



Planning Proposal

2-6 Chatham Road, West Ryde | February 2017

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1. Introduction

This Planning Proposal has been prepared by SAMA Design on behalf of Tesco Projects Pty Ltd to seek Council support to amend the height and floorspace controls of the Ryde Local Environment Plan 2012 for 2-6 Chatham Road, West Ryde.

The proposed amendment would enable the existing service station to be redeveloped in a form consistent with the intent of the zoning and strategic planning for the West Ryde Town Centre. Key outcomes would include:

- replaces a low amenity site with a high quality mixed use development;
- provides a continuous high quality commercial frontage to Chatham Rd, a key commercial street and entry point to the West Ryde town centre;
- increases housing diversity in the area with 1, 2 and 3 bedroom apartments to suit to the changing demographics and lifestyles as identified in the Ryde Local Planning Strategy;
- helps to deliver the increased housing targets set out in the North District Plan in accordance with the criteria for urban renewal;
- maximises the existing transport and civic infrastructure by increasing the provision of employment and housing located within walking distance of the town centre and high frequency bus and rail public transport; and
- provides a more compatible land use for transitioning between the town centre and residential areas.

This report has been prepared having regard to the NSW Planning and Infrastructure's 'A Guide to Preparing Planning Proposals' and 'A Guide to Preparing Local Environmental Plans'. As required by Section 55 of the Environmental Planning and Assessment Act 1979 (EP&A Act), the report includes consideration of the following:

- Description of the subject site and context.
- Indicative site plan showing sufficient detail to demonstrate the suitability of the site for increased development potential.
- Statement of the objectives and intended outcomes of the proposal.
- Explanation of the provisions of the proposal.
- Summary of the justification of the proposal.
- Description of the stakeholder consultation undertaken to date to inform the preparation of this planning proposal request.

In support of the Planning Proposal, the following information is also provided:

- Traffic and Parking Assessment (Appendix A)
- Preliminary Site Investigation (Appendix B)
- Preliminary Flooding and Drainage Advice (Appendix C)

Overall the report demonstrates the urban design and strategic merits of the proposed LEP amendments and consistency with state and local policies, SEPPs and Ministerial Directions.

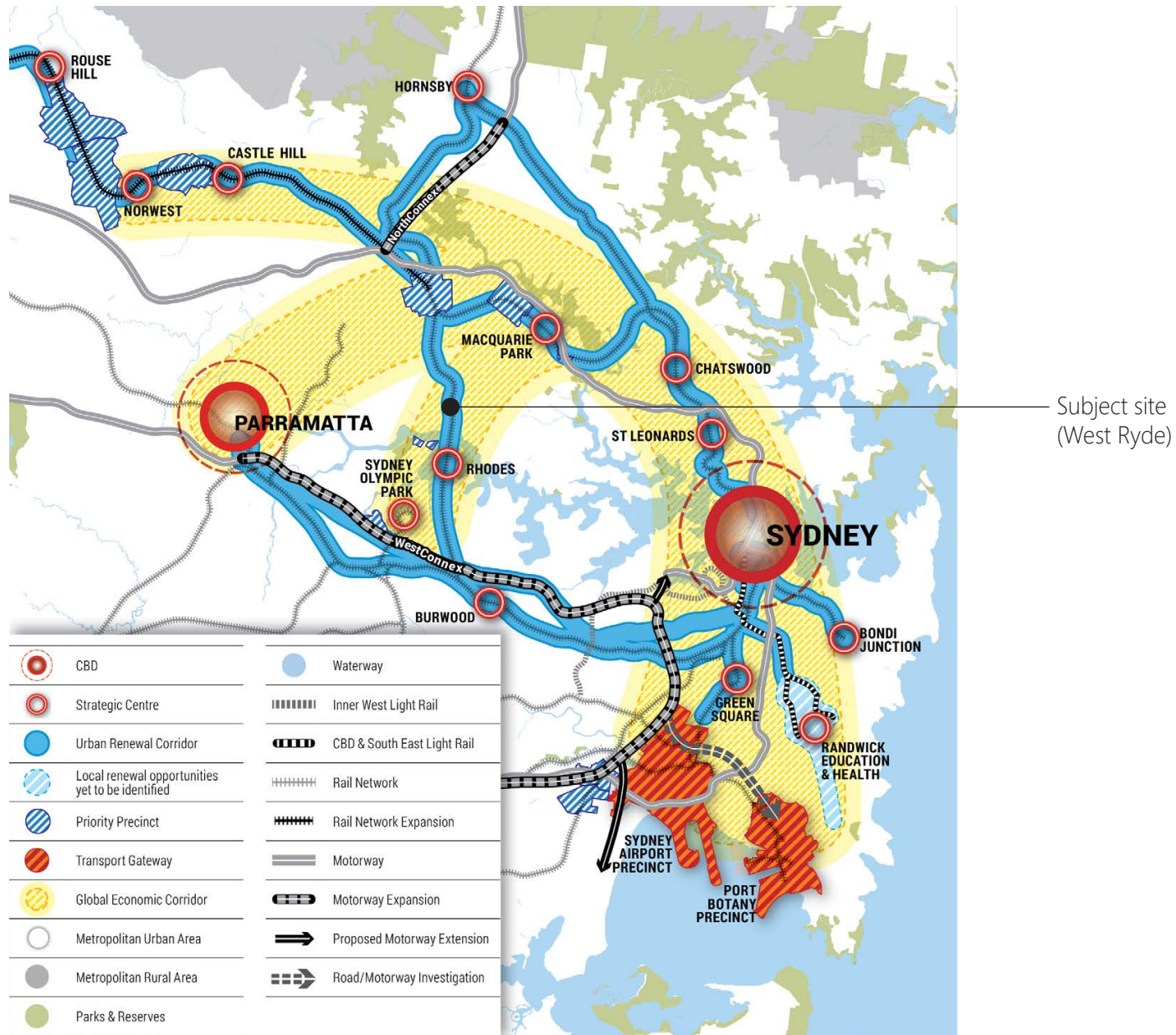


Figure 1. Strategic Plan for Central and Northern Sydney in *A Plan for Growing Sydney* (2014).

1.1 Strategic Context

A PLAN FOR GROWING SYDNEY (2014)

This Plan sets out the overarching land use strategy to accommodate population growth and infrastructure in the Sydney metropolitan area over the next 20 years while creating a high amenity and liveable city.

The Plan sets out four key goals supported by directions and actions. Goal 2 and 3 of the Plan focus on improved housing choice and community design achieved largely through strategic infill redevelopment. This Planning Proposal is consistent with the directions and actions of these goals:

- provision of housing choice in well-serviced locations, particularly at train stations and within transport corridors. The subject site is located within an identified Urban Renewal Corridor (refer Figure 1) and is within a 5 minute walk/ 400m of the West Ryde Train Station, fulfilling this criteria.
- provision of greater housing diversity within existing communities to suit changing household sizes, lifestyles and budgets. The Planning Proposal will enable the provision of 1, 2 and 3 bedroom apartments with walkable access to amenities and public transport, increasing the diversity of housing in an area that is predominantly detached housing.
- deliver a healthy built environment with walkable neighbourhoods, mixed uses and high amenity civic spaces. The Planning Proposal will enable a development form that provides a new civic space, active commercial street frontages with awnings over the footpath and an enhanced public domain that improves the overall town centre.

Refer to Section 5.2.1 for further discussion on this strategy.

THE PLANNING PRINCIPLES THAT WILL GUIDE HOW SYDNEY GROWS

PRINCIPLE 1: INCREASING HOUSING CHOICE AROUND ALL CENTRES THROUGH URBAN RENEWAL IN ESTABLISHED AREAS

Increasing housing close to centres and stations makes it easier to walk or cycle to shops or services; travel to work or other centres; reduces traffic congestion; and makes our neighbourhoods more community oriented.

Increasing the variety of housing available makes it easier for people to find a home that suits their lifestyle, household size and their budget.

Locating new housing in centres delivers a range of economic, environmental and social benefits to the community. Research by the Organisation for Economic Cooperation and Development (OECD) has similarly found that productivity benefits arise from a more compact city.

Planning Principles in *A Plan for Growing Sydney* (2014).

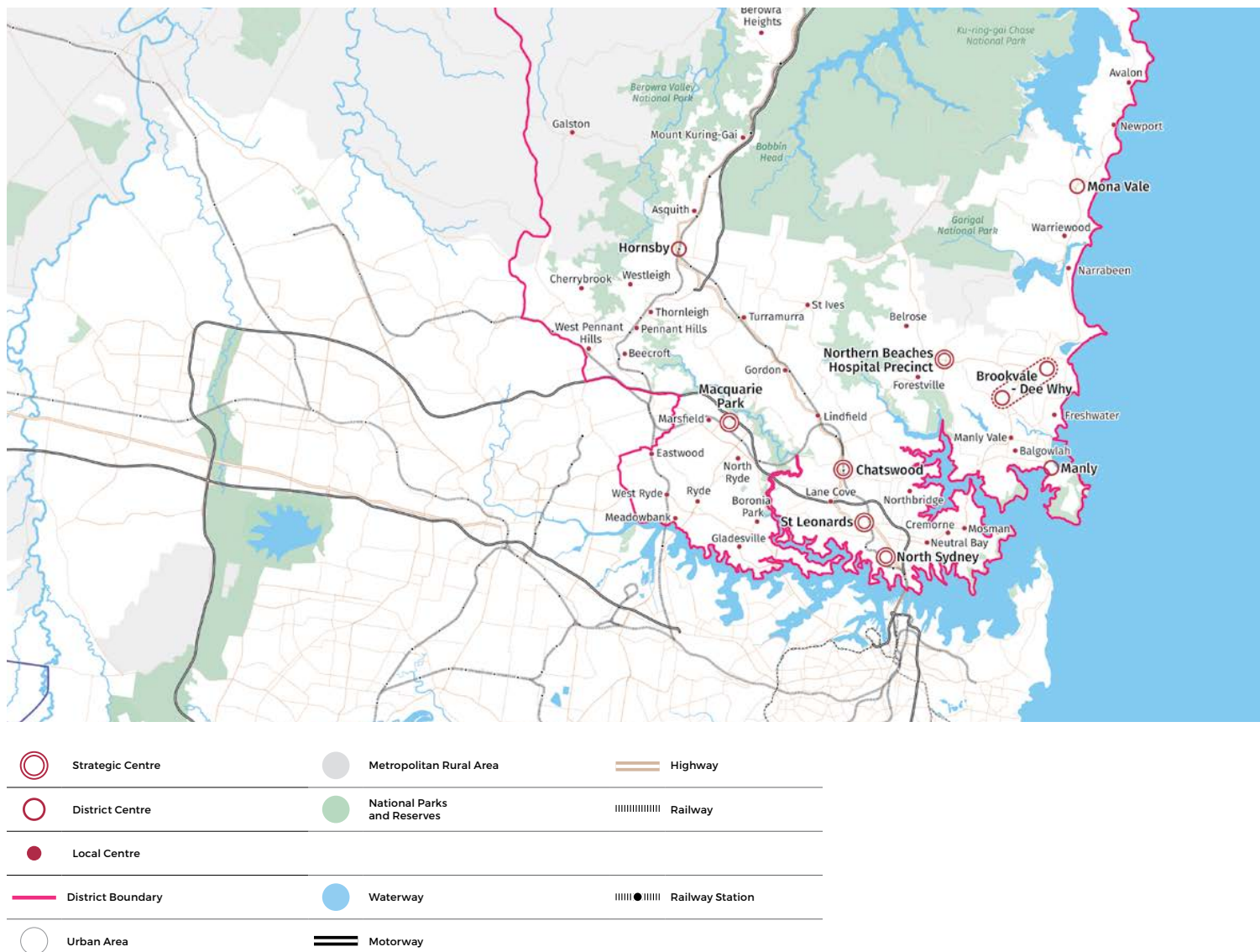


Figure 2. Draft North District Plan (2016).

DRAFT NORTH DISTRICT PLAN (2016)

The draft District Plan provides the 20-year vision, priorities and actions for the North District. Significantly, the Department of Planning and Environment has increased the 20 year forecast for additional dwellings in Greater Sydney by 9% to 725,000, with 97,000 dwellings targeted within the North District. The District Plan sets a shorter term target of 25,950 additional dwellings in the District over the next 5 years, with 7,600 planned within the City of Ryde.

The District Plan states in Action L3 that Ryde Council will *"investigate local opportunities to address demand and diversity in and around local centres and infill areas"*.

In addition to housing targets, the District Plan sets out a range of criteria for urban renewal which this Planning Proposal is consistent with:

- Alignment with investment in regional and district infrastructure.
- Accessibility to jobs, particularly strategic and district centres.
- Within walking distance of centres with regional transport.
- The feasibility of development, including financial viability across a range of housing configurations (one, two and three+ bedrooms) and consistency with market demand.
- Proximity to services including schools and health facilities.
- Consideration of heritage and cultural elements, visual impacts, natural elements such as flooding, special land uses and other environmental constraints.

- Consideration of local features such as topography, lot sizes, strata ownership and the transition between the different built forms.
- Delivery considerations such as staging, enabling infrastructure, upgrades or expansions of social infrastructure such as local schools, open space and community facilities.

Overall, the District Plan sets out the need for increased housing compared with the targets previously planned for, and articulates the strategic criteria for locating this growth.

As discussed in Section 5.2, the Planning Proposal is consistent with the District Plan.

