



PLANNING PROPOSAL

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176-186 BLAXLAND ROAD, RYDE



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Preface

A Planning Proposal is the first step in proposing amendments to Council's principle environmental planning instrument, known as the Ryde Local Environmental Plan (RLEP) 2014. A Planning Proposal explains the intended effect of the proposed amendment and also sets out the justification for making the change. The Planning Proposal is submitted to the NSW Department of Planning and Environment (DP&E) for its consideration, referred to as the Gateway Determination, and is also made available to the public as part of the community consultation process. This report sets out the reasoning and justification and assesses the relevant matters for consideration namely the S117 Directions and other relevant provisions.



Part 1 Introduction

- 1.1. Andrew Martin Planning Pty Ltd has been engaged by the property owners (herein referred to as the 'proponent') to prepare a Planning Proposal (PP), for the sites known as Lot 22 and Lot 23 DP 6046, 176-178 Blaxland Road, Ryde to be submitted to Ryde Council (the "Council").
- 1.2. The primary purpose of the planning proposal is to rezone the two abovementioned allotments (herein referred to as the site), currently zoned SP2 Infrastructure to R4 High Density Residential pursuant to Ryde Local Environmental Plan 2014 (RLEP 2014). The PP includes the application of the corresponding height and FSR *development standards* making the site consistent with the adjoining R4 High Density Residential zoned lands to the north. Part 4 of this report contains the details of the future development proposal which incorporates three additional sites to the north (currently zoned R4) which are to be amalgamated with the Planning Proposal sites. The future development proposal consists of a residential flat building comprising 39 residential units with basement car parking.
- 1.3. A concept development proposal has been architecturally designed by a registered architect demonstrating the development potential of the site under PP conditions. The concept plan reflects the current Ryde Council residential development provisions, SEPP 65 (Apartment Design Guidelines) and Council's previous advice to the proponent regarding the potential development of the site, its FSR and building heights pursuant to RLEP 2014. A future development application will be lodged for the construction of the proposal as depicted in the PP submission. Whilst not required the proponent has opted to provide a significant amount of additional information with the PP application that technically is only required at the future DA stage. The additional information improves transparency and provides an opportunity for Council and the community to understand the likely built form outcomes.
- 1.4. By letter dated 28 April 2015, Council advised the proponent that Council will consider the proposed rezoning (to R4 High Density Residential) and that any planning proposal would need to include floor space ratio and height of building controls. The Planning Proposal is supported by the following information and plans:
 - Architectural plans prepared by Urban Link Architecture, including Shadow Diagrams
 - *Assessment of Traffic and Parking Implications* Report, prepared by Transport and Traffic Planning Associates, dated April 2016.

- Preliminary Site Investigation (PSI) prepared by Benviron dated May 2016.

