamination on the site because there is no sampling analysis undertaken on the site and reliance is made upon a report for adjoining land that is not part of the exhibition material. Regardless, sampling and analysis of the site are required to confirm and support the conclusions of the site history.
44. *Section 5.3.2 Change of zoning from IN2 Light Industrial to B7 Business Park* - whilst this is an obvious error, it highlights the errors and inconsistencies within the proposal that raise uncertainty as to the veracity of the data and conclusions concerning the site.

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Council has placed on public exhibition their planning proposal to rezone the site from IN2 to B4 Mixed Use that:

- is not informed by properly prepared concept plans consistent with the requirements of SEPP 65 and the Apartment Design Guidelines;
- has an evident bias towards the applicant and a higher FSR and building heights for their land at 2-12 Tennyson Road with an arbitrary lower FSR and building heights for Latham's land at 14 Tennyson Road;
- does not satisfy SEPP 55 Contaminated Land and the Contaminated Land Guidelines;
- contains errors and omissions that undermines confidence in the veracity of the data and intended outcomes of the planning proposal.

Accordingly, Latham has no choice but to distance itself from the planning proposal in its current form and request Council either defer 14 Tennyson Road from the planning proposal or delay the entire planning proposal to enable Council and DPE to consider the issues raised in this submission.

It is imperative that a clear and objective assessment of the data in the planning proposal take place to support the community's expectations and trust in the planning system.

Should you have any further questions on this submission please do not hesitate to contact me on 4948 4322.

Yours faithfully



Trevor Allen
Senior Urban Planner
JW Planning Pty. Ltd.

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**PLANNING PROPOSAL
– 2-14 TENNYSON ROAD GLADESVILLE
PEER REVIEW**

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1. **INTRODUCTION**

Location	2 – 14 Tennyson Road, Gladesville
Application for	Planning Proposal for a mixed-use development

Bitzios Consulting has been commissioned by the City of Ryde as an independent reviewer of the planning proposal for a mixed-use development at the above address. This report summarises our review of the traffic aspects of the planning proposal.

The review includes the following:

- Reliability of baseline data;
- Traffic generation;
- Traffic distribution;
- Investigation of extensive queueing in Tennyson Road affecting the local road network and the efficacy of the roundabout;
- Parking provision;
- Access and egress;
- SIDRA input, assumptions, and outputs;
- Recommendations for traffic mitigation measures; and
- Cumulative traffic impacts from the committed development within close proximity to Tennyson Road.

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2. APPRECIATION OF THE APPLICATION

2.1 BACKGROUND

The planning proposal seeks to alter the planning control stipulated in the *City of Ryde Local Environmental Plan (LEP)* in the context of land zoning, building height and floor space ratio.

Table 2.1 presents the proposed development schedule, which was extracted from the *Traffic Impact Assessment*, submitted as part of the planning proposal.

Table 2.1: Proposed Development Schedule

	2-12 Tennyson Road (Site A)	14 Tennyson Road (Site B)
Proposed Land Use	Residential flat building 288 units: <ul style="list-style-type: none"> ▪ 90 one-bed unit, ▪ 176 two-bed unit; and ▪ 22 three-bed unit. 1,329m ² commercial GFA ¹ 579 car parking spaces	Residential flat building 104 units: <ul style="list-style-type: none"> ▪ 28 one-bed unit, ▪ 50 two-bed unit; and ▪ 26 three-bed unit. 685m ² commercial GFA ¹ 144 car parking spaces
Proposed Floor Space	1.85:1	1:1
Proposed Building Heights	RL66.60 (approximately 7 storeys and 2 basement car parking storeys)	RL50.04 (approximately 3-4 storeys)
Proposed Zoning	B4 mixed use	B4 mixed use
Proposed Access	Northern Site Access: proposed a new fourth arm at the existing roundabout of Tennyson Road/Searle Street to provide access for the servicing vehicles and the loading requirement to the site.	Southern Site Access: proposed a T-intersection (give-way priority) at Tennyson Road to provide access to the car park of approximately 659 spaces at the boundary between Site A and Site B.

¹The report outline various Commercial GFA, the GFA outline here was adopted from the development schedule.

2.2 DEVELOPMENT CONTEXT

The development is in context of some major developments in the area. Significantly, there is a proposed Bunnings hardware store and bulky goods retailer at 461-495 Victoria Road whose main access is proposed at the existing Tennyson Road/Victoria Road intersection. The proposed upgrades to the existing intersections on Victoria Road accessing the Bunnings precinct had been included as part of the development. Another significant planning development would be the Masterplan to upgrade the existing Ryde Aquatic Leisure Centre where traffic from the north predominantly enters the site via the Tennyson Road/Victoria Road intersection.

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3. DOCUMENTS REVIEWED

The primary documents and information supplied by the City of Ryde were:

- 2-14 Tennyson Road, Gladesville, planning proposal for a mixed-use development (January 2017, amended 8 June 2017); and
- Traffic impact assessment – proposed mixed-use development, 2-14 Tennyson Road, Gladesville (December 2016).

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4. PEER REVIEW

4.1 PROPOSED DEVELOPMENT

The proposed development's schedule for the commercial GFA as outlined in the *Traffic Impact Assessment* report is inconsistent throughout the report; the different sections of the report that contradict in the proposed Commercial GFA are shown in Table 4.1.

Table 4.1: Proposed Commercial GFA

Report Section	Commercial GFA
Section 4.1	Site A: 1,389m ² Site B: 685m ² Total: 2,074m ²
Section 5, Table 4	Site A: 1,508m ² Site B: 685m ² Total: 2,193m ²
Section 6.1, Table 5	Total: 2,355m ²

4.2 TRAFFIC GENERATION

Residential: The traffic generation rates for high density residential is consistent with the average of Sydney in accordance with the RMS TDT 2013/04 publication. However, given that:

- the site, although near to public buses, is not close to a train station; and
- the site is not located in an existing high-density town centre,

the traffic generation rate would be expected to be much higher. It is outlined in the RMS TDT 2013/04 that seven of the eight developments that were surveyed and from which the rates are derived, are located within walking distance of a train station or within walking distance of the Sydney CBD. The proposed development is on a bus route and is not near a major town centre.

Therefore, our professional opinion is that a more conservative rate of the upper limit of the Sydney trip generation rates would be more realistic for this location.

AM Peak: 0.30 vehicle trips per unit

PM Peak: 0.30 vehicle trips per unit

Commercial: However, the commercial traffic generation rates outlined in the report differ from the RMS TDT 2013/04 publication. The traffic generation rates in accordance with the TDT 2013/04 are:

- AM Peak: 1.6 per 100m² gross floor area;
- PM Peak: 1.2 per 100m² gross floor area.

4.3 TRAFFIC ASSIGNMENT/ DISTRIBUTION

The proportion of trips into the site and out of the site appears to be reasonable in the absence of other data.

The traffic has been distributed with a directional split of 80 out / 20 in to the residential and 20 out / 80 in to the commercial component in the AM peak and the reverse in the PM peak. This appears to be reasonable.

To assess the worst-case scenario, 100% traffic generated by the proposed development had been assigned to Tennyson Road/Victoria Road signalised intersection. This is consistent with our observation on site, the existing traffic from the precinct generally headed to Victoria Road and little to no traffic was utilising Morrison Road.

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The proposed development's traffic distribution on Victoria Road was calculated to be 60% citybound and 40% westbound for both AM and PM peak. The existing counts shows that the distribution was 70% citybound and 30% westbound. It is advisable to assess the Tennyson Road/Victoria Road intersection with the same traffic distribution as the surveyed.

4.4 PARKING PROVISION

The car parking requirement rates for both residential and commercial development appears to be in accordance with the City of Ryde Development Control Plan 2014.

However, no provision for bicycle parking, on-site loading/unloading facilities and end of trip facilities were identified in the Traffix report.

4.5 INTERSECTION PERFORMANCE

The key intersections were modelled in SIDRA intersection analysis software. The latest Traffix report assessed the intersection performance of Tennyson Road/Victoria Road intersection only. The intersections were analysed as isolated intersection operation.

It is true that in reality there would be benefits of the signal coordination along Victoria Road, which would create bunching of vehicles and reduced delays. However, it is crucial to assess the key intersections as a network to assess the true capacity and the queues impact from the downstream intersections. Such as:

- Tennyson Road approach, the intersections of Tennyson Road/Victoria Road intersection and Tennyson Road/Searle Street intersection are about 110m apart; and
- Victoria Road approach, the intersections of Tennyson Road/Victoria Road and Monash Road/Victoria Road are about 190m apart.

The intersection assessment for Tennyson Road/Victoria Road intersection did not include the Council's approved/committed development around the proposed development area. For example, the traffic generated by the Bunnings development at 461-495 Victoria Road, Gladesville that would also result in the need to upgrade the Tennyson Road/Victoria Road intersection.

4.6 SITE ACCESS

The site accesses proposed in the report have been based on two separate accesses, one opposite Searle Street and the other closer to Potts Street (approximately 25m north of Potts Street). The Searle Street intersection is proposed for service vehicle access and to access the car park via the other access. The car park was proposed to access via the southern access north of Potts Street. The impact from the proposed development on Potts Street intersection should be assessed to demonstrate how the increase of in/out traffic generated by the proposed development will impact the existing intersection performance of Potts Street.