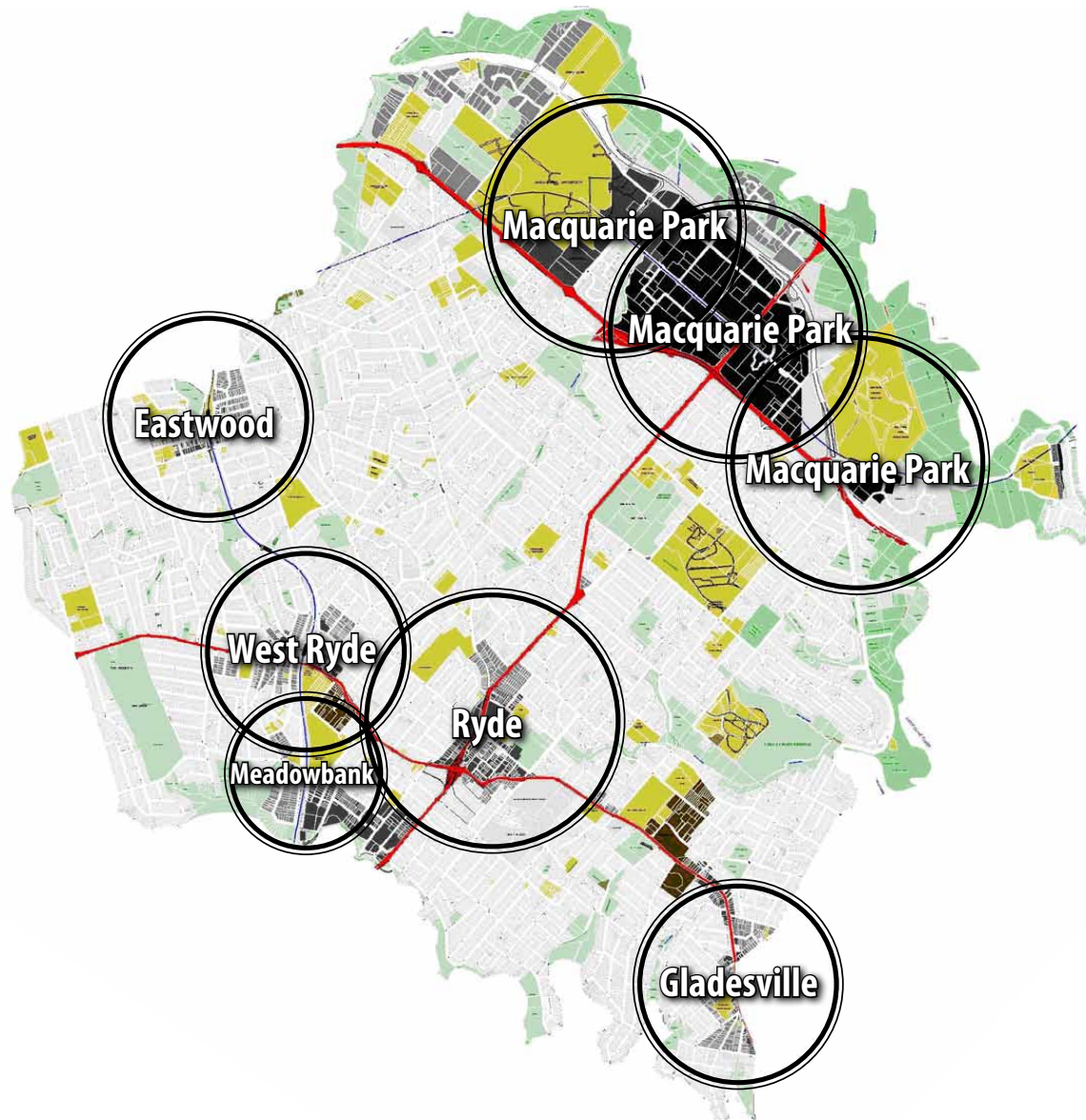


Figure 3. Key Centres and Corridors in *Ryde Local Planning Study (2010)*.

RYDE 2025 COMMUNITY STRATEGIC PLAN (2013)

This Plan sets the overall direction and long-term planning for the economic, social and environmental growth of the Ryde LGA and outlines seven key outcomes with associated goals and strategies, many of which are supported by this Planning Proposal, in particular:

- Outcome 1: City of Liveable Neighbourhoods - A range of well-planned clean and safe neighbourhoods, and public spaces, designed with a strong sense of identity and place.
- Outcome 2: City of Wellbeing - A healthy community, with all supported throughout their life by services, facilities and people.
- Outcome 3: City of Prosperity - Creating urban centres which champion business, innovation and technology to stimulate economic growth and local jobs.
- Outcome 5: City of Connections - Access and connection to, from and within the City of Ryde. Providing safe, reliable and affordable public and private travel, transport and communication infrastructure.

RYDE LOCAL PLANNING STUDY 2010

The Planning Study was prepared to guide the future growth of Ryde to 2021 and inform the preparation of the comprehensive Ryde LEP. It provides an analysis of the existing and future demographics and housing needs, and identifies strategic centres and corridors for growth. Notably, the provision of more housing supply and diversity in identified centres is a recurring theme.

The Study concludes with a range of Strategic Directions which are consistent with the objectives of the Planning Proposal, for example:

- continue to focus and support growth in centres through a mix of land uses and building types which provide for housing, jobs and services;
- strengthen the unique identity of individual centres;
- enhance the attractiveness of centres through improvements to the public domain;
- improve access to a range of housing types which meet the needs of present and future residents; and
- encourage walking, cycling and public transport use by focusing growth in centres, by improving public domain and by enhancing community safety.

Refer to Section 5.2.2 for further discussion on these local strategies.

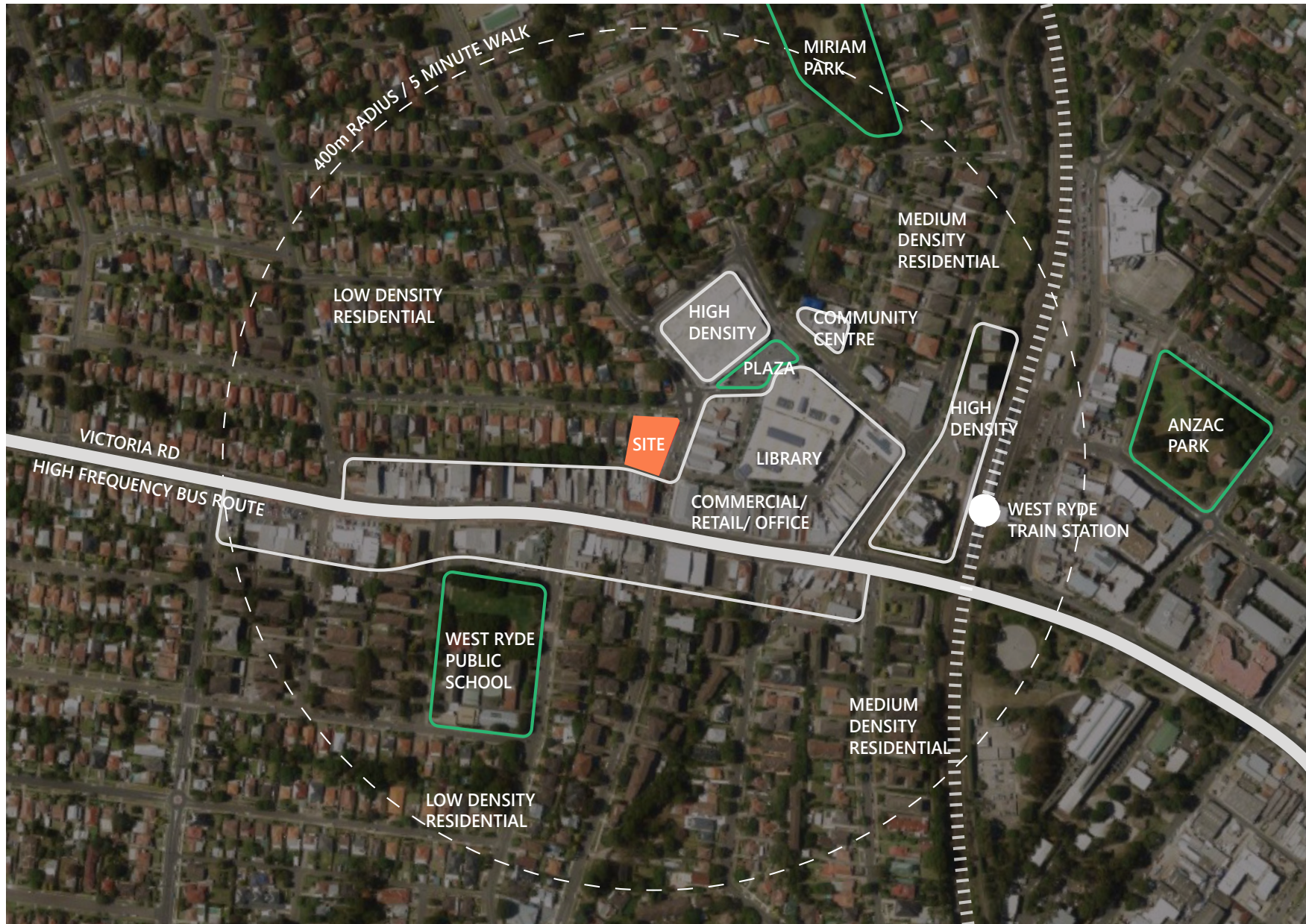


Figure 4. Local Context Plan.

1.2 Surrounding Context

LAND USES

The site forms part of the West Ryde Town Centre, a village centre, and is on the edge of Retail Core Precinct identified in the DCP.

The town centre contains 2 major supermarkets, a central plaza, library, community centre and commercial, retail, hotel and office uses. There are also a number of apartment buildings.

The site is approximately 300m from West Ryde Public School and 400m/ 5 minute walk from two large open spaces for recreation - Anzac Park and Miriam Park.

ADJACENT DEVELOPMENT

To the south and east of the site is commercial and retail development forming part of the West Ryde Town Centre. Buildings range in height from 2-10 storeys and are typically large footprint with zero setbacks and continuous frontages with awnings over the footpath. The site is within 50m of the main plaza in the town centre.

To the rear of the site (west) is low density residential development comprising single houses and a leafy suburban character. The property abutting the rear boundary of the site is Council-owned and currently used by Christian Community Aid as family day care centre.

PUBLIC TRANSPORT

The site is within 400m/ 5 minute walk of the West Ryde Train Station which provides frequent rail services to the Sydney CBD

and Strathfield (south) and Epping and Hornsby (north).

The site is also 50m from high frequency bus services on Victoria Road which provide access east-west to Parramatta and the Sydney CBD.

ACCESS

The site is bordered by three streets:

- Chatham Road, a commercial street and key entry point into the West Ryde Town Centre, providing access to underground parking for Coles and the apartments above. It has a single travel lane and kerbside parking in each direction. It is a mixed use commercial street including hotel, office, commercial, retail, restaurant and residential uses. The streetscape is characterised by zero setbacks, continuous frontages with awnings, wide footpaths, regular street tree planting and building heights ranging from 2 - 8 storeys.
- Dickson Avenue is a local residential street, also with a single travel lane and kerbside parking in each direction. The streetscape is characterised by 1-2 storey residential buildings with 6-8m front setbacks and regular street tree planting.
- Dickson Lane is a one-way (westbound) service lane to the commercial properties fronting Victoria Street, the main arterial road in the district.



Figure 5. Dickson Avenue viewed east - typical residential street with West Ryde apartments visible in background.



Figure 6. Chatham Road viewed north - typical commercial street in West Ryde.



Figure 7. Apartment developments in West Ryde ranging 8-10 storeys.



Figure 8. Subject site viewed from south-east corner with mixed-use apartment development to the right and Dickson Lane to the left.



Figure 9. Subject site viewed from the north-east corner.

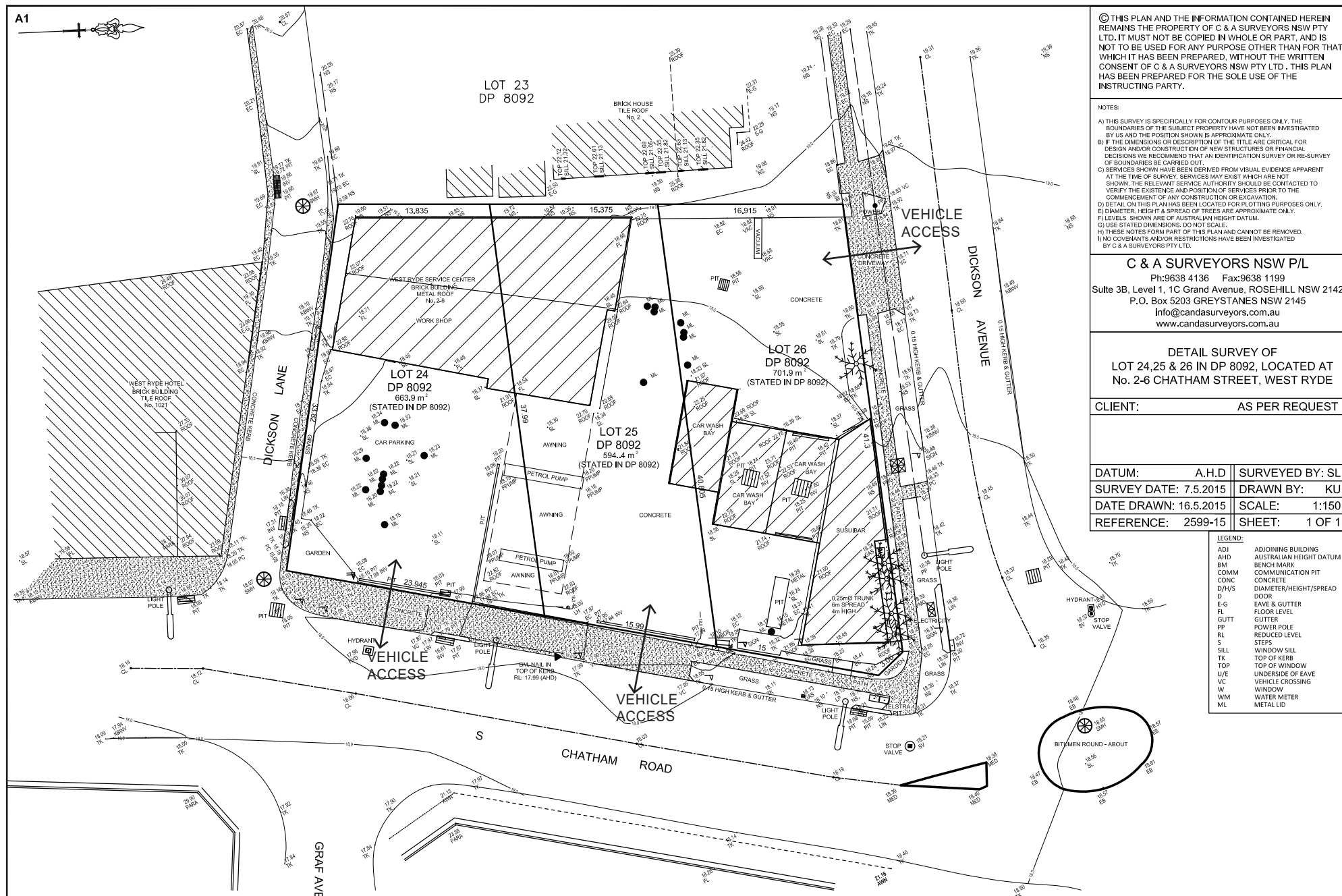


Figure 10. Existing site plan (source: C&A Surveyors NSW, 2015).