1.5. The planning proposal is considered appropriate for the following reasons:

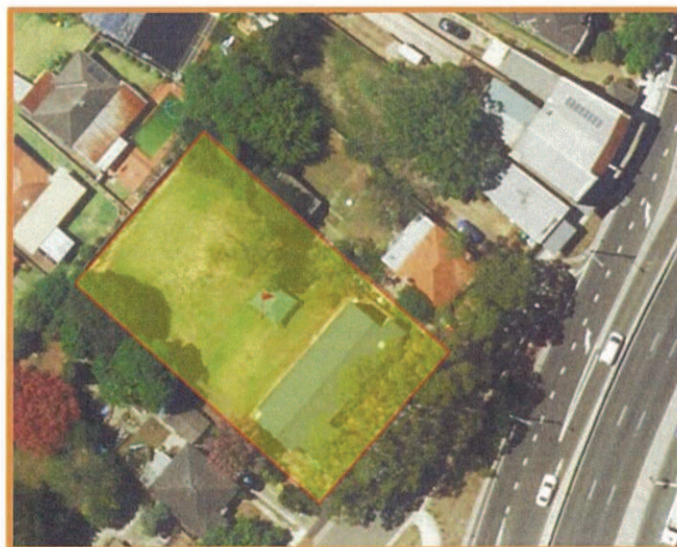
- Achieves the objectives and outcomes of *A Plan for Growing Sydney* by utilising existing infrastructure to provide new housing within existing built urban environments to achieve growth and investment for Sydney.
- Located opposite a major retail, commercial and employment node, the development can provide density close to transport and employment, accessibility and affordability in a more effective way than traditional suburban/detached housing, and deliver genuine public transport orientated development. The proposal achieves the underlying objective to achieve TOD.
- Locates housing within a quality environment, close to work, transport links and established social facilities and retail outlets.
- Provides housing choice to service increased numbers of working couples, single occupancy households and couples with no children.
- The development can boost the economic viability of the Top Ryde Shopping Centre and additional local population will support local services.
- High density in this location accords with TOD principles.
- The proposed development that will follow the PP adopts a high quality urban design and use of quality materials and finishes.
- Additional housing provides a residential presence, increase diversity and safety and reduced journey to work times which in turn improves quality of life.
- Improves the safety and security of the public domain spaces to the east of the site due to the increased opportunities for casual surveillance
- It provides opportunities for new homes or rental accommodation which is required in Ryde given that the median home price is \$1.48m with the median unit price at \$673 000.00. Dwellings are simply not affordable in this area and other housing options are required.
- The proposal represents the efficient use of available land, sustainable and energy efficient development and has the effect of relieving urban sprawl pressures in outer areas in keeping with local and state consolidation objectives.

Given the above the proposal accords with metropolitan and Councils planning objectives; is likely to satisfy Council and SEPP 65 design controls at the site development DA stage; is in the public interest; and satisfies the overarching objectives of the Environmental Planning and Assessment Act, 1979 and Regulation 2000.

- 1.6. The Planning Proposal has been prepared in accordance with Section 55 of the Environmental Planning and Assessment Act 1979 (*EP&A Act*) and the relevant Department of Planning Guidelines including '*A Guide to Preparing Planning Proposals*'.
- 1.7. The Planning Proposal report comprises eleven Parts. Part 1 is the Introduction; Part 2 provides details of the subject site; Part 3 provides a brief overview of the area's social profile; Part 4 describes the concept development proposed over the consolidated site (5 land parcels including the two lots that are the subject of the Planning Proposal); Part 5 contains info on Ryde LEP 2014 and DCP 2014; Part 5 provides a preliminary assessment of the Concept Development under the SEPP 65 Apartment Design Guidelines; Part 7 comprises the Objectives or Intended Outcomes, Part 8 comprises the Explanation of the Provisions; Part 9 comprises the Justification; Part 10 is the Conclusion and Part 11 is a reference list of documents and websites consulted to assist in preparing the Planning Proposal. This report addresses the relevant S117 Directions.
- 1.8. Having regard to the above the PP is deemed to be appropriate and should receive favourable support by Councils Strategic planning staff, Councillors and the Department.

Part 2 Subject Site

- 2.1 This Planning Proposal relates to No. 176-178 Blaxland Road, Ryde, Local Government Area of Ryde. The site is legally identified as Lot 22 and Lot 23 DP 6046. It has a site area of approximately 1504sqm and is generally rectangular in shape with primary frontage (30m) to Blaxland Road. Vehicle access is available from the formed public road along Blaxland Road via a single crossover and driveway located adjacent to the south eastern boundary, providing access to the rear of the existing building. Figure 1 is an aerial of the subject site.
- 2.2 There is a single brick and tile building constructed across the front of the two allotments. (Refer to Figures 2, 3 & 5). Approximately two-thirds of the site (the rear portion) is vacant. The building is currently occupied by the Northern Sydney Youth Support Services (<http://youthsource.com.au/results/43>). There are two fully accessible pedestrian pathways into the building together with Eucalypt street trees along the Blaxland Road frontage. The Blaxland Road (side road) is a two way public road which narrows to the north. There is a public telephone box and Australia Post Mail Box out the front of the site. The crossover and driveway to the rear of the property is located adjacent the south-west boundary. Timber paling fences are erected along each side boundary.
- 2.3 Adjoining the site to the south and west are a number of single occupancy dwelling houses (refer to Figures 4 & 5).