4.7 QUEUEING IN TENNYSON ROAD

Queueing has been observed on site during the PM peak on Tennyson Road; it was observed that the queues at times will propagate to the Searle Street roundabout. Based on the SIDRA modelling in the Traffix report, the queue on Tennyson Road is calculated to be approximately 111m, which validates the site observation.

The traffic generated by the development as indicated in the report was assigned to Victoria Road to assess the "worst case scenario". With the additional traffic accessing Victoria Road, the queues on Tennyson Road would be significantly longer than the existing and may also significantly impact the level of performance of the existing access north of the Searle Street roundabout.

The queue on Victoria Road (East) was calculated to be approximately 163m, which shows that the queue propagates to Monash Road intersection. This is also validated by our site observation.

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4.8 SIDRA TRAFFIC MODELS

SIDRA models were supplied by Traffix. The inputs of the models were assessed and are summarised in Table 4.2.

Table 4.2: SIDRA Inputs Assessment

Item		Comments	Acceptability
General Layout	Overall	The kerb side lane both AM citybound and PM outbound on Victoria Road has not been modelled. The citybound lane is a bus lane in the AM peak, but a clearway opens to general traffic in the PM peak. While this would affect the model outputs in terms of average delays it may not affect the degree of saturation.	No
Model Geometry	Widths	The widths seem to be appropriate	Yes
	Length	The lengths seem to be appropriate	Yes
	Grades	The grades seem to be appropriate	Yes
Movements	Overall	Movement settings are consistent, Victoria Road is signal coordinated with arrival type being favourable.	Yes
Approach Lane Data	Overall	Extra bunching was adopted for Victoria Road, and the default settings were used for the rest of the approaches.	Yes
Volumes	Overall	No heavy vehicles volumes/percentage had been included in the 2016 SIDRA models.	No
Peak Flow Factor (%)	Overall	Adopted 95% (default settings). Consistent over all models	Yes
Speed Environment	Overall	The approach speed is consistent to the posted speed limit	Yes
Phasing (Signalised Intersection)	Overall	It appears that "Optimum Cycle Time" was used for all analysed scenarios including existing models. Existing models should be model as per the existing signal phasing and timing. It is observed that the maximum cycle time should be 130s in line with the "LX" signal data provided by Roads and Maritime Services.	No
Gap Acceptance	Overall	The default settings for gap acceptance had been altered. It is generally acceptable to alter the settings to allow for a better calibration. However, the settings for "Opposing Pedestrians (Signals)" was changed to 0 seconds. Default settings should be retained.	No
Pedestrian Effects	Overall	Default settings were used	Yes
Modelling Method	Overall	RTA Delay Method	Yes

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The SIDRA model's inputs were found to be generally acceptable, but the following deficiencies were noted:

- Both AM city-bound lane and PM outbound lane on Victoria Road was not modelled;
- The future proposed intersection upgrade at Tennyson Road/Victoria Road intersection alongside with the Bunnings development was not accounted for;
- The Heavy vehicles volumes on Victoria Road were not included in the models with the exception of the 2013 existing model; and
- Cycle time of the existing was higher than the "LX" data information, in which the intersections on Victoria Road are generally coordinated upstream and downstream, meaning the cycle time is not flexible.

The outputs from the models supplied were consistent with those in the Traffix Report.

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5. **ADJACENT DEVELOPMENTS**

The report makes no specific mention of neighbouring developments. Previously, the traffic generated by the Bunnings Development was included in the assessment, this latest report, however, did not consider the committed development's traffic volumes.

With the known developments near the development precinct, it is critical to include the cumulative traffic effect while assessing the traffic impact on any major intersections, such as Tennyson Road/Victoria Road.

From our previous reviews of developments in the area, it is estimated that the cumulative effects of these other developments could increase the background traffic growth in the area by some 5 to 10% in the peak traffic periods. This would have a significant effect on the operation of traffic on Victoria Road in peak periods and should be considered in the context of this development.

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6. CUMULATIVE TRAFFIC SIDRA ASSESSMENT

In addition to the independent peer review, the impact of the cumulative traffic from the approved/known traffic near the proposed development was assessed in this section. The assessment includes the existing intersection performance, and future intersection performance for both year 2020 and 2025.

6.1 EXISTING ROAD ENVIRONMENT

The existing road environment and the intersection layout to be assessed using SIDRA intersection analysis software is shown in Table 6.1.

Table 6.1: Road Environment by Intersection

Description	Intersection Layout
<p>Tennyson Road/Victoria Road</p> <p>This is a signalised T-Intersection, where the east approach has three approach lanes with one lane as a dedicated 'Bus Lane' in the PM peak and the west approach has four approach lanes with a dedicated 'Bus Lane' in the AM peak and a dedicated right turn lane.</p> <p>Kerbside parking is permitted on the Southern approach of the intersection.</p> <p>Traffic congestion was observed on the south approach, with the queue stretching to Searle Street Roundabout during the PM peak. The west approach queues extended to the bus stop on the North side of Victoria Road.</p>	
<p>Tennyson Road/Searle Street</p> <p>This is a roundabout intersection, where both Tennyson and Searle Street carry a single lane of traffic in each direction.</p> <p>East of this roundabout is the proposed new development.</p> <p>Kerbside parking is permitted on all three approaches of the roundabout.</p>	
<p>Tennyson Road/Morrison Road</p> <p>This is a roundabout intersection, where both Tennyson and Morrison Road carry a single lane of traffic in each direction.</p> <p>Kerbside parking is permitted on all four approaches of the roundabout.</p> <p>No significant queues or delays have been noted in the existing traffic conditions during the PM peak.</p>	

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6.2 TRAFFIC VOLUME

6.2.1 Existing Traffic Volumes

The existing volumes were adopted from the Traffix report. The Tennyson Road/Victoria Road intersection was surveyed in November 2016 for both AM and PM peak; however, the rest of the intersections at Searle Street and Morrison Road were surveyed in 2013, for which the data is only available for PM peak.

The 2016 AM and PM peak surveyed total volumes at Tennyson Road/Victoria Road intersection are shown in Figure 6.1.

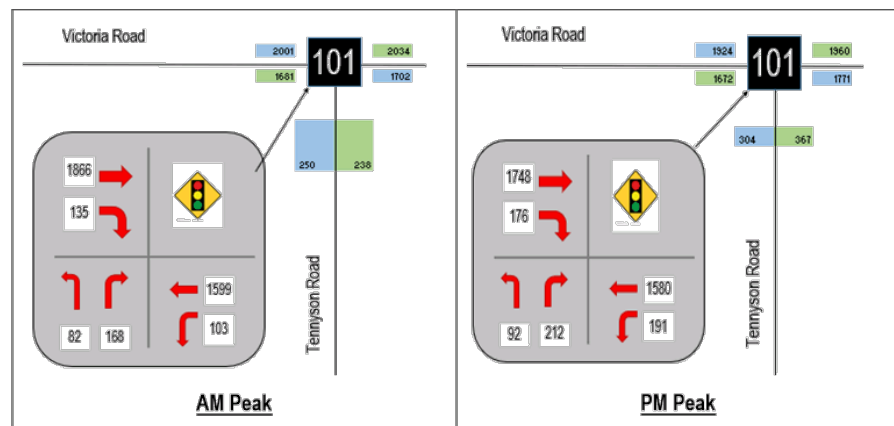


Figure 6.1: Tennyson Road/Victoria Road Intersection Volume (2016)

With the limited data available, sensitivity tests for both the AM and PM peak intersection performance at Tennyson Road/Victoria Road show that the PM peak is the more critical peak. Therefore, only PM peak was analysed. Detailed SIDRA summary is provided in Appendix A.

The available data did not include surveys for separate vehicles classes; the heavy vehicle percentage for PM peak was adopted from the previous Bunnings studies with the following assumptions:

- Tennyson Road at Victoria Road intersection (right turn) 2% heavy vehicles;
- Tennyson Road through movement (north and southbound) 1% heavy vehicles;
- Victoria Road eastbound 2% heavy vehicles;
- Victoria Road westbound 4% heavy vehicles;
- Victoria Road right turn onto Tennyson Road 2% heavy vehicles; and
- Victoria Road left turn onto Tennyson Road 1% heavy vehicles.

Comparison between the 2013 and 2016 traffic surveys show that the intersection volumes were similar. Therefore, 2013 turn volumes were used in assessing the intersections below and are shown in the stick diagrams in Appendix B:

- Tennyson Road/Searle Street; and
- Tennyson Road/Morrison Road.

6.2.2 Future Traffic Volumes

The traffic impact assessment assesses the impact by the proposed development in the following years:

- Opening Year – 2020, (background traffic growth, Bunnings generated traffic and proposed development generated traffic); and
- 5-year Horizon, (background traffic growth, Bunnings generated traffic, Ryde Aquatic Leisure Centre upgrade generated traffic and proposed development generated traffic).