1.3 The Site

DESCRIPTION

The subject site consists of 3 lots comprising a total area of 1,967sqm:

- 2 Chatham Road (Lot 24 on DP 8092)
- 4 Chatham Road (Lot 25 on DP 8092)
- 6 Chatham Road (Lot 26 on DP 8092)

The site has been developed as one consolidated parcel, with existing buildings overlapping the lot boundaries.

EXISTING DEVELOPMENT

There is currently a service station, car wash and restaurant operating on the site. The buildings are single storey and have large setbacks to Chatham Road, except for the restaurant which addresses the north-east corner of the site. The existing form presents a relatively low level of amenity to the town centre.

ACCESS

The site has three street frontages: Chatham Road, a commercial street; Dickson Avenue, a local residential street; and Dickson Lane, a one-way (westbound) laneway.

There are three vehicle access points to the site: two on Chatham Road and one on Dickson Avenue.

Footpaths are provided on Chatham Road and Dickson Avenue but are severely impacted by the three driveways.

Parking is provided at ground level to both the Chatham Road frontage and the Dickson Avenue frontage.

SITE CONDITIONS

The site is relatively flat with a level change of 1.6m (19.6m on the western boundary to 18.0m on Chatham Road).

There is no vegetation on the site or in the street verges, except for several medium sized palm trees on Dickson Avenue (located within the property boundary).

GEOTECHNICAL

The service station has been operating on the site since 1970 and previous to this the site was used for residential purposes. Preliminary investigations show there are six Underground Storage Tanks (USTs) on the site. Severe oil staining and cracking in the slab was observed around the USTs and the petrol bowsers. Deposited/ dumped soil of unknown quality and quantity and leaking chemical drums were also observed on the site. Refer to Figure 11 for site layout.

A preliminary conceptual site model (CSM) was derived for the site which identified potential contamination sources and concluded that there is the potential for contamination to be present on the site.

It is recommended that a Detailed Site Investigation (DSI) and Hazardous Materials Survey be undertaken to quantify any potential contamination and develop appropriate remedial and risk management measures. Due to the restricted access while the service station remains in operation, the DSI is recommended as part of the demolition/ redevelopment as a condition of development approval.

Refer to *Appendix B - Preliminary Site Investigation* for further information on geotechnical investigations.

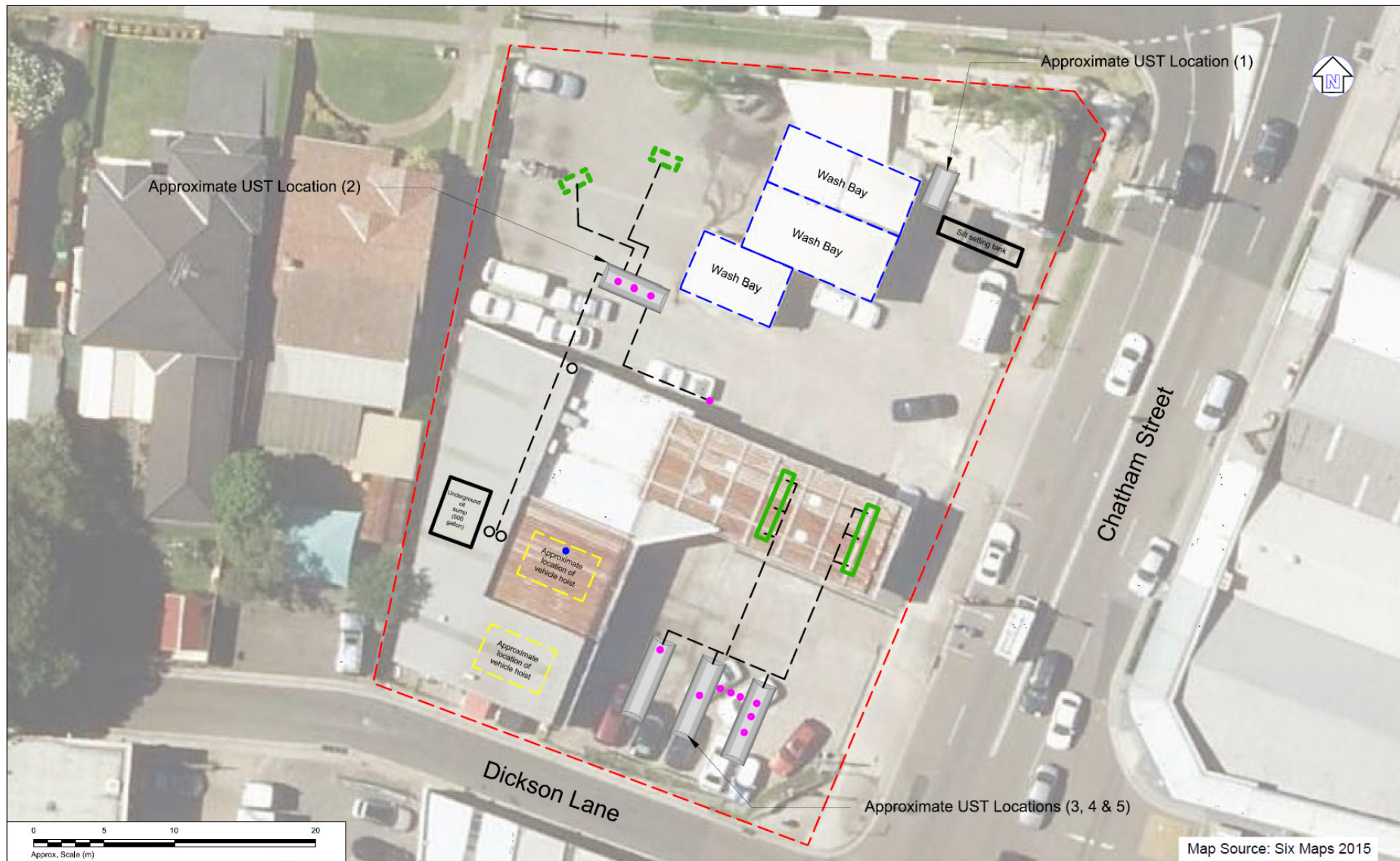


Figure 11. Site layout (source: Environmental Investigations Australia, 2016).



STORMWATER

Under Ryde Council's *Parramatta River – Ryde Sub-catchments Flood Study and Floodplain Risk Management Plan 2013*, the site falls within a low to medium flood risk precinct (refer Figure 12).

The 1%AEP (Annual Exceedance Probability) flood depth is approximately 0.25m (refer Figure 13). Allowing for Council's minimum freeboard requirement of +0.5m, it is recommended that initial planning be based on the minimum ground floor level being +600mm above the adjacent top of kerb level along the building frontage.

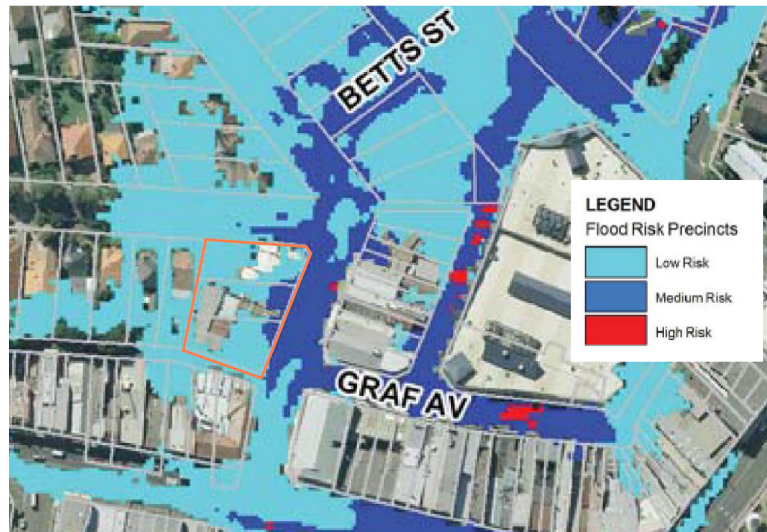


Figure 12. Flood Risk Precinct (source: *Parramatta River – Ryde Sub-catchments Flood Study and Floodplain Risk Management Plan 2013*).

The Probable Maximum Flood (PMF) flood depth ranges from 1m to over 2m. The lowest PMF flood depth is in the southwest corner of the site (Dickson Lane). It is recommended that the entry to any basement car parking be planned for this location.

The site falls within Council's Onsite Stormwater Detention (OSD) Zone 2 which means that the minimum Site Storage Requirement (SSR) is 255m³/ha. A minimum OSD volume of 50m³ will be required for this site.

Refer to *Appendix C - Preliminary Flood and Drainage Advice* for further information.

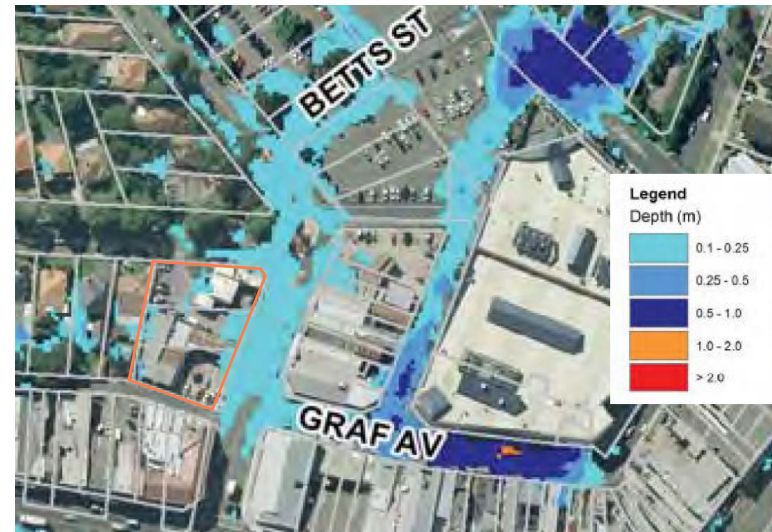
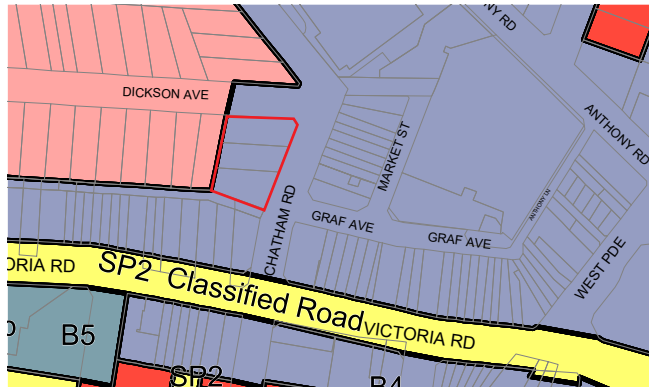
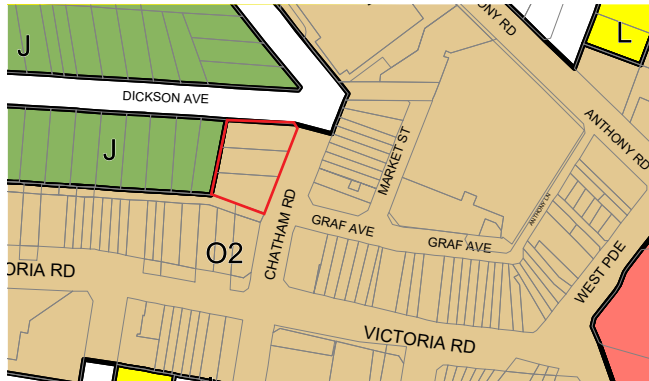


Figure 13. 1%AEP Peak Flood Depth (source: *Parramatta River – Ryde Sub-catchments Flood Study and Floodplain Risk Management Plan 2013*).



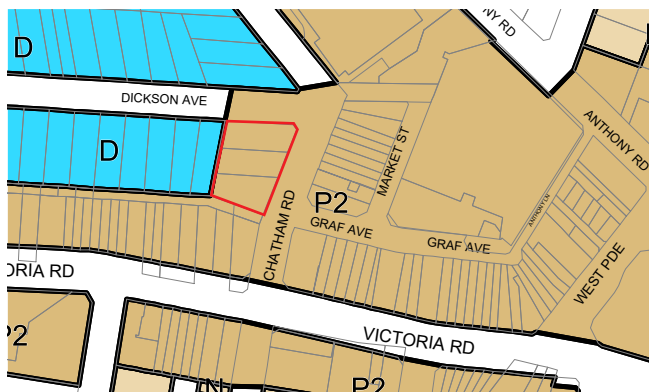
Zone

B4	Mixed Use
B5	Business Development
R2	Low Density Residential



Maximum Building Height (m)

J	9.5
O2	15.5



Maximum Floor Space Ratio (n:1)

P2	1.25
D	0.50

Figure 14. Existing planning controls under the RLEP.