*Figure 1 – Aerial of No. 176-178 Blaxland Road, Ryde
(Source: Sixmaps NSW)*



**Figure 2 – Front of the existing building, No 176-178 Blaxland Road, Ryde
(Source: googlemaps)**



**Figure 3 – View of proposed development site from Blaxland Road side road (No. 176 –
186 Blaxland Road, Ryde) (Source: googlemaps)**



**Figure 4 – View of existing single dwellings on Samuel Street that are located adjoining
the rear of the subject development site (Source: googlemaps)**



Figure 5 – View of existing single dwelling on southern side of rezoning site on Blaxland Road. (Source: googlemaps)

- 2.4 The subject site is located approximately 13 km north-west of the Sydney CBD and 8km east of Parramatta. The site is directly opposite the Ryde Town Centre Precinct and Top Ryde Shopping Centre. See Figures 6 – 11 below.

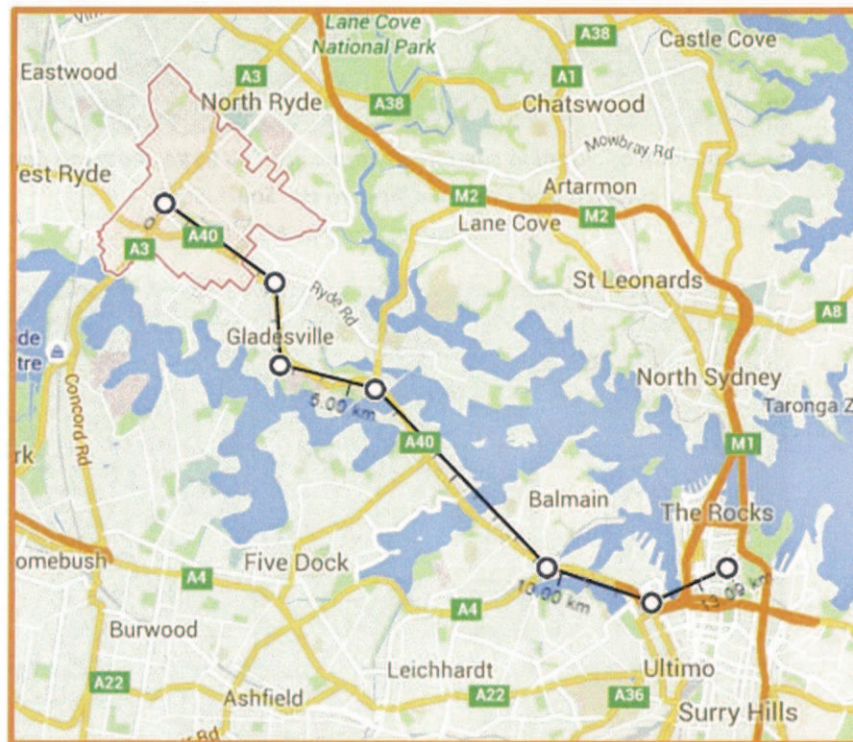


Figure 6: General location of subject site, approx 13km to Sydney CBD (Source: googlemaps)



Figure 7: Location of rezoning site directly opposite Top Ryde Shopping Centre (TRSC) to the east and Council offices to the South East
(Source: sixmaps NSW)



Figure 8: Aerial of Top Ryde area showing concentration of high density living to the north and to the east on top of the TRSC. (Source: googlemaps)



Figure 9: Subject site viewed from Pope Street intersection
(Source: googlemaps)



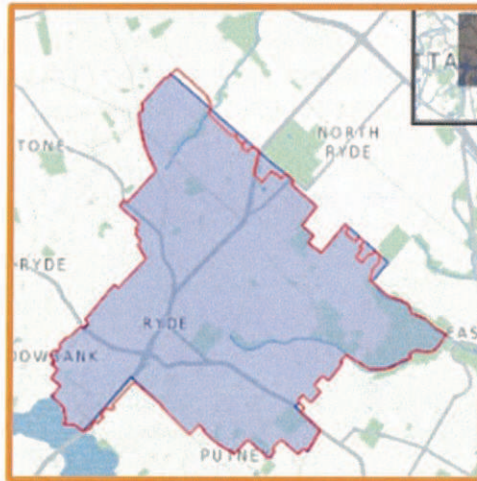
Figure 10: Looking north along Blaxland Road. Subject site on left near mature street trees and TRSC on right with pedestrian walkway across arterial road (Devlin Street)
(Source: googlemaps)