The following assumptions were made in estimating the future traffic volumes:

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- A background traffic volume growth of 0.5% per annum was adopted, similar to the previous Bunnings traffic study;
- The trips generated by the Bunnings precinct were adopted from the previous study;
- The trips generated by the Ryde Aquatic Leisure Centre were calculated for 600 car parking spaces by extrapolating the existing PM peak trip generation rate per parking space;
- The trips were distributed with the same flow proportion as the existing PM peak survey; and
- No combined trip discount was applied.

Estimated future traffic volumes are included in Appendix B.

6.3 EXISTING ANALYSIS

The existing operation of the three key intersections were analysed in SIDRA Intersection analysis software. The SIDRA intersection layouts for:

- Tennyson Road/Victoria Road;
- Tennyson Road/Searle Street; and
- Tennyson Road/Morrison Road

are shown in Figure 6.2, Figure 6.3 and Figure 6.4 below.

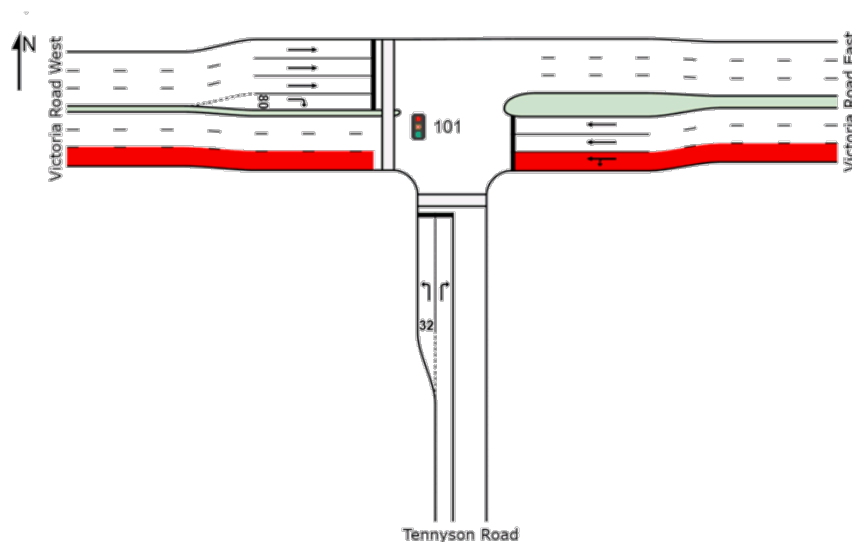


Figure 6.2: Tennyson Road/Victoria Road Existing Intersection

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BITZIOS
consulting

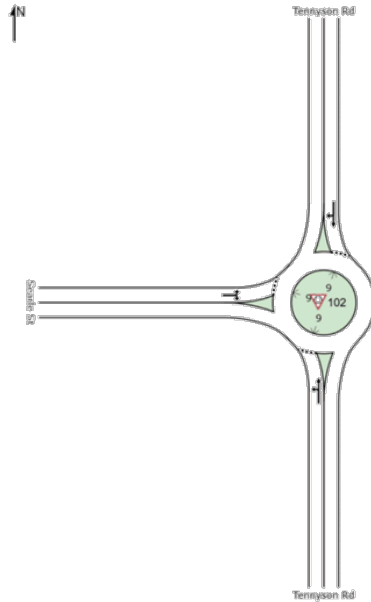


Figure 6.3: Tennyson Road/Searle Street

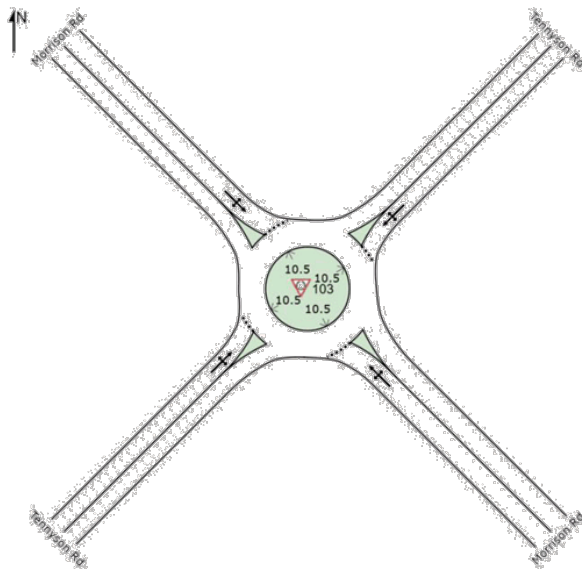


Figure 6.4: Tennyson Road/Morrison Road Intersection

As the PM peak was identified to be the more critical peak period, only the PM peak was assessed, and the results are summarised in Table 6.2 below. A fixed cycle time of 120s was used for the analysis, which is less than the 130s indicated in the "LX" data. The existing models were validated with site observations. Detailed SIDRA analysis summaries are included in Appendix C.

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Table 6.2: SIDRA Results Summary – Existing

Intersection	Approach	Total demand (veh/h)	Degree of Saturation (v/c)	Average Delay (sec/veh)	Level of Service (LOS)	95 th Percentile Queue (m)
Tennyson Road / Victoria Road	Tennyson Road (S)	320	0.9	58	E	102
	Victoria Road (E)	1771	0.7	9	A	131
	Victoria Road (W)	1924	0.7	10	A	89
	All Vehicles	4015	0.9	13	B	131
Tennyson Road / Searle Street	Tennyson Road (S)	151	0.1	4	A	5
	Tennyson Road (N)	326	0.2	5	A	9
	Searle Street (W)	67	0.1	5	A	2
	All Vehicles	544	0.2	5	A	9
Tennyson Road / Morrison Road	Morrison Road (SE)	662	0.5	6	A	27
	Tennyson Road (NE)	226	0.2	9	A	10
	Morrison Road (NW)	442	0.3	5	A	13
	Tennyson Road (SW)	61	0.1	11	A	4
	All Vehicles	1391	0.5	6	A	27

Key points from the SIDRA outputs for the existing operation of the intersections include:

- all intersections operate at satisfactory performance level of Service B and above;
- both Tennyson Road/Searle Street intersection and Tennyson Road/Morrison Road intersection are below capacity, while the Tennyson Road/Victoria Road is close to capacity; and
- the 95th percentile queues show that the queues are within the provided queueing length, with the exception of Victoria Road (E) which is close to the provided length.

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6.4 FUTURE OPERATION

The SIDRA assessment for both years 2020 and 2025 for Tennyson Road/Victoria Road were assessed with the proposed upgrade to a four-approach intersection from the Bunnings precinct study. The proposed intersection layout and signal phasing are shown in Figure 6.5 and Figure 6.6. The signal timing was set to fixed cycle times of 115s and 145s in years 2020 and 2025 due to the signal coordination with the downstream and upstream intersections on Victoria Road. This variation by 15s from the "LX" data provided by Roads and Maritime Services is reasonable because the future cycle times are unknown and the SCATS (Sydney Coordinated Adaptive Traffic System) will adjust signal timing to find the best phasing for individual intersections as well as the local network.

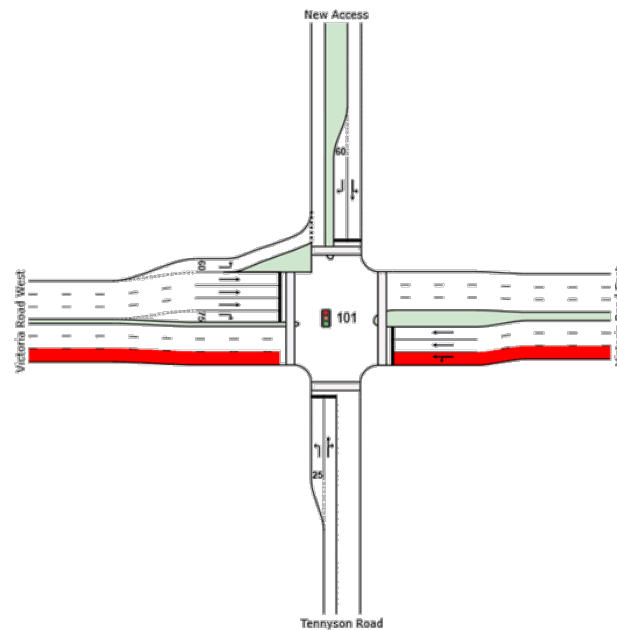


Figure 6.5: Tennyson Road/Victoria Road Intersection Proposed Upgrade

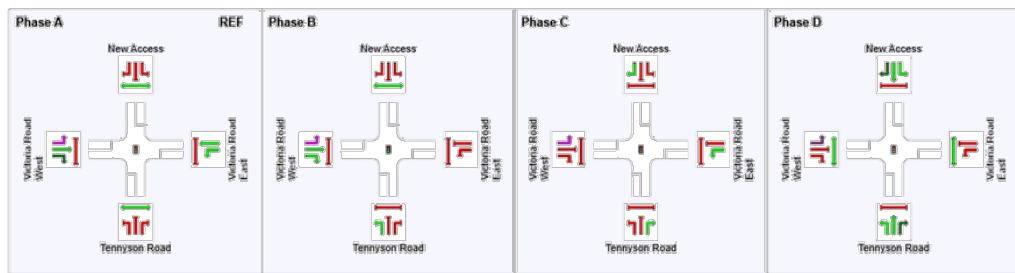


Figure 6.6: Tennyson Road/Victoria Road Intersection Proposed Signal Phasing

ITEM 1 (continued)

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6.4.1 Year 2020 Operation

The SIDRA analysis for year 2020 takes into consideration the background traffic growth of 0.5% per annum, the traffic generated by the proposed development, and the traffic generated by the Bunnings precinct. A summary of the results is shown in Table 6.3.