1.4 Existing Planning Controls

RYDE LOCAL ENVIRONMENT PLAN 2014 (RLEP)

Under the RLEP the site is zoned B4 Mixed Use. The purpose of the zone is to provide a mixture of compatible land uses and integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.

The site currently has a maximum building height of 15.5m and a maximum floorspace ratio of 1.25:1. This would enable a maximum of 4 storey development (allowing for a commercial ground floor with 4m floor to ceiling height).

The adjoining properties have the same zoning and building controls except for the rear boundary (west) which is zoned R2 Low Density Residential with a maximum building height of 9m and a maximum floorspace ratio of 0.5:1.

RYDE DEVELOPMENT CONTROL PLAN 2014 (DCP)

Section 4.3 of the DCP sets out the objectives for the West Ryde Town Centre including mixed use higher density development in and around the town centre, improved pedestrian amenity; a sense of community place; enhanced public spaces; and high quality built form.

The site is within the Retail Core Precinct which is identified for high intensity mixed use development with retail, commercial and civic uses with residential units above. The edge of the precinct performs a transitional role, with new development to be suitably designed to maintain the amenity of adjoining residential land uses. New development is also to maximise and improve visual and physical connections across the Precinct and to ensure community focal points in the private domain interact with the surrounding network of civic spaces and linkages.

The DCP sets out a range of more detailed development controls relating to building design, access and parking, and the public domain, which are addressed further in Section 5.2.2.

While the conceptual design shown in this Planning Proposal is generally consistent with the controls, a full compliance assessment will be undertaken at development stage when detailed design is undertaken.

RYDE PUBLIC DOMAIN TECHNICAL MANUAL (PDTM)

Section 4 of the PDTM provides an overview of the character areas and existing conditions of West Ryde and provides a range of public domain design controls such as landscaping, paving, streetscape, pedestrian networks, safety and open spaces.

The PDTM encourages future development to include new publicly accessible open spaces; active streets with open and attractive shopfronts; and consideration to views.

The Planning Proposal will enable the objectives of the PDTM to be achieved with the conversion of an inactive vehicle-dominated street frontage into an active, pedestrian-oriented commercial frontage. It will also be compliant with detailed aspects relating to the subject site include the provision of Plane Trees and granite pavers on Chatham Road.



2. Indicative Concept Design





Figure 15. Indicative concept plan.

1. Mixed-use apartments.
2. Apartment lobby entrance.
3. Commercial frontages with awnings.
4. Vehicle access ramp to basement parking.
5. Communal open space.
6. Roof garden.

Metrics (all figures are approximate):

- Site Area: 1967m²
- Gross Floor Area: 6027m²
- Commercial/ Retail Floorspace: 750sqm
- Apartments: 75
 - 24 x 1 bedroom (32%)
 - 48 x 2 bedroom (64%)
 - 3 x 3 bedroom (4%)
- Open Space: 680m² (34% of the site)
- Deep Soil Zones: 220m² (11% of the site)
- Street Setbacks: 4m to Chatham Rd, 0m others
- Rear setback: 6m minimum, 9m minimum for habitable rooms above 4 storeys
- Height: 7 storeys/ 24m
- Floorspace Ratio: 3:1
- Parking: 106 car bays in basement levels



2.1 Indicative Concept Plan

A concept plan has been prepared to demonstrate the vision and design rationale for the site and to undertake preliminary testing of the building envelope and compliance with SEPP 65 and the Apartment Design Guide. The design is indicative only and is subject to refinement at the development stage when the detailed design will be resolved. However the concept design is important to help to envisage future development on the site and inform decisions on the appropriate planning controls for the site.

The concept is for a 7 storey mixed-use development with commercial/ retail ground floor and apartments above.

The ground floor is intended to provide continuous active open frontages to Chatham Rd such as cafes/ restaurants, small retail outlets and/or small office-based uses. As a result of discussions with Council a 4m setback is proposed to Chatham Rd which, combined seamlessly with the verge space, will provide an 8m wide linear space for landscaping, seating and lighting.

The combination of commercial frontages, awnings and widened landscape civic space will improve the physical street definition compared to the existing service station; create more street activity and interest; and improve the amenity of the streetscape and walkability of the town centre.

The indicative building design uses setbacks to define the apartment entries mid-block and also to break up the building mass. The design also shows the envisaged articulation and detailing of the facade with balcony and window placement, feature walls and greenery to ensure that the entire facade is interesting, of high quality and complements the street and town centre.

Internally a range of 1, 2 and 3 bedroom apartments are proposed with two lobby accesses to Chatham Road. A dual aspect east-west layout is proposed to suit the depth of the site and to provide good solar aspect to apartments, with 76% receiving a minimum 2hrs of sunlight.

A height of 7 storeys is proposed, providing a transition from the 8-10 storey apartment heights existing in the town centre, to the 5 storeys permitted on Victoria Road, and to the lower density residential areas further west. The proposal does not impact on SEPP 65 solar access requirements for adjoining properties and the elevation of the surrounding residential area combined with the presence of mature tree canopies means there is little visual impact associated with the proposed building height.

The western setback is proposed to be landscaped and used as communal open space for the apartments, also adding landscape amenity to the residential street (Dickson Ave).

All parking will be located underground in 3 basement levels, providing a total of 106 car bays plus bike racks. Access is via Dickson Lane to avoid impacting traffic in West Ryde town centre and on Dickson Ave, a residential street. The laneway access also avoids interruptions to the pedestrians paths with driveways.

2.2 Design Rationale

Note - concept design is indicative only.

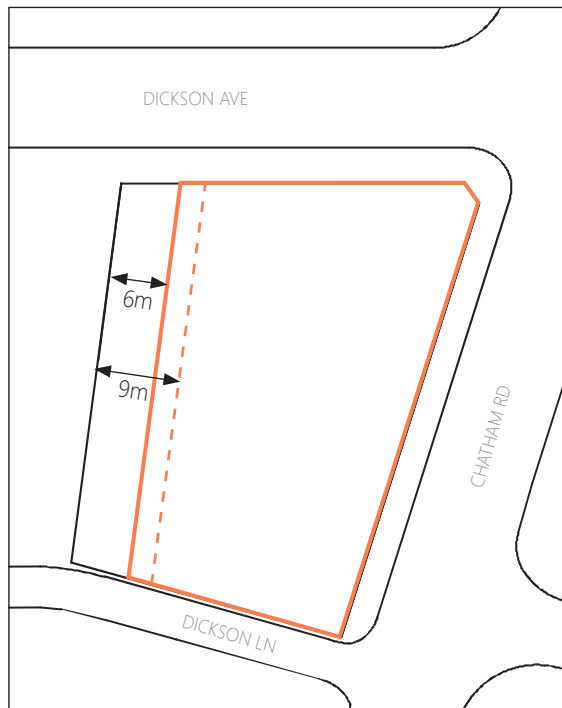


Figure 16. Setbacks.

0m street setbacks permitted.
6m rear setback (habitable rooms G - L3).
9m rear setback (habitable rooms L4 - L6).

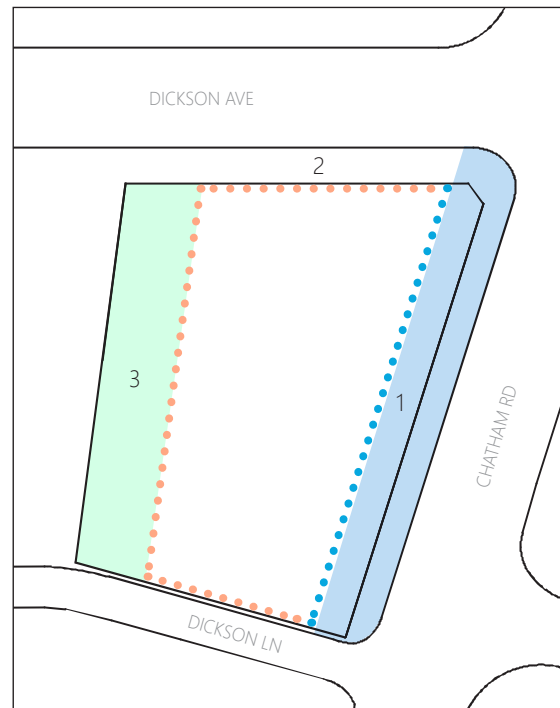


Figure 17. Land Use Interfaces

1. Commercial frontages to main street + additional 4m setback to increase civic space.
2. Residential frontages.
3. Landscaped rear setback as buffer.

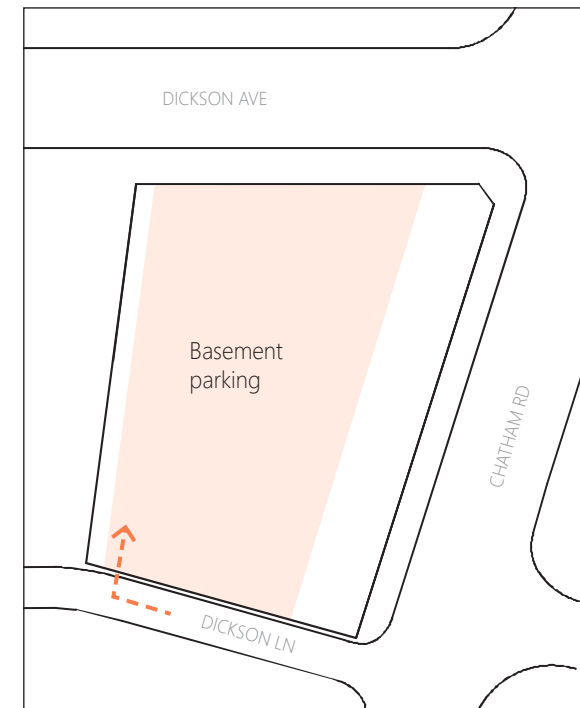


Figure 18. Access and Parking.

Vehicle access from laneway diverts traffic from town centre and residential streets and avoids driveways interrupting footpaths.
106 car bays in 3 levels basement parking.

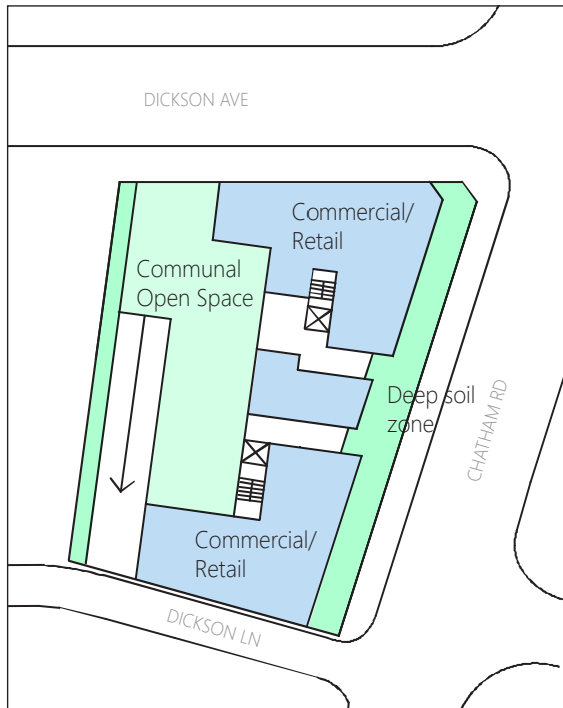


Figure 19. Conceptual ground floor.

750m² commercial/ retail floorspace
 680m² (34%) open space
 (includes. 220m² / 11% deep soil zone)
 FSR = 3:1



Figure 20. Conceptual level 1 - 3.

1 and 2 bedroom apartments.
 76% min 2hr solar access.
 64% cross ventilation.



Figure 21. Conceptual level 4 - 6.

1, 2 and 3 bedroom apartments.
 76% min 2hr solar access.
 64% cross ventilation.

2.3 Indicative Massing



Figure 22. Indicative view



Figure 23. Indicative view



Figure 24. Indicative view

2.4 Initial Shadow Testing

Note - concept design is indicative only.

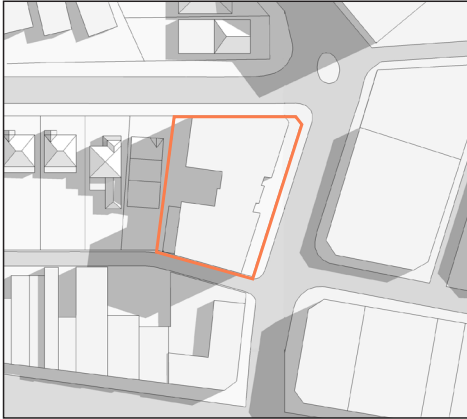


Figure 25. 21st March 9am.

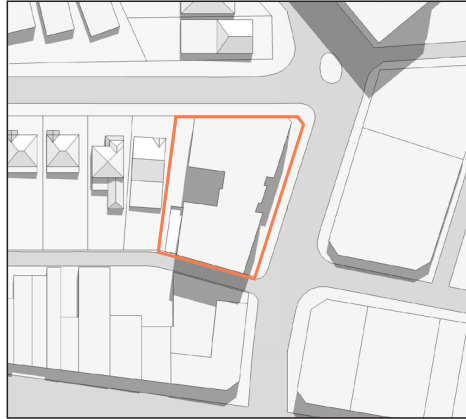


Figure 26. 21st March 12pm.

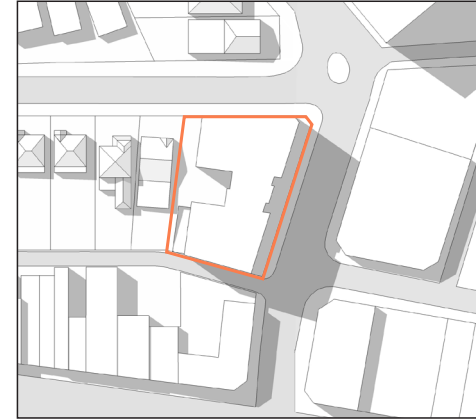


Figure 27. 21st March 3pm.

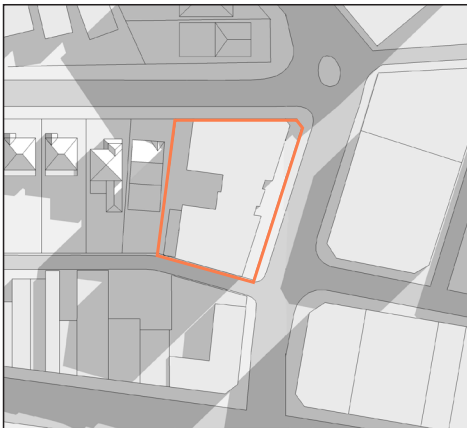


Figure 28. 21st June 9am.

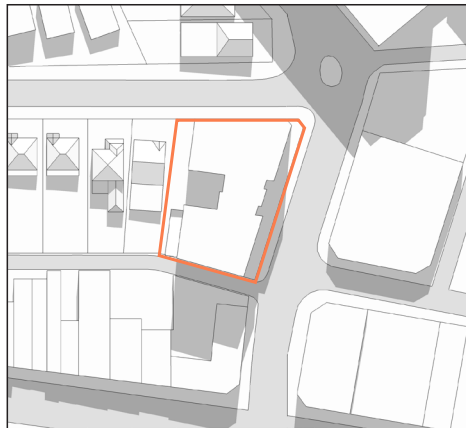


Figure 29. 21st June 12pm.



Figure 30. 21st June 3pm.

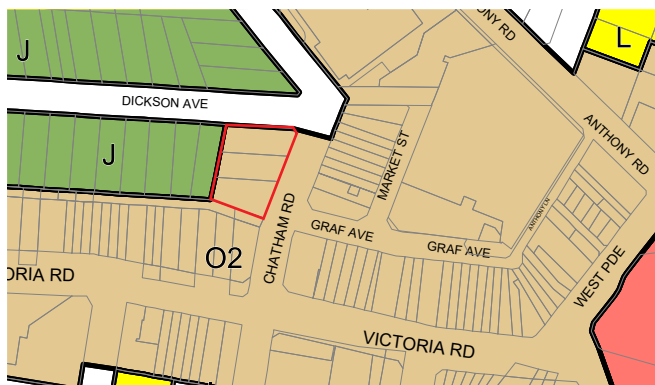


Figure 31. RLEP 2014 Building Height Map

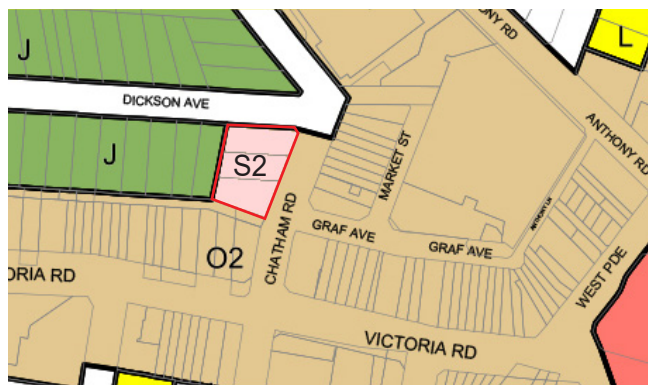


Figure 32. Proposed Building Height Map

Maximum Building Height (m)

J	9.5
O2	15.5
S2	24

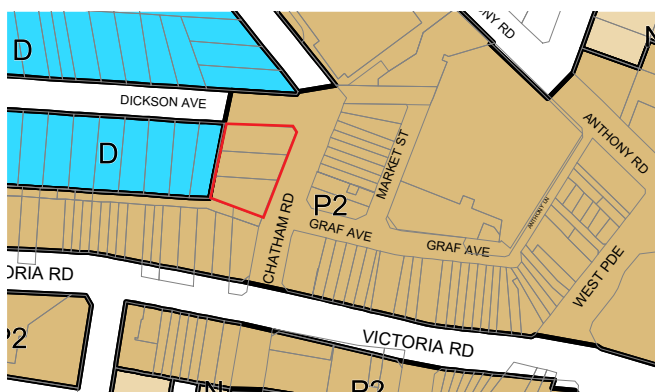


Figure 33. RLEP 2012 Floorspace Ratio Map

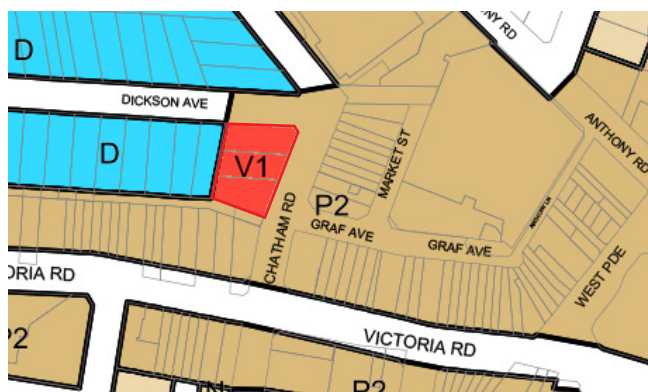


Figure 34. Proposed Floorspace Ratio Map

Maximum Floor Space Ratio (n:1)

P2	1.25
D	0.50
V1	3.00

3. Intended Objectives or Outcomes

The intended outcome of the Planning Proposal is to amend the height and floorspace ratios of 2-6 Chatham Road to enable mixed-use redevelopment of the site.

The key objectives for the redevelopment are:

- to provide a high quality mixed use development (commercial, retail and residential) that reflects the existing zoning and strategic planning for West Ryde town centre;
- to help revitalise West Ryde with quality buildings and high amenity public domain;
- to maximise the provision of housing within walking distance of public transport and the commercial and civic amenities of the town centre; and
- to be a commercially viable project.

4. Explanation of LEP Provisions

The proposed outcome will be achieved by:

- Amending the Ryde LEP 2012 Height of Buildings Map in accordance with the proposed height map, shown at Figure 32 which indicates a maximum permissible height of 24 metres on the site; and
- Amending the Ryde LEP 2012 Floor Space Ratio Map in accordance with the proposed floor space ratio map, shown at Figure 34 which indicates a maximum permissible floor space ratio of 3:1 on the site.

These provisions would allow for a 7 storey development as indicated in the concept plan (assumes 4.5m ground floor, 3.1m for apartments, plus roof plant).

5. Justification

5.1 Need for the Planning Proposal

5.1.1 IS THIS PLANNING PROPOSAL A RESULT OF ANY STRATEGIC STUDY OR REPORT?

The Planning Proposal not specifically the result of a strategic study or reports, however is consistent with the studies and reports that have been undertaken at metropolitan and local level:

- As part of the district planning process, the Department of Planning and Environment has increased the forecast for new housing in Greater Sydney by 9% to 725,000 dwellings by 2031. In the draft North District Plan there is a target for 7,600 new dwellings in the City of Ryde within the next 5 years. The *Ryde Local Planning Study (2010)* concluded the current planning controls could potentially deliver 10,787 additional dwellings in Ryde between 2009 - 2031. It could be assumed that by now, (after 7 years of development since the study was prepared) the capacity for new dwellings in Ryde is substantially less than this figure. This would mean that in order to deliver the 7,600 dwelling target set in the District Plan, all the potential housing growth identified to 2031 would need to be developed in the next 5 years (9 years earlier than expected), which is unlikely. This means that planning controls will need to be amended to accommodate increased housing.
- Both the *Ryde Local Planning Study (2010)* and the Department of Planning and Environment's *A Plan for*

Growing Sydney (2014) forecast an increase in the proportion of households with singles and couples with no children. This comprises both younger residents as well as older residents looking to downsize. The studies identify a need for more apartment housing in the district, which has predominantly detached dwellings, to cater for this changing demographic.

- Both metropolitan and local strategic planning seek to focus apartment development within existing centres and around train stations. This encourages compact, walkable town centres and the convenient and efficient use of public transport infrastructure.
- The site meets the requirements for the strategic location of urban renewal - it is located 400m/ 5 minute walk from West Ryde train station and 50m from frequent bus services on Victoria Road and is nestled among the core of West Ryde town centre with commercial, retail, and civic amenities on the doorstep. The site is already zoned for mixed-use development.
- The existing service station offers poor amenity for the town centre and for the adjoining residential area in terms of noise, odour, activity and visual appearance. The concept plan demonstrates how the site could be developed in a high quality form that enhances the amenity of the town centre and the public domain.

In summary, there is a demonstrated need for higher density development in the area and the site offers an appropriate location for this density. The Planning Proposal demonstrates conceptually how the site could be developed with a positive outcome.

5.1.2 IS THE PLANNING PROPOSAL THE BEST MEANS OF ACHIEVING THE OBJECTIVES OR INTENDED OUTCOMES, OR IS THERE A BETTER WAY?

While the existing zoning and strategic planning for the site are appropriate for redevelopment, the height and floorspace controls set out in the LEP restricts future development to a low scale and low yield building form. Higher density development is required in order to deliver a high quality mixed-use development, new public space and increased housing within walking distance of the town centre and public transport. Higher density is also required for the project to be feasible, particularly because of the cost to decommission the existing service station.

The current restrictions on development potential cannot be overcome through alternative mechanisms such as policy or DCP amendments, therefore an amendment to the RLEP 2012 is required to facilitate redevelopment.

The LGA-wide Ryde LEP 2012 has recently been implemented and is not due for review in the near future, therefore a stand-alone Planning Proposal is required in order to facilitate the redevelopment of this particular site and achieve a positive planning outcome in a timely manner.

It is proposed that the height and floorspace controls are amended by amending the relevant LEP maps for the site as shown in Figures 32 and 34.

An alternative approach is to include the site within clause '4.3A Exceptions to height of buildings' and '4.4A Exceptions to floorspace ratio', however this would create more provisions in the LEP and is considered more complicated than the mapping amendments.

5.2 Relationship to the Strategic Planning Framework

5.2.1 IS THE PLANNING PROPOSAL CONSISTENT WITH THE OBJECTIVES AND ACTIONS OF THE APPLICABLE REGIONAL OR SUB-REGIONAL STRATEGY?

Yes, the Planning Proposal is consistent with A Plan for Growing Sydney (2014) and the Draft North District Plan (2016).

A Plan for Growing Sydney (2014)

This Plan sets out the overarching land use strategy to accommodate population growth and infrastructure in the Sydney metropolitan area over the next 20 years while creating a high amenity and liveable city. The Plan forecasts that 624,000 additional dwellings will be required in Greater Sydney between 2014 - 2031.

The Plan sets out four key goals supported by directions and actions and the proposal to increase development potential near the train station fulfills numerous strategic objectives of the Plan:

Goal 2 relates to the provision of housing choice in well-serviced locations that meets the changing household needs, lifestyle choices, population growth and different household budgets.

Direction 2.2: Accelerate urban renewal across Sydney – providing homes closer to jobs.

A key action identified in the Plan is accelerating urban renewal and the provision of new housing across Sydney at train stations and transport corridors, providing homes closer to jobs. The Plan states the Government will prioritise the delivery of housing in or

near centres in the established urban areas to help more people to live where they want – close to jobs, services and transport.

The site is located within 400m/ 5 minute walk of the West Ryde Train Station and high frequency bus services and is within an identified Urban Renewal Corridor in the Plan (refer Figure 1). The site is within the core of the town centre with major supermarkets, library, commercial and civic amenities and employment all provided on the doorstep. Overall the site meets the criteria for prioritised delivery of housing as set out in the strategic objectives of the Plan.

Direction 2.3: Improve housing choice to suit different needs and lifestyles.

The Plan notes that currently the fastest growing households in Sydney are single person households and also that couple and single person households are forecast to have the greatest growth over the next 20 years. Despite this trend, the majority of Sydney's housing stock is detached dwellings. In addition, as the population ages, many people will choose to downsize their homes and most people will prefer to remain in their communities. This sets a strategic priority for the provision of greater housing diversity within existing communities. The Plan makes it clear of the Government's commitment to provide more housing in areas that take advantage of public transport, jobs and services and also to encourage innovative, well-designed, smaller homes to suit lifestyles and budgets.

The Planning Proposal will help to meet this strategic action by enabling the provision of 1, 2 and 3 bedroom apartments in a village town centre with walkable access to high frequency public transport, increasing the diversity of housing in an area that offers predominantly detached housing.

In addition to housing diversity, 4% of the new apartments will be designated as affordable housing to ensure the development contributes to Council's affordable housing targets and caters for those in need.

Goal 3 of the Plan is focussed on creating a great place to live with communities that are strong, healthy and well connected.

Direction 3.1: Revitalise existing suburbs.

The Plan recognises that revitalising suburbs can provide an opportunity to improve parks, civic squares and other public spaces such as the streets and states "Higher density development that is matched by local infrastructure improvements and good design enhances liveability. It allows more people to live close to work and to services, makes the best use of existing infrastructure and provides greater choice in transport around the city."

The proposal for increased housing density on the subject site is complemented with the provision of increased public space along Chatham Road for landscaping, seating and public art which, together with the new commercial frontages, will enhance the activity and amenity of this main street. It will also maximise the use of the existing transport and town centre infrastructure such as the train station, library and community centre by locating more residents within walking distance of these amenities.

Direction 3.3: Create healthy built environments.

Healthy built environments support active lifestyles through walkability and recreation opportunities. This is achieved with compact mixed-use centres; infrastructure such as footpaths and bike racks to make it easier to walk or cycle; active and safe streets that are inviting; and attractive public spaces with

landscaping and lighting.