Table 6.3: Year 2020 SIDRA Results Summary – PM Peak Future

Intersection	Approach	Total demand (veh/h)	Degree of Saturation (v/c)	Average Delay (sec/veh)	Level of Service (LOS)	95 th Percentile Queue (m)
Tennyson Road / Victoria Road	Tennyson Road (S)	408	1.0	84	F	156
	Victoria Road East (E)	2094	0.9	34	C	396
	New Access (N)	156	0.3	47	D	27
	Victoria Road West (W)	2212	1.0	19	B	164
	All Vehicles	4869	1.0	32	C	396
Tennyson Road / Searle Street	Tennyson Road (S)	244	0.2	4	A	8
	Tennyson Road (N)	466	0.3	5	A	15
	Searle Street (W)	72	0.1	6	A	2
	All Vehicles	782	0.3	5	A	15
Tennyson Road / Morrison Road	Morrison Road (SE)	721	0.6	6	A	33
	Tennyson Road (NE)	253	0.3	9	A	12
	Morrison Road (NW)	491	0.4	5	A	15
	Tennyson Road (SW)	73	0.1	11	A	5
	All Vehicles	1537	0.6	7	A	33

Key points from the SIDRA outputs for the future operation (Year 2020) of the intersections include:

- all intersections operate at a satisfactory performance level of Service C and above;
- both the Tennyson Road/Searle Street intersection and Tennyson Road/Morrison Road intersection are below capacity, while the Tennyson Road/Victoria Road intersection is at full capacity; and
- the 95th percentile queues show that the queues at each intersection are within the provided queueing length, with the exception of the Tennyson Road/Victoria Road intersection, where queues at Tennyson Road (S) extend through the roundabout at Searle Street, and those at Victoria Road (E) extend through the intersection with Monash Road upstream.

A copy of the detailed outputs for the intersections are included in Appendix C.

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6.4.2 Year 2025 Operation

The SIDRA analysis for year 2025 takes into consideration the background traffic growth of 0.5% per annum, the traffic generated by the proposed development, the traffic generated by the Bunnings precinct, and the traffic generated by the Ryde Aquatic Leisure Centre. The Ryde Aquatic Leisure Centre's traffic is based upon a preliminary assessment only, with no reductions applied on shared/combined trips and no traffic or parking management measures considered; therefore, the traffic generation may be overestimated. A summary of the results is shown in Table 6.4.

Table 6.4: Year 2025 SIDRA Results Summary – PM Peak Future

Intersection	Approach	Total demand (veh/h)	Degree of Saturation (v/c)	Average Delay (sec/veh)	Level of Service (LOS)	95 th Percentile Queue (m)
Tennyson Road / Victoria Road	Tennyson Road (S)	650	1.9	> 500	F	> 500
	Victoria Road East (E)	2035	0.9	35	D	448
	New Access (N)	148	0.4	59	E	33
	Victoria Road West (W)	2348	1.5	175	F	> 500
	All Vehicles	5181	1.9	277	F	> 500
Tennyson Road / Searle Street	Tennyson Road (S)	248	0.3	6	A	10
	Tennyson Road (N)	667	0.4	5	A	25
	Searle Street (W)	321	0.3	6	A	14
	All Vehicles	1237	0.4	5	A	25
Tennyson Road / Morrison Road	Morrison Road (SE)	738	0.6	6	A	34
	Tennyson Road (NE)	259	0.3	9	A	12
	Morrison Road (NW)	503	0.4	5	A	16
	Tennyson Road (SW)	73	0.1	12	A	5
	All Vehicles	1573	0.6	7	A	34

Key points from the SIDRA outputs for the future operation (Year 2025) of the intersections include:

- while the Tennyson Road/Searle Street and Tennyson Road/Morrison Road intersections continue to perform at an acceptable LOS A, the Tennyson Road/Victoria Road intersection is now exhibiting an unacceptable LOS F;
- both the Tennyson Road/Searle Street intersection and Tennyson Road/Morrison Road intersection continue to function below capacity, but the Tennyson Road/Victoria Road intersection exceeds capacity significantly; and
- the 95th percentile queues show that the queues at each intersection are within the provided queueing length, with the exception of the Tennyson Road/Victoria Road intersection, which now has queues of over 500 metres for Tennyson Road (S) and Victoria Road (W).

A copy of the detailed outputs for the intersections are included in Appendix C.

6.4.3 Recommendation

The year 2025 assessment indicates that the Tennyson Road/Victoria Road intersection may fail to operate within satisfactory limits, with both roads at or over capacity and unacceptable queues on all approaches except the New Access (N). Preliminary assessment indicates that the right turn from Victoria Road onto Tennyson Road and right turn movement from Tennyson Road to Victoria Road are expected to be over capacity and additional turning lanes may be required to allow for the increase in demand.

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7. PERMITTED DEVELOPMENT WITH CONSENT

The site is currently classified Zone IN2 (Light Industrial) in the City of Ryde Council's Local Environmental Plan (LEP). The Light Industrial zone aims to provide a wide range of industrial and warehouse land uses as a means of encouraging employment opportunities, simultaneously facilitating the usage of other land zones to provide amenities or services for workers in the area. As such, the following developments are permitted with consent in Zone IN2; funeral homes, garden centres, hardware and building supplies, industrial training facilities, landscaping material supplies, light industries, neighbourhood shops, places of public worship, pubs, indoor recreation facilities, warehouses and wholesale supplies.

7.1 ESTIMATED PEAK PERIOD TRAFFIC GENERATION

The proposed site has an approximate site area of 23,700m². The potential traffic estimated to be generated from the proposed site with the types of development stipulated in the LEP is shown in Table 7.1 below with the following assumptions:

- Permissible floor-space-ratio (FSR) is 1:1;
- Gross floor area (GFA) of the development was assumed to be approximately:
 - 30% of the area for services and utilities for light industries, neighbourhood shops, places of public worship, and pubs; and
 - 50% of the area for services, utilities, and storage for warehouse/bulky goods/garden, building and hardware supplies, and recreation facilities (indoor).

Table 7.1: Permitted development peak traffic rates

Development type	Traffic Generation Rates (trips per 100m ² GFA)		Traffic Generated	
	AM	PM	AM	PM
Funeral homes	-	-	-	-
Garden Centres	2.5	3.03	297	360
Hardware and Building supplies	2.5	3.03	297	360
Industrial training facilities	-	-	-	-
Landscaping material supplies	2.5	3.03	297	360
Light industries	0.99	1.04	165	174
Neighbourhood shops	-	7.6 (supermarket rate for Thursday)	-	1261
Places of public worship	0.6	0.6	101	101
Pubs	-	5	-	830
Recreation facilities (indoor)	-	9	-	1067
Warehouse or distribution centres	0.5	-	60	-
Wholesale supplies	0.55	0.95	66	113

It should be noted that empty fields are development types that are not expected to generate traffic during peak periods. The traffic generation rates for some development types are not suitable to be applied during commuter peak, it is more likely to be generated at an earlier peak (tradies' peak) and/or weekend peak.

7.2 ACCEPTABLE DEVELOPMENT TRAFFIC

The LEP permissible development types generally show low amounts of AM peak traffic and/ or peaks outside of commuter peak traffic period with the exception of light industries and neighbourhood shops. These two types of developments generally have higher staff volumes, which implies that the traffic heading into the development is higher in the morning peak and outbound in the evening peak. This trip

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distribution behaviour is opposite of the high density residential development type, where traffic heading out of the development is higher in the morning peak and inbound in the evening peak.

The trip distribution from the proposed site would be expected to be 60% utilising Victoria Road and 40% Morrison Road. With this distribution of trips, and considering that the expected traffic would not be significant on weekend peaks, the type of developments that may be suitable for the site are:

- Light industries;
- Places of Public Worship;
- Warehouse or distribution centres
- Wholesale supplies; and
- Neighbourhood shops (of limited size and ancillary to other developments to minimise traffic generation).

ITEM 1 (continued)

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2-14 Tennyson Road, Gladesville
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8. CONCLUSION

Bitzios Consulting has reviewed the traffic report of the planning proposal for 2-14 Tennyson Road, Gladesville. From our review we conclude that:

- Traffic generation may have been underestimated for the location;
- The existing intersection layout, signal timing and cycle time were not modelled to represent the existing conditions;
- Nearby upstream and downstream intersections were not taken into account, and this may change the actual lane capacity due to backlog queueing effect;
- The modelling shows unacceptable increase in queues on Victoria Road (east) and Tennyson Road, propagating to the intersections upstream; and
- The queue impacts by the Development South Access onto the Tennyson Road/Potts Street intersection were unable to be determined as an assessment was not undertaken.

Further traffic assessment was undertaken in SIDRA to assess the cumulative traffic impact from the proposed development and the Council's committed/known developments. The impact assessment was undertaken for the proposed development's opening year of 2020 with the Bunnings precinct generated traffic, and the five-year horizon of 2025 with the Ryde Aquatic Leisure Centre generated traffic.

With the proposed development together with Bunnings precinct in 2020, the intersections are expected operate with satisfactory levels of service, with the exception of significant queues across upstream intersections on Victoria Road.

However, the 2025 intersection performance is expected to deteriorate to unacceptable levels of service when the traffic expected to be generated by the Ryde Aquatic Leisure Centre Masterplan is added to background traffic growth and the Bunnings precinct generated traffic. This is again primarily due to the Tennyson Road/Victoria Road intersection, with the right turn lane capacity on both Tennyson Road and Victoria Road being oversaturated and exhibiting unacceptably long queues. This may be ameliorated by the introduction of additional turning lanes.

An assessment was also undertaken on Council's LEP permissible development types for the current land use zoning for the site. It was found that, of the development types with comparable traffic peak periods to that of the surrounding road network, light industry and neighbourhood shops (of limited size) are more suitable for the site. For the other permissible development types, traffic generation is more likely to be outside of the AM and PM commuter peak periods; therefore, further assessment will be required to examine their impacts.

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APPENDIX A

SIDRA SUMMARY

VICTORIA ROAD (EXISTING AM AND PM PEAKS)



ITEM 1 (continued)

ATTACHMENT 12

MOVEMENT SUMMARY

 **Site: 101 [Victoria Road and Tennyson Road 2016 AM]**

New Site

Signals - Fixed Time Coordinated Cycle Time = 113 seconds (User-Given Phase Times)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tennyson Road											
1	L2	91	8.0	0.180	38.6	LOS D	4.2	31.3	0.88	0.76	20.1
3	R2	187	3.0	0.737	61.2	LOS E	10.5	75.7	1.00	0.85	13.5
Approach		278	4.6	0.737	53.8	LOS D	10.5	75.7	0.96	0.82	15.3
East: Victoria Road East											
4	L2	103	4.0	0.491	17.3	LOS B	16.3	118.5	0.57	0.56	33.2
5	T1	1599	5.0	0.491	12.2	LOS B	16.8	122.6	0.58	0.54	40.7
Approach		1702	4.9	0.491	12.5	LOS B	16.8	122.6	0.58	0.54	40.3
West: Victoria Road West											
11	T1	1867	8.0	0.818	9.6	LOS A	39.5	293.0	0.60	0.57	44.0
12	R2	135	7.0	0.504	27.0	LOS C	6.3	47.1	0.89	0.84	25.8
Approach		2002	8.0	0.818	10.8	LOS B	39.5	293.0	0.62	0.59	42.3
All Vehicles		3982	6.4	0.818	14.5	LOS B	39.5	293.0	0.63	0.58	37.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

Movement Performance - Pedestrians											
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped			
P1	South Full Crossing	53	12.0	LOS B	0.1	0.1	0.46	0.46			
P4	West Full Crossing	53	50.8	LOS E	0.2	0.2	0.95	0.95			
All Pedestrians		105	31.4	LOS D			0.71	0.71			

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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ITEM 1 (continued)

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MOVEMENT SUMMARY

 **Site: 101 [Victoria Road and Tennyson Road 2016 PM]**

New Site
Signals - Fixed Time Coordinated Cycle Time = 120 seconds (User-Given Phase Times)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tennyson Road											
1	L2	97	0.0	0.182	38.6	LOS D	4.2	29.5	0.79	0.74	20.4
3	R2	223	2.0	0.869	67.0	LOS E	14.3	101.8	1.00	0.98	12.6
Approach		320	1.4	0.869	58.4	LOS E	14.3	101.8	0.94	0.91	14.5
East: Victoria Road East											
4	L2	191	1.0	0.188	15.1	LOS B	4.8	35.7	0.43	0.65	31.6
5	T1	1580	5.0	0.678	8.6	LOS A	18.1	131.2	0.44	0.40	45.2
Approach		1771	4.6	0.678	9.2	LOS A	18.1	131.2	0.44	0.43	43.7
West: Victoria Road West											
11	T1	1748	2.0	0.413	6.1	LOS A	12.5	89.0	0.40	0.36	48.8
12	R2	176	2.0	0.708	46.4	LOS D	10.7	76.5	1.00	1.00	18.7
Approach		1924	2.0	0.708	9.8	LOS A	12.5	89.0	0.46	0.42	43.4
All Vehicles		4015	3.1	0.869	13.4	LOS B	18.1	131.2	0.49	0.46	38.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	53	12.6	LOS B	0.1	0.1	0.46	0.46	
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
All Pedestrians		105	33.5	LOS D			0.71	0.71	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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APPENDIX B

STICK DIAGRAMS



ITEM 1 (continued)