The Planning Proposal will help to create a healthy built environment in West Ryde by enabling a development form that provides new footpaths and civic space; high amenity landscaping and lighting; active streets with continuous commercial frontages and awnings over the wide footpath to encourage walking; and new street tree planting to enhance the public domain. The combination of increased housing supply strategically positioned near public transport together with an improved public realm will set the foundations for a healthy, walkable community.

The Planning Proposal meets the criteria for the development of apartment housing in walkable distance of high frequency rail and bus services and the amenities West Ryde town centre; providing more housing choice in an area with predominantly detached dwellings; and revitalising the existing suburb with a well design built environment with quality buildings and high amenity public realm. Overall the development would have the effect of revitalising West Ryde and would deliver a net community benefit.

Draft North District Plan (2016)

The draft District Plan provides the 20-year vision, priorities and actions for the North District. Significantly, the Department of Planning and Environment has increased the 20 year forecast for additional dwellings in Greater Sydney by 9% to 725,000, with 97,000 dwellings targeted within the North District. The District Plan sets a shorter term target of 25,950 additional dwellings in the District over the next 5 years, with 7,600 planned within the City of Ryde

To date planning in Ryde has been based on the target set in the *Draft Inner North Subregional Strategy (2007)* for 12,000 additional dwellings in Ryde from 2011-2031. This represented an average of 600 new dwellings per year. In order to achieve the new 5 year target set in the District Plan, an average of 1,520 new dwellings per year will be required, representing a significant increase in development activity.

Furthermore the *Ryde Local Planning Study (2010)* concluded the current planning controls could potentially deliver 10,787 additional dwellings in Ryde between 2009 - 2031.

It could be assumed that by now, (after 7 years of development since the study was prepared) the capacity for new dwellings in Ryde is substantially less than this figure. This would mean that in order to deliver the 7,600 dwelling target set in the District Plan, all the potential housing growth identified to 2031 would need to be developed in the next 5 years (9 years earlier than expected), which is unlikely.

This would suggest additional provision will need to be made for the development of additional housing. This Planning Proposal helps to achieve this by increasing housing supply in a well located area identified as being suitable for growth.

The District Plan states in Action L3 that Ryde Council will "*investigate local opportunities to address demand and diversity in and around local centres and infill areas*". The Planning Proposal is consistent with this requirement.

In addition to housing targets, the District Plan sets out a range of criteria for urban renewal which this Planning Proposal is consistent with:

- *Alignment with investment in regional and district infrastructure.*

The site is within 400m/ 5 minute walk of the West Ryde Station. The increase of housing with convenient walking distance of the station will encourage greater use of public transport and maximise the government's investment in the T1 rail line, and reduce the dependency on vehicles for commuting.

- *Accessibility to jobs, particularly strategic and district centres.*

The site is within walking distance of West Ryde Station, which is only two stations from Rhodes, a strategic centre with significant employment, including office floorspace and large health precinct. It currently contains 15,700 jobs, which is forecast to increase to 22,000 jobs by 2031.

The site also has high frequency bus services to the major employment hubs and strategic centres of Parramatta and Macquarie Park, which collectively contain 155,000 jobs, and are forecast to increase to 229,000 jobs by 2031.

- *Within walking distance of centres with regional transport.*

The site is within the heart of West Ryde town centre which contains commercial and civic amenities, as well as bus and rail services to the Macquarie Park, Parramatta and Rhodes.

- *The feasibility of development, including financial viability across a range of housing configurations (one, two and three+ bedrooms) and consistency with market demand.*

The Planning Proposal will facilitate the development of a range of 1, 2 and 3 bedroom apartments which are all in demand from the market in West Ryde. The development will also provide 4% affordable housing to increase the options for all income levels.

- *Proximity to services including schools and health facilities.*

The site is located in the heart of West Ryde town centre which

offers supermarkets, library and other amenities. The site is within walking distance of a primary school and high school and is within 2 stations, or an 11 minute drive to the major health precinct in Rhodes, which contains three hospitals.

- *Consideration of heritage and cultural elements, visual impacts, natural elements such as flooding, special land uses and other environmental constraints.*

The site and surrounds are not affected by heritage or cultural items, or environmental values. The site falls within a low to medium flood risk precinct. A preliminary stormwater assessment has been undertaken (refer Appendix C) which indicates that stormwater and flood mitigation can be satisfactorily addressed at the development stage.

The Planning Proposal would allow for a building the same height as currently exists opposite the site, and the elevation of the surrounding residential area combined with the presence of mature tree canopies means there will be minimal visual impact associated with the proposed building height. The western setback is also proposed to be landscaped and used as communal open space for the apartments, adding landscape buffer to adjoining sites. The redevelopment of the site will also add significant visual amenity to the street.

- *Consideration of local features such as topography, lot sizes, strata ownership and the transition between the different built forms.*

The site is within a low point in the natural topography, helping to minimise any visual impact of development. The site is under single ownership enabling rapid redevelopment. The proposal will complement a key commercial street in West Ryde with an active street edge and apartments above, without causing

unreasonable overshadowing on adjoining properties.

- *Delivery considerations such as staging, enabling infrastructure, upgrades or expansions of social infrastructure such as local schools, open space and community facilities.*

The site is development ready and the Planning Proposal will not require upgrades to infrastructure or community facilities.

Overall, the Planning Proposal is consistent with the District Plan.

5.2.2 IS THE PLANNING PROPOSAL CONSISTENT WITH COUNCIL'S LOCAL STRATEGY OR OTHER LOCAL STRATEGIC PLAN?

Yes the proposal is consistent with the *Ryde 2025 Community Strategic Plan (2013)*, the *Ryde Local Planning Study (2010)* and the *Ryde Development Control Plan (2014)* which incorporates the key aspects of the *West Ryde Town Centre Masterplan (2010)*.

Ryde 2025 Community Strategic Plan (2013)

This Plan sets the overall direction and long-term planning for the economic, social and environmental growth of the Ryde LGA and outlines seven key outcomes with associated goals and strategies, many of which are supported by this Planning Proposal.

Outcome 1: City of Liveable Neighbourhoods - A range of well-planned clean and safe neighbourhoods, and public spaces, designed with a strong sense of identity and place.

The proposal will help to revitalise West Ryde Town Centre by redeveloping a prominent low amenity site with a high quality landmark development. The redevelopment will 'complete' a key

commercial street, Chatham Road, with continuous mixed use frontages and a widened public domain with landscaping and public art. This is envisaged to become an important new main street in the town centre, contributing to the identity and point of difference of this village centre. In parallel the proposal will protect the amenity of the adjoining residential area with a more appropriate land use transition.

Outcome 2: City of Wellbeing - A healthy community, with all supported throughout their life by services, facilities and people.

The creation of more housing diversity, a more active and attractive streetscape will contribute to the vitality of West Ryde. Combined with the proximity to transport and town centre services and facilities, including library and community centre, the proposal will improve the walkability of West Ryde will encourage more active and engaged lifestyles for the existing and new residents.

Outcome 3: City of Prosperity - Creating urban centres which champion business, innovation and technology to stimulate economic growth and local jobs.

The proposal for a quality mixed use development and revitalised commercial street will lift the profile of West Ryde and attract new businesses and jobs to the area. The significant investment associated with this proposal will also send a positive market signal that could stimulate development on other vacant and deteriorating sites in West Ryde.

Outcome 5: City of Connections - Access and connection to, from and within the City of Ryde. Providing safe, reliable and affordable public and private travel, transport and communication infrastructure.

The proposal to provide more housing and commercial development within 400m of the train station will enable more residents and workers to easily and safely travel on public transport to and from West Ryde.

The proposal will enhance walkability of Chatham Road with active commercial frontages; awnings over the footpaths; and a wider landscape public realm providing a new opportunity for meeting and connecting in West Ryde.

The restriction of vehicle entries to the laneway will ensure no increased traffic within the town centre and residential streets, and will create a safe environment for pedestrians with no driveways crossing footpaths, compared to the 3 crossovers that currently exist on the site.

Ryde Local Planning Study (2010)

The Planning Study was prepared to guide the future growth of Ryde to 2021 and inform the preparation of the comprehensive Ryde LEP.

With regards to housing, the Study noted that by 2031 the predominate household type in Ryde will be lone person households (29.1% of all households), highlighting that housing diversity will be an important issue for the future. The Study reaffirmed that most housing growth should be concentrated in centres where there is good access to public transport. In this regard the increase of housing density on the subject site would be consistent with the Study.

In terms of Centres, West Ryde is designated a village centre, sitting below Ryde and Macquarie Park in hierarchy. The Study notes West Ryde will be an important place on Victoria Road and

will provide opportunities for new buildings and public domain improvements. The proposal for a new mixed use development and revitalised main street is consistent with the vision set out in the Study.

The Study notes that all town centres need to work towards achieving good urban design such as safe, convenient access, good public transport, attractive, well-used public spaces, ecologically sustainable development, community facilities and diverse housing types. A common challenge is the need to improve urban design and promote quality buildings in Ryde, particularly interfaces with neighbours and public areas.

This Proposal to transform the low amenity service station and car wash into a high quality mixed use development will help to achieve these objectives - it will improve the quality of the public domain, provide new housing opportunities, improve the interface to the adjoining residential area, and improve the overall amenity of the town centre.

The Planning Proposal will also fulfill numerous Strategic Directions of the Study which reinforce the suitability of the site for high density development:

- continue to focus and support growth in centres through a mix of land uses and building types which provide for housing, jobs and services.
- strengthen the unique identity of individual centres.
- enhance the attractiveness of centres through improvements to the public domain.
- improve access to a range of housing types which meet the needs of present and future residents.
- encourage walking, cycling and public transport use by

focusing growth in centres, by improving public domain and by enhancing community safety.

Ryde Development Control Plan (2014)

Section 4.3 of the DCP sets out the objectives and controls for West Ryde Town Centre and incorporates the key aspects of the West Ryde Town Centre Masterplan 2010. The Planning Proposal is consistent with the general objectives that apply to the town centre as summarised below:

Objective 1. Facilitate the creation of a convenient community and retail centre; 2. Encourage higher density development surrounding the town centre and provide transition to surrounding suburban areas; 3. Encourage new development and re-use of existing buildings to contain a mix of land uses.

The proposal is for a medium density commercial and residential mixed-use development that complements the West Ryde town centre and provides active frontages at street level as well as public domain improvements. This form of development is a superior transition to the adjoining residential area compared with the existing service station and car wash which emits noise and odour and is a visual blight on the streetscape.

The proposed 7 storey height is an appropriate transition from the 8-10 storeys that exists in the centre, to the 5 storeys permitted on Victoria Road. The concept plan shows a large landscaped setback to the adjoining lower density residential area which varies from 9m to 18m, protecting the amenity of residents and providing a suitable transition while achieving the strategic density objectives in the town centre.

Objective 5. Improve pedestrian amenity and develop a sense of community place; 6. Create a pedestrian oriented town centre

including active street frontages; 13. Encourage a built form that integrates with the existing public domain and pedestrian network.

The proposed redevelopment is highly integrated with the adjoining public realm to create a pedestrian oriented street. The concept provides a high quality continuous active frontages to Chatham Road with commercial and retail uses. The building will also offer awnings the full length of the frontage, and provides a wider front setback than required (4m, whereas a zero setback is permitted) which will include landscaping, seating, lighting and public art to create an attractive and walkable street. The building massing, facade detail, and window and balcony placement has also been designed to integrate with public domain, create visual interest and maintain passive surveillance to further assist in creating a safe and active street.

Objective 7. Increase the number of people living within walking distance of high frequency public transport services.

The proposal will create in the order of 80 new apartments on a site that currently provides no housing. The site is located less than 400m/ 5 minute walk from the West Ryde train station, and is 50m from Victoria Road which has high frequency bus services, making it an ideal location for higher density development.

Objective 8. Provide for safe and convenient vehicle access and parking.

All vehicle access will be provided from Dickson Lane, which services the site conveniently without increasing traffic within the town centre or surrounding residential streets. This will also ensure the pedestrian network on Chatham Rd and Dickson Ave is not interrupted by vehicle crossovers, where currently there are 3 driveway interruptions. All parking is located underground for

land use efficiency and to minimise any impact on amenity in the town centre.

Objective 9. Minimise risk of flooding to the town centre.

The site falls within a low to medium flood risk precinct. Residential and commercial development is allowed subject to Council's development controls, including those for flooding.

Stormwater will be accommodated onsite with a minimum Onsite Stormwater Detention (OSD) volume of 50m³, ensuring no increased risk of flooding in the town centre. Enviropods and bio-retention areas and/or stormfilter cartridges will be used to achieve the required pollutant reduction targets set out in Council's Water Sensitive Urban Design Policy.

Objective 12. Enhance existing open space to offer increased amenity to surrounding residential development and provide for safe, inviting, well used and attractive public spaces.

The concept plan shows a 4m setback (0m is permitted) which will create a wider public space along Chatham Road with landscaping, seating, lighting and public art. This space will be framed with cafes and commercial uses at ground level and the windows and balconies of the new apartments above will overlook the street, providing passive surveillance. The proposal will enhance the amenity of the streetscape and will contribute to a safer and inviting public domain in West Ryde.

Character

The DCP establishes several character precincts in West Ryde with varying objectives and controls. The subject site is located within the Retail Core Precinct which is identified for high intensity mixed use development with retail, commercial and civic uses with residential units above. The edge of the precinct performs a

transitional role, with new development to be suitably designed to maintain the amenity of adjoining residential land uses.

The Planning Proposal is consistent with the objectives of the character precinct by facilitating new mixed-use development of a scale appropriate for the town centre, while providing a transition to the adjoining residential area with a wide landscaped setback. The amenity of the residential area will also benefit from the redevelopment of the existing service station site with odour and noise to a residential land use.