ATTACHMENT 12

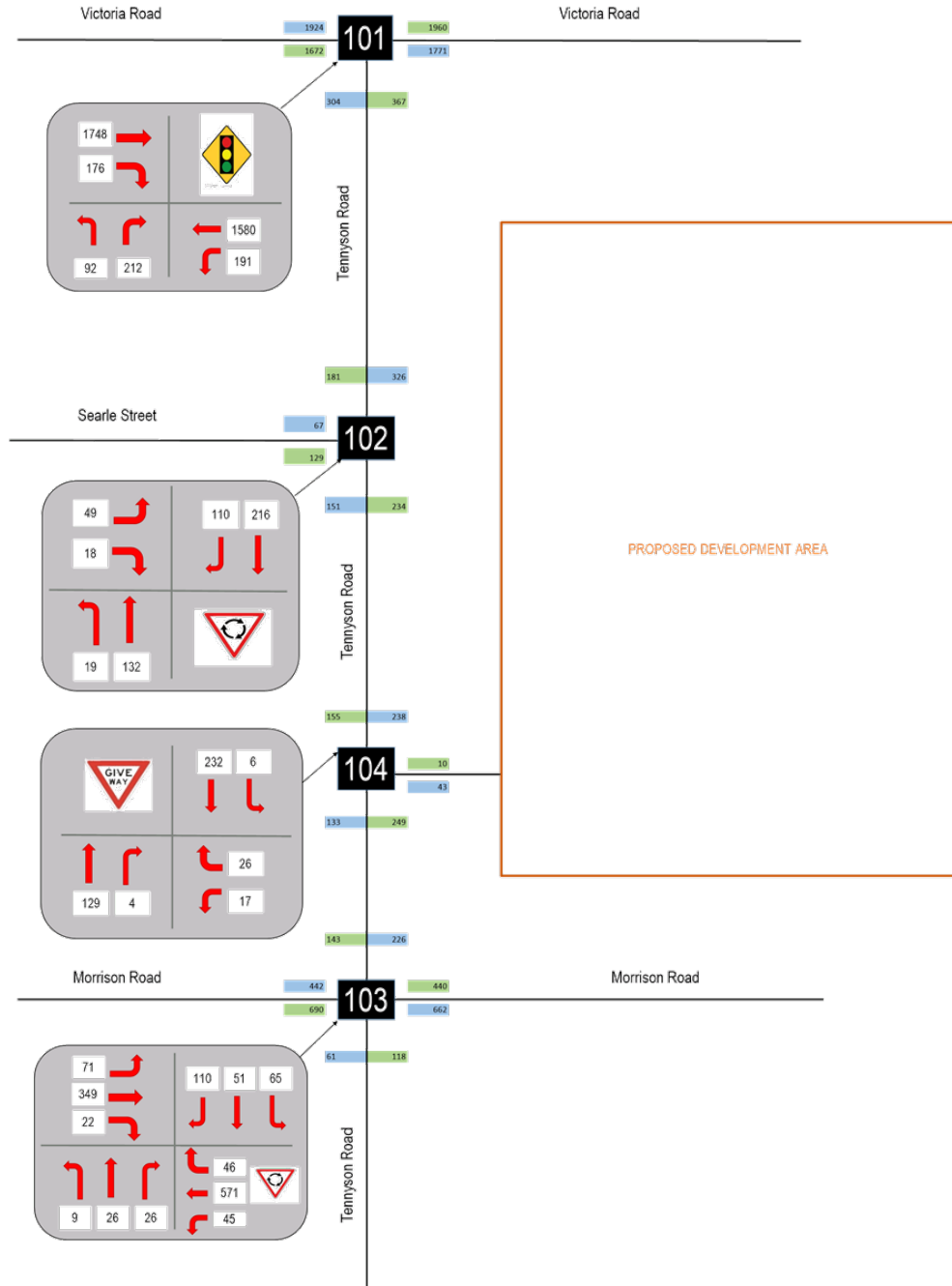
2-14 Tennyson Road Gladesville

Traffic Survey Data Analysis

Intersection Counts

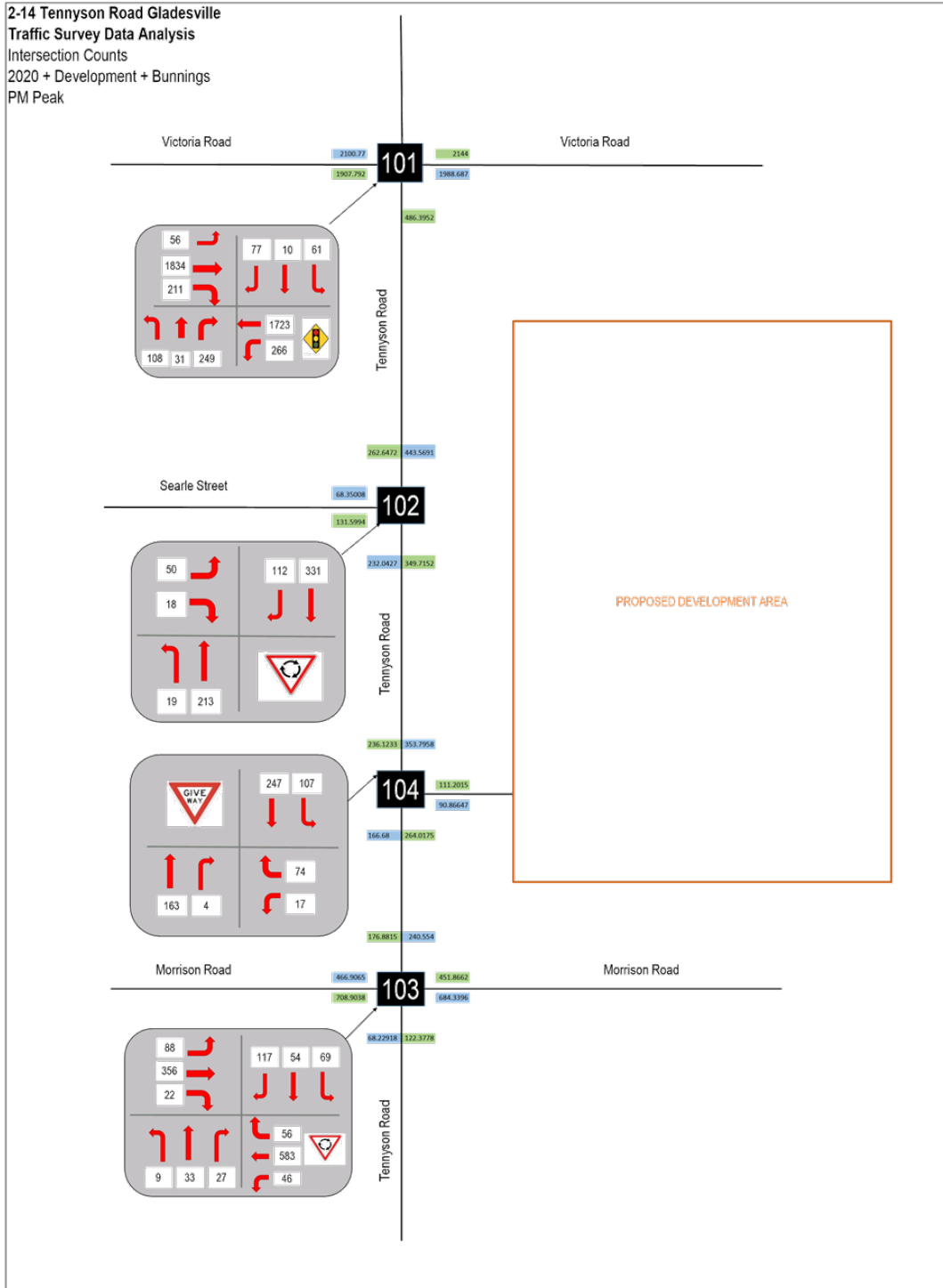
2016 Existing

PM Peak



ITEM 1 (continued)

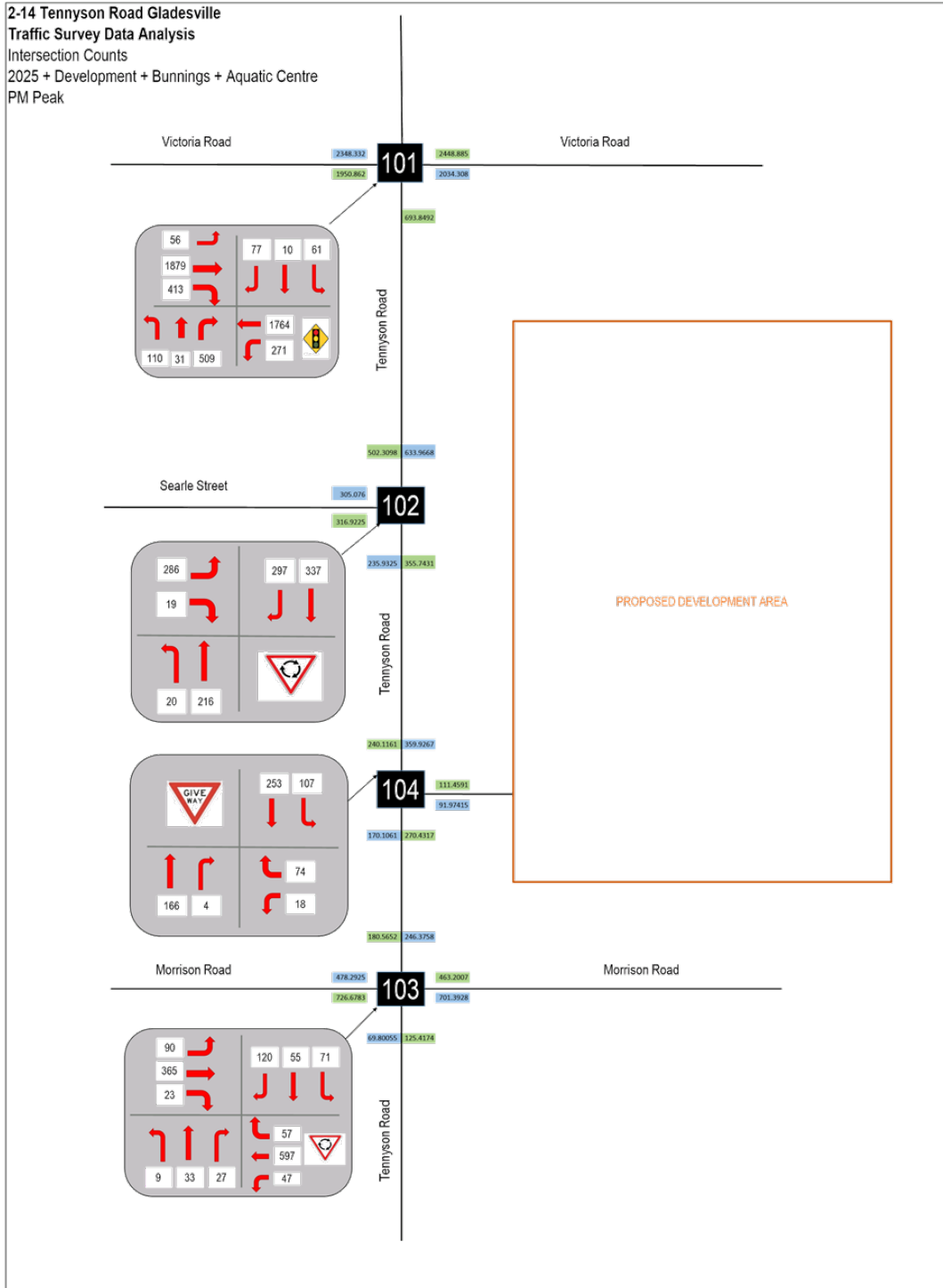
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2020+Dev+Bunnings

ITEM 1 (continued)

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2025 + Dev + Bunnings + Aquatic

ITEM 1 (continued)

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APPENDIX C

SIDRA RESULTS



ITEM 1 (continued)

ATTACHMENT 12

MOVEMENT SUMMARY

 **Site: 101 [Victoria Road and Tennyson Road 2016 AM]**

New Site
Signals - Fixed Time Coordinated Cycle Time = 113 seconds (User-Given Phase Times)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tennyson Road											
1	L2	91	8.0	0.180	38.6	LOS D	4.2	31.3	0.88	0.76	20.1
3	R2	187	3.0	0.737	61.2	LOS E	10.5	75.7	1.00	0.85	13.5
Approach		278	4.6	0.737	53.8	LOS D	10.5	75.7	0.96	0.82	15.3
East: Victoria Road East											
4	L2	103	4.0	0.491	17.3	LOS B	16.3	118.5	0.57	0.56	33.2
5	T1	1599	5.0	0.491	12.2	LOS B	16.8	122.6	0.58	0.54	40.7
Approach		1702	4.9	0.491	12.5	LOS B	16.8	122.6	0.58	0.54	40.3
West: Victoria Road West											
11	T1	1867	8.0	0.818	9.6	LOS A	39.5	293.0	0.60	0.57	44.0
12	R2	135	7.0	0.504	27.0	LOS C	6.3	47.1	0.89	0.84	25.8
Approach		2002	8.0	0.818	10.8	LOS B	39.5	293.0	0.62	0.59	42.3
All Vehicles		3982	6.4	0.818	14.5	LOS B	39.5	293.0	0.63	0.58	37.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	53	12.0	LOS B	0.1	0.1	0.46	0.46	
P4	West Full Crossing	53	50.8	LOS E	0.2	0.2	0.95	0.95	
All Pedestrians		105	31.4	LOS D			0.71	0.71	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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ITEM 1 (continued)

ATTACHMENT 12

MOVEMENT SUMMARY

 **Site: 101 [Victoria Road and Tennyson Road 2016 PM]**

New Site
Signals - Fixed Time Coordinated Cycle Time = 120 seconds (User-Given Phase Times)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tennyson Road											
1	L2	97	0.0	0.182	38.6	LOS D	4.2	29.5	0.79	0.74	20.4
3	R2	223	2.0	0.869	67.0	LOS E	14.3	101.8	1.00	0.98	12.6
Approach		320	1.4	0.869	58.4	LOS E	14.3	101.8	0.94	0.91	14.5
East: Victoria Road East											
4	L2	191	1.0	0.188	15.1	LOS B	4.8	35.7	0.43	0.65	31.6
5	T1	1580	5.0	0.678	8.6	LOS A	18.1	131.2	0.44	0.40	45.2
Approach		1771	4.6	0.678	9.2	LOS A	18.1	131.2	0.44	0.43	43.7
West: Victoria Road West											
11	T1	1748	2.0	0.413	6.1	LOS A	12.5	89.0	0.40	0.36	48.8
12	R2	176	2.0	0.708	46.4	LOS D	10.7	76.5	1.00	1.00	18.7
Approach		1924	2.0	0.708	9.8	LOS A	12.5	89.0	0.46	0.42	43.4
All Vehicles		4015	3.1	0.869	13.4	LOS B	18.1	131.2	0.49	0.46	38.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P1	South Full Crossing	53	12.6	LOS B	0.1	0.1	0.46	0.46	
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
All Pedestrians		105	33.5	LOS D			0.71	0.71	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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ITEM 1 (continued)

ATTACHMENT 12

MOVEMENT SUMMARY

 **Site: 101 [Victoria Road and Tennyson Road 2020 PM]**

New Site
Signals - Fixed Time Coordinated Cycle Time = 115 seconds (User-Given Phase Times)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tennyson Road											
1	L2	114	0.0	0.298	33.0	LOS C	4.4	31.0	0.88	0.76	22.4
2	T1	33	0.0	0.998	99.3	LOS F	22.0	156.3	1.00	1.40	15.2
3	R2	262	2.0	0.998	103.8	LOS F	22.0	156.3	1.00	1.40	9.0
Approach		408	1.3	0.998	83.7	LOS F	22.0	156.3	0.97	1.22	11.7
East: Victoria Road East											
4	L2	280	1.0	0.310	13.3	LOS B	5.3	39.0	0.56	0.70	33.2
5	T1	1814	5.0	0.936	37.2	LOS D	54.7	396.1	0.95	1.01	24.9
Approach		2094	4.5	0.936	34.0	LOS C	54.7	396.1	0.90	0.97	25.5
North: New Access											
7	L2	64	0.0	0.282	52.5	LOS D	3.8	26.7	0.93	0.75	24.9
8	T1	11	1.0	0.282	47.9	LOS D	3.8	26.7	0.93	0.75	23.2
9	R2	81	0.0	0.243	42.2	LOS D	3.8	26.3	0.86	0.73	28.8
Approach		156	0.1	0.282	46.8	LOS D	3.8	26.7	0.90	0.74	26.7
West: Victoria Road West											
10	L2	59	0.0	0.037	6.1	LOS A	0.2	1.6	0.14	0.58	51.9
11	T1	1931	2.0	0.594	12.4	LOS B	23.1	164.4	0.61	0.55	40.8
12	R2	222	2.0	1.005	81.7	LOS F	17.9	127.3	1.00	1.14	9.6
Approach		2212	1.9	1.005	19.2	LOS B	23.1	164.4	0.63	0.61	32.4
All Vehicles		4869	2.9	1.005	31.9	LOS C	54.7	396.1	0.78	0.82	26.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	53	18.4	LOS B	0.1	0.1	0.57	0.57
P2	East Full Crossing	53	51.8	LOS E	0.2	0.2	0.95	0.95
P3	North Full Crossing	53	11.3	LOS B	0.1	0.1	0.44	0.44
P4	West Full Crossing	53	51.8	LOS E	0.2	0.2	0.95	0.95
All Pedestrians		211	33.3	LOS D			0.73	0.73

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)
 Pedestrian movement LOS values are based on average delay per pedestrian movement.
 Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

ITEM 1 (continued)

ATTACHMENT 12

MOVEMENT SUMMARY

 **Site: 101 [Victoria Road and Tennyson Road 2025 PM]**

New Site

Signals - Fixed Time Coordinated Cycle Time = 145 seconds (User-Given Phase Times)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tennyson Road											
1	L2	110	0.0	0.281	36.9	LOS D	4.9	34.5	0.88	0.76	21.0
2	T1	31	0.0	1.943	1736.4	LOS F	250.4	1781.3	1.00	4.05	1.2
3	R2	509	2.0	1.943	1741.0	LOS F	250.4	1781.3	1.00	4.05	0.6
Approach		650	1.6	1.943	1452.4	LOS F	250.4	1781.3	0.98	3.49	0.8
East: Victoria Road East											
4	L2	271	1.0	0.238	12.2	LOS B	4.5	31.7	0.47	0.71	33.9
5	T1	1764	4.0	0.924	38.9	LOS D	61.9	448.2	0.94	0.95	24.3
Approach		2035	3.6	0.924	35.4	LOS D	61.9	448.2	0.87	0.92	24.9
North: New Access											
7	L2	61	0.0	0.362	70.5	LOS E	4.8	33.4	0.97	0.76	21.1
8	T1	10	1.0	0.362	65.9	LOS E	4.8	33.4	0.97	0.76	19.6
9	R2	77	0.0	0.217	49.2	LOS D	4.2	29.7	0.87	0.74	26.8
Approach		148	0.1	0.362	59.1	LOS E	4.8	33.4	0.92	0.75	23.7
West: Victoria Road West											
10	L2	56	0.0	0.033	5.8	LOS A	0.2	1.2	0.08	0.57	52.2
11	T1	1879	2.0	0.604	13.7	LOS B	29.5	209.9	0.58	0.52	39.6
12	R2	413	2.0	1.494	932.9	LOS F	142.9	1017.3	1.00	2.56	1.3
Approach		2348	2.0	1.494	175.2	LOS F	142.9	1017.3	0.64	0.88	7.4
All Vehicles		5181	2.5	1.943	277.2	LOS F	250.4	1781.3	0.78	1.22	4.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

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

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

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

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P1	South Full Crossing	20	22.1	LOS C	0.0	0.0	0.55	0.55
P2	East Full Crossing	20	66.7	LOS F	0.1	0.1	0.96	0.96
P3	North Full Crossing	20	11.6	LOS B	0.0	0.0	0.40	0.40
P4	West Full Crossing	20	66.7	LOS F	0.1	0.1	0.96	0.96
All Pedestrians		80	41.8	LOS E			0.72	0.72

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

ITEM 1 (continued)

ATTACHMENT 12

MOVEMENT SUMMARY

 **Site: 102 [Tennyson Road / Searle Street PM]**

New Site
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tennyson Rd											
1	L2	19	0.0	0.130	4.4	LOS A	0.7	4.6	0.28	0.46	44.7
2	T1	132	1.0	0.130	4.3	LOS A	0.7	4.6	0.28	0.46	45.0
Approach		151	0.9	0.130	4.3	LOS A	0.7	4.6	0.28	0.46	45.0
North: Tennyson Rd											
8	T1	216	1.0	0.218	3.8	LOS A	1.3	9.2	0.11	0.49	45.0
9	R2	110	0.0	0.218	6.8	LOS A	1.3	9.2	0.11	0.49	40.6
Approach		326	0.7	0.218	4.8	LOS A	1.3	9.2	0.11	0.49	44.0
West: Searle St											
10	L2	49	0.0	0.058	4.5	LOS A	0.3	2.0	0.30	0.53	38.5
12	R2	18	0.0	0.058	7.4	LOS A	0.3	2.0	0.30	0.53	44.8
Approach		67	0.0	0.058	5.3	LOS A	0.3	2.0	0.30	0.53	41.1
All Vehicles		544	0.6	0.218	4.7	LOS A	1.3	9.2	0.18	0.49	44.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout Capacity Model: SIDRA Standard.
 SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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ITEM 1 (continued)