Controls

The DCP also sets out a range of detailed development controls for the Precinct relating to building design, access and parking, and the public domain. The conceptual design shown in this Planning Proposal is consistent with the controls, for example:

- ✓ Encourage a vibrant and active Town Centre and improve the visual image of West Ryde;
- ✓ Encourage a mix of residential, commercial and retail land uses within the Town Centre;
- ✓ Ensure buildings situated on corner allotments provide for visual interest and address the intersections which they front;
- ✓ Ensure car parking provisions and servicing do not compromise active street frontage and desirable urban form outcomes;
- ✓ New buildings are to have street frontages built predominantly to the street alignment for the first 2 storeys (a 4m setback has been requested by Council);
- ✓ Active frontages should be achieved using one or a combination of the following uses at street level: retail shop front; entrance to a retail arcade; frontage to open space;

glazed entry to a commercial or residential lobby; cafe or restaurant; outdoor dining areas; and active office uses;

- ✓ Define and activate edges to streets and parks to create a sense of character, legibility, convenience and safety for users of the public domain;
- ✓ Ensure new buildings address streets and parks, in order to provide definition and casual surveillance of these spaces;
- ✓ Provide awnings that shelter pedestrians along all public streets and retail areas;
- ✓ Provide private open spaces that also contribute to outlook and enliven the streetscape;
- ✓ Ensure balconies are integrated into the design of buildings, function and respond to the local context and environment;
- ✓ Provide opportunities for overlooking to streets and public open space;
- ✓ Vehicle access to properties should be provided from lower order roads or rear lanes where possible;

A comprehensive compliance assessment against the DCP controls will be undertaken at development stage when the detailed design is resolved.

5.2.3 IS THE PLANNING PROPOSAL CONSISTENT WITH APPLICABLE STATE ENVIRONMENTAL PLANNING POLICIES?

Yes. An assessment of consistency of the proposed rezoning with the relevant State Environmental Planning Policies is summarised below.

State Environmental Planning Policy No. 55 (Remediation of Land)

SEPP 55 aims to promote the remediation of contaminated land and specifies considerations for the assessment of rezoning and development proposals.

A Stage 1 contamination investigation has been undertaken and is attached at Appendix B. The investigation shows there are six Underground Storage Tanks (USTs) on the site. Severe oil staining and cracking in the slab was observed around the USTs and the petrol bowsers. Deposited/ dumped soil of unknown quality and quantity and leaking chemical drums were also observed on the site.

A preliminary conceptual site model (CSM) was derived for the site which identified potential contamination sources and concluded that there is the potential for contamination to be present on the site.

The investigation recommends that a Detailed Site Investigation (DSI) and Hazardous Materials Survey be undertaken to quantify any potential contamination and develop appropriate remedial and risk management measures.

Due to the restricted access while the service station remains in operation, this DSI is recommended as part of the demolition/ redevelopment as a condition of development approval.

State Environmental Planning Policy No. 65 (Design Quality of Residential Apartment Development)

A preliminary assessment of the concept plan has been undertaken against the principles of SEPP 65 and the key elements of the Apartment Design Guide (refer Table 1). While the building design will be refined at development stage, this initial assessment demonstrates that the Planning Proposal could enable the site to be developed in accordance with the principles and key requirements of SEPP 65.

A comprehensive SEPP 65 assessment will be undertaken at development stage when the detailed design is resolved.

Table 1. Preliminary SEPP 65 Assessment

Requirement	Comment	Compliant
Principle 1: Context and Neighbourhood Character	The concept plan reflects the existing form of the West Ryde town centre with zero setbacks, continuous active street frontages, continuous awnings and a commercial/retail ground level with residential above. The concept also integrates with the existing public domain character in terms of paving, street trees, furniture and materials and colour palettes. Overall the development will help to strengthen the existing qualities of the village centre.	Yes
Principle 2: Built Form and Scale	The concept design uses setbacks and vertical elements and articulation to create an appropriate form for the site that prioritises the public domain. The layout is aligned to maintain key view corridors into streets and lanes and also create views to the new civic space. The building frames the civic space to make it the focal point. The height has been designed to avoid overshadowing of the adjoining properties yet complement the scale of the town centre and achieve the strategic planning outcomes for the centre.	Yes
Principle 3: Density	The proposed density of housing will increase the number of residents within walking distance of the town centre and civic facilities such as the library, as well as high frequency bus and rail public transport services. At the same time, the apartment sizes and layouts will provide a high level of amenity for the residents.	Yes

Principle 4: Sustainability	The concept plan achieves good access to natural lighting with no south facing apartments, and the majority of apartments have cross ventilation, maximising energy efficiency and comfort. Building materials, systems, and fixtures will be resolved in the detail design stage to achieve a high environmental performance.	Yes
Principle 5: Landscape	The concept design integrates built form and open space to create a focal landscaped civic space with commercial frontages at ground level and apartment balconies overlooking the space from above. The building frames the space and enhances activity and safety while the apartments benefit from the landscape amenity, demonstrating a positive social and environmental outcome.	Yes
Principle 6: Amenity	The concept design shows simple, legible apartment layouts with good access to natural light and ventilation, views from balconies and high level of amenity from the commercial ground floor and landscaped public space.	Yes
Principle 7: Safety	The concept design frames the landscaped public space with commercial frontages to promote activity and social interaction, a natural form of safety. Passive surveillance is provided day and night from the apartments above. The layout also provides clear lines of sight to Dickson Lane and the vehicle access point for surveillance of this space.	Yes
Principle 8: Housing Diversity and Social Interaction	The concept provides a mix of 1, 2 and 3 bedroom apartments, providing housing choice for different demographics, living needs and household budgets. The Ryde Planning Study indicates that by 2031 the predominate household type in Ryde will be lone person households, and the apartments will serve the future population in an area with predominantly detached dwellings. In addition to housing diversity, 4% of the new apartments will be designated as affordable housing to ensure the development contributes to Council's affordable housing targets and caters for those in need.	Yes
Principle 9: Aesthetics	The concept design uses simple proportions, vertical elements and articulation with balconies to create a well balanced building form, 'complete' the commercial streetscape, and create and frame a new civic space. Further detailing will be undertaken at development stage.	Yes
Building Separation	The concept plan provides a 6m setback to the adjoining property boundary with habitable rooms above 4 storeys setback 9m, which complies with the ADG.	Yes

Street Setbacks	While 0m street setbacks are permitted and generally desired for the commercial ground floor, a 4m setback is proposed to Chatham Rd as requested by Council to provide additional civic space on the main street.	Yes
Open Space	The concept plan shows 34% of the site area at ground level as communal open space, of which 11% is deep soil zone (in the front setback area), meeting the ADG requirements for 25% and 7-15% respectively. The open space receives passive surveillance from apartments and includes landscaping and seating in line with ADG. The shadow diagrams (Figures 25-30) demonstrate that the open space would receive more than 50% direct sunlight for a minimum of 2 hours between 9am and 3pm on 21 June as required by the ADG.	Yes
Apartment Size and Mix	The concept plan provides the following apartment mix: <ul style="list-style-type: none"> - 32% 1 bedroom apartments average size 55m² (exceeds the minimum 50m²) - 64% 2 bedroom apartments average size 74m² (exceeds the minimum 70m²) - 4% 3 bedroom apartments average size 105m² (exceeds the minimum 90m²) 	Yes
Daylight access	In the concept plan 76% of apartments receive a minimum of 2 hours direct sunlight between 9am and 3pm in mid winter and only 8% receive 0hrs, which exceeds the ADG requirements of 70% and 15% respectively. Further optimisation of solar access will be undertaken at development stage.	Yes
Ventilation	64% of apartments in the concept plan have natural cross ventilation, exceeding the minimum 60% required.	Yes
Entries	The concept plan locates the lobby entrance to the apartments on Chatham Road to provide pedestrian access that connects and addresses the public domain.	Yes
Access	The concept plan provides a single vehicle access point from Dickson Lane to provide safe access that avoids conflicts between pedestrians and vehicles and maintains a high quality streetscape in line with the ADG.	Yes
Parking	The concept plan has been calculated to generate a requirement for a total of 106 car bays all of which can be accommodated in basement parking. The parking associated with commercial uses would be provided separately to the residential parking.	Yes

5.2.4 IS THE PLANNING PROPOSAL CONSISTENT WITH APPLICABLE MINISTERIAL DIRECTIONS (S.117 DIRECTIONS)?

Yes. The Planning Proposal is consistent with the applicable Section 117 Ministerial Directions as summarised below..

Direction 1.1 Business and Industrial Zones

The objectives of this direction are to:

- (a) encourage employment growth in suitable locations,
- (b) protect employment land in business and industrial zones, and
- (c) support the viability of identified strategic centres.

This direction applies when a relevant planning authority prepares a planning proposal that will affect land within an existing or proposed business or industrial zone (including the alteration of any existing business or industrial zone boundary).

A planning proposal must:

- (a) give effect to the objectives of this direction,
- (b) retain the areas and locations of existing business and industrial zones,
- (c) not reduce the total potential floor space area for employment uses and related public services in business zones,
- (d) not reduce the total potential floor space area for industrial uses in industrial zones, and
- (e) ensure that proposed new employment areas are in accordance with a strategy that is approved by the Director-

General of the Department of Planning.

This Planning Proposal is consistent with Direction 1.1 for the following reasons:

- It encourages employment growth by enabling more intensive employment generating uses to be developed (eg. commercial, retail, cafe, restaurants) compared to the existing service station and carwash. The development could also act as a catalyst for further redevelopment in the town centre.
- The site is located in an appropriate location for employment, the West Ryde town centre, which is an established village centre within walking distance of the train station and high frequency bus services.
- It protects the existing employment land by retaining the existing B4 Mixed Use zoning.
- It will not affect other village or strategic centres, and will not impact the role or function of West Ryde town centre as the total amount of commercial floorspace is relatively small (approximately 750sqm) and will cater for several small businesses.
- It does not reduce any potential for employment uses.

Direction 3.1 Residential Zones

The objectives of this direction are:

- (a) to encourage a variety and choice of housing types to provide for existing and future housing needs,
- (b) to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to

infrastructure and services, and

(c) to minimise the impact of residential development on the environment and resource lands.

This direction applies when a relevant planning authority prepares a planning proposal that will affect land within:

(a) an existing or proposed residential zone (including the alteration of any existing residential zone boundary),

(b) any other zone in which significant residential development is permitted or proposed to be permitted.

A planning proposal must include provisions that encourage the provision of housing that will:

(a) broaden the choice of building types and locations available in the housing market, and

(b) make more efficient use of existing infrastructure and services, and

(c) reduce the consumption of land for housing and associated urban development on the urban fringe, and

(d) be of good design.

A planning proposal must, in relation to land to which this direction applies:

(a) contain a requirement that residential development is not permitted until land is adequately serviced (or arrangements satisfactory to the council, or other appropriate authority, have been made to service it), and

(b) not contain provisions which will reduce the permissible residential density of land.

This Planning Proposal is consistent with Direction 3.1 for the following reasons:

- It will enable a mix of 1, 2 and 3 bedroom apartments to be developed, providing housing choice for different demographics, living needs and household budgets. The Ryde Planning Study indicates that by 2031 the predominate household type in Ryde will be lone person households, and the apartments will serve the future population in an area with predominantly detached dwellings.
- In addition to housing diversity, 4% of the new apartments will be designated as affordable housing to ensure the development contributes to Council's affordable housing targets and caters for those in need.
- It makes efficient use of the infrastructure and services by providing an intensification of residential development within 400m/ 5 minute walk of West Ryde train station, high frequency bus services, West Ryde Library, West Ryde Community Centre and West Ryde Public School. The proposal utilises existing services as its located within an established town centre.
- It reduces the consumption of land by intensifying residential development within an existing developed and serviced area that is close to transport, employment and a range of commercial, retail and civic uses.
- It facilitates good design - the concept design is consistent with SEPP 65 and the Apartment Design Guide, and the concept also improves the streetscape and public domain with the provision of new civic space, landscaping, and continuous active street frontages.
- Residential development would only be permitted when the

appropriate infrastructure services are ensured, including water, power, waste and drainage.

- The Planning Proposal does not reduce the permissible residential density of the site.

Direction 3.4 Integrating Land Use and Transport

The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:

- (a) improving access to housing, jobs and services by walking, cycling and public transport, and
- (b) increasing the choice of available transport and reducing dependence on cars, and
- (c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and
- (d) supporting the efficient and viable operation of public transport services, and
- (e) providing for the efficient movement of freight.

This direction applies when a relevant planning authority prepares a planning proposal that will create, alter or remove a zone or a provision relating to urban land, including land zoned for residential, business, industrial, village or tourist purposes.

The Planning Proposal is consistent with Direction 3.4 for the following reasons:

- The site is within 400m/ 5 minute walk of West Ryde train station and high frequency bus services, and is located on a designated cycle route. The site is within a village centre with employment and services including commercial, retail, civic and residential uses. The Proposal will enable more housing and residents on the site, therefore will make walking, cycling and public transport a very convenient form of access.
- The convenience created for use of these transport modes will reduce the dependence on cars for access to services and employment.
- It will also reduce the travel demand in terms of distance, as many services are within close proximity, and number of trips, because the mixed use centre supports multiple activities.
- The increase in housing supply within walking distance of the train station and high frequency bus services will help to maximise the use of these services and maintain their efficiency and viability.

Direction 6.1 Approval and Referral Requirements

The objective of this direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development.

This Planning Proposal is consistent with Direction 6.1 because it is not designated development and does not require the concurrence of the Department of Planning and Infrastructure.

Direction 6.3 Site Specific Provisions

The objective of this direction is to discourage unnecessarily restrictive site specific planning controls.

A planning proposal that will amend another environmental planning instrument in order to allow a particular development proposal to be carried out must either:

- (a) allow that land use to be carried out in the zone the land is situated on, or
- (b) rezone the site to an existing zone already applying in the environmental planning instrument that allows that land use without imposing any development standards or requirements in addition to those already contained in that zone, or
- (c) allow that land use on the relevant land without imposing any development standards or requirements in addition to those already contained in the principal environmental planning instrument being amended.