ATTACHMENT 12

MOVEMENT SUMMARY

 **Site: 102 [Tennyson Road / Searle Street 2020 PM]**

New Site
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tennyson Rd											
1	L2	20	0.0	0.206	4.5	LOS A	1.1	7.9	0.31	0.46	44.6
2	T1	224	1.0	0.206	4.4	LOS A	1.1	7.9	0.31	0.46	44.9
Approach		244	0.9	0.206	4.4	LOS A	1.1	7.9	0.31	0.46	44.9
North: Tennyson Rd											
8	T1	348	1.0	0.307	3.8	LOS A	2.1	14.8	0.12	0.47	45.1
9	R2	118	0.0	0.307	6.8	LOS A	2.1	14.8	0.12	0.47	40.8
Approach		466	0.7	0.307	4.5	LOS A	2.1	14.8	0.12	0.47	44.4
West: Searle St											
10	L2	53	0.0	0.068	5.0	LOS A	0.3	2.4	0.40	0.57	38.1
12	R2	19	0.0	0.068	7.9	LOS A	0.3	2.4	0.40	0.57	44.6
Approach		72	0.0	0.068	5.8	LOS A	0.3	2.4	0.40	0.57	40.7
All Vehicles		782	0.7	0.307	4.6	LOS A	2.1	14.8	0.21	0.48	44.3

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout Capacity Model: SIDRA Standard.
 SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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ITEM 1 (continued)

ATTACHMENT 12

MOVEMENT SUMMARY

 **Site: 102 [Tennyson Road / Searle Street 2025 PM]**

New Site
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Tennyson Rd											
1	L2	21	0.0	0.257	5.9	LOS A	1.4	10.2	0.52	0.60	43.8
2	T1	227	1.0	0.257	5.7	LOS A	1.4	10.2	0.52	0.60	44.0
Approach		248	0.9	0.257	5.7	LOS A	1.4	10.2	0.52	0.60	44.0
North: Tennyson Rd											
8	T1	355	1.0	0.432	3.8	LOS A	3.6	25.4	0.15	0.51	44.5
9	R2	313	0.0	0.432	6.9	LOS A	3.6	25.4	0.15	0.51	39.8
Approach		667	0.5	0.432	5.2	LOS A	3.6	25.4	0.15	0.51	42.9
West: Searle St											
10	L2	301	0.0	0.306	5.3	LOS A	2.0	13.7	0.50	0.60	38.2
12	R2	20	0.0	0.306	8.2	LOS A	2.0	13.7	0.50	0.60	44.7
Approach		321	0.0	0.306	5.5	LOS A	2.0	13.7	0.50	0.60	38.9
All Vehicles		1237	0.5	0.432	5.4	LOS A	3.6	25.4	0.32	0.55	42.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout Capacity Model: SIDRA Standard.
 SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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ITEM 1 (continued)

ATTACHMENT 12

MOVEMENT SUMMARY

 **Site: 103 [Tennyson Rd / Morrison Rd PM]**

New Site
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Morrison Rd											
21	L2	45	0.0	0.541	5.8	LOS A	3.9	27.1	0.48	0.58	52.3
22	T1	571	0.0	0.541	5.7	LOS A	3.9	27.1	0.48	0.58	53.2
23	R2	46	0.0	0.541	9.0	LOS A	3.9	27.1	0.48	0.58	52.9
Approach		662	0.0	0.541	5.9	LOS A	3.9	27.1	0.48	0.58	53.1
NorthEast: Tennyson Rd											
24	L2	65	0.0	0.243	7.1	LOS A	1.4	9.8	0.57	0.72	51.1
25	T1	51	1.0	0.243	7.1	LOS A	1.4	9.8	0.57	0.72	51.9
26	R2	110	0.0	0.243	10.3	LOS A	1.4	9.8	0.57	0.72	51.6
Approach		226	0.2	0.243	8.7	LOS A	1.4	9.8	0.57	0.72	51.5
NorthWest: Morrison Rd											
27	L2	71	0.0	0.333	5.1	LOS A	1.8	12.8	0.27	0.51	53.1
28	T1	349	0.0	0.333	5.0	LOS A	1.8	12.8	0.27	0.51	54.0
29	R2	22	0.0	0.333	8.3	LOS A	1.8	12.8	0.27	0.51	53.7
Approach		442	0.0	0.333	5.2	LOS A	1.8	12.8	0.27	0.51	53.9
SouthWest: Tennyson Rd											
30	L2	9	0.0	0.090	9.2	LOS A	0.5	3.7	0.72	0.76	49.9
31	T1	26	1.0	0.090	9.2	LOS A	0.5	3.7	0.72	0.76	50.6
32	R2	26	0.0	0.090	12.5	LOS A	0.5	3.7	0.72	0.76	50.3
Approach		61	0.4	0.090	10.6	LOS A	0.5	3.7	0.72	0.76	50.4
All Vehicles		1391	0.1	0.541	6.3	LOS A	3.9	27.1	0.44	0.59	53.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout Capacity Model: SIDRA Standard.
 SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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ITEM 1 (continued)

ATTACHMENT 12

MOVEMENT SUMMARY

 **Site: 103 [Tennyson Rd / Morrison Rd 2020 PM]**

New Site
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Morrison Rd											
21	L2	48	0.0	0.600	6.0	LOS A	4.7	32.6	0.55	0.61	52.1
22	T1	614	0.0	0.600	5.9	LOS A	4.7	32.6	0.55	0.61	52.9
23	R2	59	0.0	0.600	9.2	LOS A	4.7	32.6	0.55	0.61	52.6
Approach		721	0.0	0.600	6.2	LOS A	4.7	32.6	0.55	0.61	52.9
NorthEast: Tennyson Rd											
24	L2	73	0.0	0.279	7.4	LOS A	1.7	11.6	0.61	0.74	51.0
25	T1	57	1.0	0.279	7.4	LOS A	1.7	11.6	0.61	0.74	51.7
26	R2	123	0.0	0.279	10.6	LOS A	1.7	11.6	0.61	0.74	51.4
Approach		253	0.2	0.279	9.0	LOS A	1.7	11.6	0.61	0.74	51.4
NorthWest: Morrison Rd											
27	L2	93	0.0	0.379	5.3	LOS A	2.2	15.3	0.32	0.53	52.9
28	T1	375	0.0	0.379	5.1	LOS A	2.2	15.3	0.32	0.53	53.9
29	R2	23	0.0	0.379	8.4	LOS A	2.2	15.3	0.32	0.53	53.5
Approach		491	0.0	0.379	5.3	LOS A	2.2	15.3	0.32	0.53	53.7
SouthWest: Tennyson Rd											
30	L2	9	0.0	0.118	10.0	LOS A	0.7	5.0	0.77	0.80	49.4
31	T1	35	1.0	0.118	10.0	LOS A	0.7	5.0	0.77	0.80	50.1
32	R2	28	0.0	0.118	13.3	LOS A	0.7	5.0	0.77	0.80	49.8
Approach		73	0.5	0.118	11.3	LOS A	0.7	5.0	0.77	0.80	49.9
All Vehicles		1537	0.1	0.600	6.6	LOS A	4.7	32.6	0.50	0.61	52.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout Capacity Model: SIDRA Standard.
 SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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ITEM 1 (continued)

ATTACHMENT 12

MOVEMENT SUMMARY

 **Site: 103 [Tennyson Rd / Morrison Rd 2025 PM]**

New Site
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Morrison Rd											
21	L2	49	0.0	0.616	6.1	LOS A	4.9	34.3	0.57	0.62	52.0
22	T1	628	0.0	0.616	6.0	LOS A	4.9	34.3	0.57	0.62	52.9
23	R2	60	0.0	0.616	9.3	LOS A	4.9	34.3	0.57	0.62	52.5
Approach		738	0.0	0.616	6.2	LOS A	4.9	34.3	0.57	0.62	52.8
NorthEast: Tennyson Rd											
24	L2	75	0.0	0.289	7.5	LOS A	1.7	12.1	0.62	0.74	50.9
25	T1	58	1.0	0.289	7.5	LOS A	1.7	12.1	0.62	0.74	51.6
26	R2	126	0.0	0.289	10.7	LOS A	1.7	12.1	0.62	0.74	51.4
Approach		259	0.2	0.289	9.1	LOS A	1.7	12.1	0.62	0.74	51.3
NorthWest: Morrison Rd											
27	L2	95	0.0	0.389	5.3	LOS A	2.3	15.9	0.32	0.53	52.9
28	T1	384	0.0	0.389	5.2	LOS A	2.3	15.9	0.32	0.53	53.8
29	R2	24	0.0	0.389	8.5	LOS A	2.3	15.9	0.32	0.53	53.5
Approach		503	0.0	0.389	5.3	LOS A	2.3	15.9	0.32	0.53	53.6
SouthWest: Tennyson Rd											
30	L2	9	0.0	0.121	10.2	LOS A	0.7	5.2	0.78	0.80	49.3
31	T1	35	1.0	0.121	10.2	LOS A	0.7	5.2	0.78	0.80	50.0
32	R2	28	0.0	0.121	13.5	LOS A	0.7	5.2	0.78	0.80	49.7
Approach		73	0.5	0.121	11.5	LOS A	0.7	5.2	0.78	0.80	49.8
All Vehicles		1573	0.1	0.616	6.7	LOS A	4.9	34.3	0.51	0.62	52.7

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
 Vehicle movement LOS values are based on average delay per movement.
 Intersection and Approach LOS values are based on average delay for all vehicle movements.
 Roundabout Capacity Model: SIDRA Standard.
 SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
 Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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