The Planning Proposal is consistent with Direction 6.3 for the following reasons:

- It retains the existing B4 Mixed Use zoning. The concept is for a mixed-use development consistent with the intent and permitted uses in this zone.
- It will not create restrictive site specific planning controls - it aims to actually reduce the restrictions of the existing planning controls.
- No additional standards or requirements are proposed in addition to those already contained in the RLEP (ie. maximum height and floorspace ratio).

5.3 Environmental, Social and Economic Impacts

5.3.1 IS THERE ANY LIKELIHOOD THAT CRITICAL HABITAT OR THREATENED SPECIES WILL BE ADVERSELY AFFECTED AS A RESULT OF THE PROPOSAL?

The site is developed and is completely devoid of vegetation and habitat. There is no foreseeable impact on any critical habitat or threatened species, populations or ecological communities as a result of the Planning Proposal.

5.3.2 ARE THERE ANY OTHER LIKELY ENVIRONMENTAL EFFECTS AS A RESULT OF THE PLANNING PROPOSAL AND HOW ARE THEY PROPOSED TO BE MANAGED?

Traffic and Access

A traffic and parking assessment was undertaken by MRCagney and is attached at Appendix A. The assessment calculated that the development is expected to generate 22-36 peak hour vehicle trips (including commercial and residential uses). At 1 trip per 2-3 minutes, the assessment concluded that traffic impact is expected to be negligible and does not warrant further intersection analysis.

As a further measure, vehicle access to the site is proposed from Dickson Lane, diverting traffic associated with the development away from the town centre and residential streets thus mitigating any traffic impact.

Contamination

A Preliminary Site Investigation was undertaken by Environmental Investigations Australia and is provided at Attachment B. The investigation found the service station has been operating on the site since 1970 and previous to this the site was used for residential purposes. There are six Underground Storage Tanks (USTs) on the site plus an oil sump. Site observations found severe oil staining and cracking in the slab around the USTs and the petrol bowsers., fill and deposited/ dumped soil of unknown quality and quantity, and some leaking chemical drums.

A preliminary conceptual site model (CSM) was derived for the site which identified potential contamination sources and concluded that there is the potential for contamination to be present on the site.

The PSI recommended that a Detailed Site Investigation (DSI) and Hazardous Materials Survey be undertaken to quantify any potential contamination and develop appropriate remedial and risk management measures. Due to the restricted access while the service station remains in operation, the DSI is recommended as part of the demolition/ redevelopment as a condition of development approval.

Stormwater

Preliminary flooding and drainage advice has been provided by C&M Consulting Engineers which is provided at Appendix C.

Under Ryde Council's *Parramatta River – Ryde Sub-catchments Flood Study and Floodplain Risk Management Plan 2013*, the site falls within a low to medium flood risk precinct (refer Figure 12).

The 1%AEP (Annual Exceedance Probability) flood depth is approximately 0.25m (refer Figure 13). Allowing for Council's minimum freeboard requirement of +0.5m, it is recommended that initial planning be based on the minimum ground floor level being +600mm above the adjacent top of kerb level along the building frontage.

The Probable Maximum Flood (PMF) flood depth ranges from 1m to over 2m. The lowest PMF flood depth is in the southwest corner of the site (Dickson Lane). It is recommended that the entry to any basement car parking be planned for this location.

The site falls within Council's Onsite Stormwater Detention (OSD) Zone 2 which means that the minimum Site Storage Requirement (SSR) is 255m³/ha. A minimum OSD volume of 50m³ will be required for this site.

Enviropods and bio-retention areas and/or stormfilter cartridges will be used to achieve the required pollutant reduction targets set out in Council's Water Sensitive Urban Design Policy.

Overall the advice indicates that stormwater and flood mitigation can be satisfactorily addressed at the development stage.

5.3.3 HAS THE PLANNING PROPOSAL ADEQUATELY ADDRESSED ANY SOCIAL AND ECONOMIC EFFECTS?

There are a number of social effects arising from this proposal:

- The Ryde Planning Study indicates that by 2031 the predominate household type in Ryde will be lone person households, whereas West Ryde residential area offers predominantly detached houses. The proposal will provide a mix of 1, 2 and 3 bedroom apartments, providing housing

choice for different demographics, living needs and household budgets, supporting a more diverse community.

- In addition to housing diversity, 4% of the new apartments will be designated as affordable housing to ensure the development contributes to Council's affordable housing targets and caters for those in need.
- The proposal will create a new landscaped main street flanked by commercial frontages suitable for outdoor dining and socialising, which will add street life, amenity and a stronger community feel to the area.
- The proposal will provide a more compatible mixed-use commercial and residential land use transition between the town centre and residential areas compared with the existing service station and car wash which can emit noise and odour, having a positive social impact.

There are also a range of economic effects:

- The proposal will provide high quality commercial frontage to Chatham Rd, a key commercial street and entry point to the West Ryde town centre, supporting the development of new small businesses;
- The provision of new commercial/ retail floorspace offers a higher employment density compared with the service station and car wash, providing more jobs in the area with walkable access to public transport.
- The proposal will result in significant investment into a quality mixed use building and enhanced public domain, transforming the low amenity site. This will not only improve the amenity of the town centre, but will send a positive market signal that could stimulate further redevelopment and investment in West Ryde.

5.4 Public Benefit

The Planning Proposal and subsequent development would result in a number of public benefits. Items 1-5 would be valued and form part of a Voluntary Planning Agreement in order to secure the benefits.

1. Improved public domain.

The new development will provide a 4m setback to Chatham Road which, combined with the verge area, will create an 8m wide civic space, all of which will be landscaped to a high quality. The existing concrete footpath would be replaced with stone paving in accordance with the public domain guidelines and the kerb and gutter would also be upgraded. New public seating, art and bins will be installed and human-scale lighting will be integrated to create a safe and inviting evening experience. Additional street trees are proposed in the wide footpath area, adding to the colour and beauty of the streetscape.

This new civic space will be a defining feature in West Ryde on what is a main entry road into the town centre. The space will enhance the activity generated from the new commercial frontages and will be an attractive area for outdoor dining and socialising. Overall the development will 'complete' what is a key main street in the West Ryde town centre and enhance the public realm experience.

2. Provision of affordable housing.

The development will help to achieve Council's objectives for affordable housing as set out in the Affordable Housing Policy 2016-2031. In accordance with Council's adopted interim

position, 4% of the apartments will be affordable housing.

3. Additional parking.

The development will result in the provision of 6 additional on-street public parking bays through the removal of 3 driveways from Chatham Road and Dickson Avenue. In addition, public parking associated with the commercial uses will be provided in the basement parking area in accordance with the DCP requirements.

4. Contribution to roadworks.

As part of the development the applicant will contribute to roadworks, including street trees and kerbs, which will enhance an important entry road into the town centre, and benefit residents and visitors to West Ryde.

5. Remediation of contamination.

Any contamination identified in the detailed site investigation will be remediated in accordance with the expert advice and relevant guidelines, providing a significant benefit to the ecological and public health.

6. Improved land use transition to the adjoining residential area.

The mixed-use development will provide a residential interface on the western side that abuts the existing residential area, with a wide landscaped setback area at ground level. The service areas for the commercial tenants will be provided in the basement parking area, away from residential or public areas. This will offer a significant improvement over the existing service station and car wash which can emit odour and noise.

7. Provision of more housing diversity and affordability.

The Planning Proposal will enable a range of 1, 2 and

3 bedroom apartments to be developed in an area predominantly offering detached dwellings. The apartments will be a more affordable option than a stand alone house and are also within walking distance of shopping centres, civic facilities and high frequency public transport enabling much reduced transport costs. This form of housing will also cater for the changing demographics in the LGA towards smaller household sizes.

8. Increased business catchment.

The provision of increased housing on the site will increase the customer base for existing businesses, resulting in a positive economic impact.

9. Enhanced neighbourhood safety.

The development of the site will result in greater passive surveillance of the street from the apartments and will also result in more activity and pedestrians on the streets, both of which will improve the overall safety of the area. The provision of new lighting in the public domain will also improve safety.

10. Rejuvenation of a low amenity site.

The existing service station and car wash does not present a high quality frontage to the street and can emit noise and odour to the public domain and to neighbours. It does not contribute positively to the streetscape or town centre. This Planning Proposal will enable the costs of decommissioning the service station to be overcome through the redevelopment of the site for a high quality mixed-use development that contributes significantly to the public realm and the town centre experience.

5.5 State and Commonwealth Interests

5.5.1 ADEQUACY OF PUBLIC INFRASTRUCTURE AND TRANSPORT INFRASTRUCTURE

The site is well serviced with public infrastructure. The site is within 400m/ 5 minute walk of West Ryde Community Centre, West Ryde Library and West Ryde Public School. The site also has access to commercial, retail and employment land uses. Being within an existing centre the site also has access to all services such as power, water, sewer and gas.

The site has excellent access to a range of transport infrastructure which both reduces travel demand and enables sustainable modes of travel to be used. These include:

- West Ryde Train Station is within 400m/ 5 minute walk;
- High frequency bus services on Victoria Road are within 50m;
- Chatham Road is an identified bicycle route.
- Victoria Road, a main arterial road, is within 50m;
- Continuous footpath network throughout West Ryde town centre.

Importantly the site offers walkable access to all necessary commercial and civic uses in the village centre, reducing the overall travel demand for residents.

Overall the proposal will maximise the efficiency of existing transport and civic infrastructure by increasing the provision of employment and housing located within walking distance of these amenities.

5.5.2 WHAT ARE THE VIEWS OF STATE AND COMMONWEALTH PUBLIC AUTHORITIES CONSULTED IN ACCORDANCE WITH THE GATEWAY DETERMINATION?

No consultation with State or Commonwealth authorities has been carried out to date with regards to this Planning Proposal.

6. Community Consultation

No formal public community consultation has been undertaken to date in regards to this Planning Proposal. It is expected that formal exhibition and community consultation will occur in accordance with the Gateway determination directives. The exhibition would include:

- Notification letters to all owners/occupiers in the local surrounding area.
- Notification letters to relevant State Agencies and other authorities nominated by the Department of Planning and Environment.
- Advertising of the Planning Proposal on Council's website.
- Advertising of the Planning Proposal in the local newspapers.
- Exhibition notice of the Planning Proposal displayed at Council's administration building, where copies of the proposal will also be made available for viewing.

6.1.1 PRELIMINARY CONSULTATION WITH COUNCIL

A pre-lodgement meeting with Council officers was held with at the City of Ryde office on 7 October 2015 to discuss the opportunity to redevelop the subject site. There was also discussion about the inclusion of adjoining low density sites to create a precinct.

The advice from Council was that the existing low density area should be protected but that a Planning Proposal for the subject site could be considered as it forms part of the West Ryde town centre. The Council also advised that any significant amendment

to the height controls would require the following to be addressed:

- Have strategic justification.

The proposal meets the strategic objectives of metropolitan and local strategic planning as discussed in Section 5.2.2.

- Be contextually commensurate to surrounding densities and uses.

West Ryde comprises a range of building heights throughout the centre ranging from 2 - 10 storeys. The height variation has occurred on a site specific basis rather than a more uniform height transition from the centre outwards. To the north of the site is an 8 storey apartment building and to the east and south 5 storeys are permitted, with lower density to the west. The proposal for 7 storeys is consistent with this pattern of development form and provides an appropriate transition while also achieving strategic density objectives. In terms of use the proposed commercial/ residential uses are consistent with the town centre context.

- Take into account the centres hierarchy.

West Ryde is identified as a village centre, lower in the hierarchy than the strategic centres of Ryde and Macquarie Park, but above local centres. The proposal would enable the ground floor to be used for higher quality commercial and retail uses (and higher employment density) compared with the existing service station and car wash, in line with the strategic objectives for concentrating growth and jobs in compact mixed-use centres. However the total commercial/ retail floorspace (approximately 750sqm) is not a significant increase and will not impact the function or hierarchy of the village centre.

- Provides a transition to the low density residential area and retains residential amenity in this area.

The proposal will enable a high quality mixed-use residential and commercial development which provides an appropriate land use transition from the retail core to the low density residential area; improves the amenity of the streetscape and walkability of the centre; and creates a new landscaped civic space at the end of Dickson Ave (residential street). This is a much improved transition compared to the existing service station and car wash which emits noise, vapours, is vehicle-orientated and offers low aesthetic appeal to the area. The proposal does not cause overshadowing to the low density residential area and the elevation of the surrounding residential area combined with the presence of mature tree canopies means there is little visual impact associated with the proposed building height.

- Enable buildings on Victoria Road to achieve compliance with solar access requirements of SEPP 65 in the future.

The shadow diagrams prepared for the concept plan (refer Figures 25-30) demonstrate that little overshadowing would occur on the sites facing Victoria Road, where higher density development is permitted. This will ensure the buildings can achieve the solar access requirements of SEPP 65.

A draft Planning Proposal was submitted to Council in January 2016 and in February the Council requested further minor information/ alterations which was submitted in March.

During June-July several discussions took place with Council, from which it was agreed to limit height to 23.5m and also to provide a 4m setback to Chatham Rd. The current Planning Proposal reflects all consultation with Council to date.

7. Project Timeline

The following timeframes are expected for the Planning Proposal:

- August 2016
Planning Proposal is submitted to Ryde Council.
- September 2016
Council agrees to support Planning Proposal.
- October 2016
Planning Proposal is submitted to the Department of Planning and Environment.
- December 2016
Gateway Determination issued.
- February 2017
Further technical studies as required are completed.
- March 2017
Public exhibition of Planning Proposal.
- May 2017
All submissions are considered and report to Council for adoption.
- June 2017
Submission to the Department of Planning and Environment to finalise the LEP.

Appendix A

Traffic and Parking Assessment
(MRCagney, August 2016)

Appendix B

Preliminary Site Investigation
(Environmental Investigations Australia, December 2015)

Appendix C

Preliminary Flooding and Drainage Advice
(C&M Consulting Engineers, January 2016)