Figure 11: TRSC on eastern side of Devlin Street, opposite Blaxland Road (Source: googlemaps)

Part 3 Ryde (state suburbs) – Social Profile

- 3.1 The following is a brief overview of the social profile of the area around Ryde Town Centre. The statistics are based on the 2011 Census for the area known as Ryde (State Suburbs). This area is smaller than the Ryde LGA, as shown below:



- ✓ In the 2011 Census, there were 21,599 people in Ryde (State Suburbs) of these 48.8% were male and 51.2% were female. Aboriginal and Torres Strait Islander people made up 0.4% of the population.
- ✓ The median age of people in Ryde (State Suburbs) was 37 years. Children aged 0 - 14 years made up 17.6% of the population and people aged 65 years and over made up 15.5% of the population.
- ✓ Of people in Ryde (State Suburbs) aged 15 years and over, 51.0% were married and 9.3% were either divorced or separated.
- ✓ In Ryde (State Suburbs), 55.8% of people were born in Australia. The most common countries of birth were China (excludes SARs and Taiwan) 6.8%, Italy 2.7%, England 2.1%, Korea, Republic of (South) 2.1% and India 2.0%.
- ✓ In Ryde (State Suburbs), 32.3% of people had both parents born in Australia and 56.5% of people had both parents born overseas.
- ✓ There were 11,134 people who reported being in the labour force in the week before Census night in Ryde (State Suburbs). Of these 64.2% were employed full time, 26.3% were employed part-time and 4.7% were unemployed.
- ✓ Of employed people in Ryde (State Suburbs), 9.1% worked 1 to 15 hours, 9.6% worked 16 to 24 hours and 47.9% worked 40 hours or more.

- ✓ The most common occupations in Ryde (State Suburbs) included Professionals 27.5%, Clerical and Administrative Workers 17.3%, Managers 13.6%, Technicians and Trades Workers 12.3%, and Sales Workers 8.6%.
- ✓ In Ryde (State Suburbs), on the day of the Census, the methods of travel to work for employed people were Car, as driver 56.5%, Bus 13.2% and Car, as passenger 4.9%. Other common responses were Train 3.0% and Walked only 3.0%. On the day, 20.5% of employed people travelled to work on public transport and 61.5% by car (either as driver or as passenger).
- ✓ Of the families in Ryde (State Suburbs), 49.4% were couple families with children, 34.1% were couple families without children and 14.8% were one parent families.
- ✓ In Ryde (State Suburbs) 17.7% of single parents were male and 82.3% were female.
- ✓ In Ryde (State Suburbs), of couple families, 25.6% had both partners employed full-time, 3.3% had both employed part-time and 20.4% had one employed full-time and the other part-time.
- ✓ In Ryde (State Suburbs), 93.3% of private dwellings were occupied and 6.7% were unoccupied.
- ✓ Of occupied private dwellings in Ryde (State Suburbs), 54.5% were separate houses, 12.2% were semi-detached, row or terrace houses, townhouses etc, 33.1% were flats, units or apartments and 0.1% were other dwellings.
- ✓ In Ryde (State Suburbs), of occupied private dwellings 8.0% had 1 bedroom, 31.9% had 2 bedrooms and 36.1% had 3 bedrooms. The average number of bedrooms per occupied private dwelling was 2.8. The average household size was 2.6 people.
- ✓ Of occupied private dwellings in Ryde (State Suburbs), 30.3% were owned outright, 30.7% were owned with a mortgage and 35.7% were rented.
- ✓ In Ryde (State Suburbs), of all households, 69.7% were family households, 25.7% were single person households and 4.6% were group households.
- ✓ In Ryde (State Suburbs), 41.9% of occupied private dwellings had one registered motor vehicle garaged or parked at their address, 31.8% had two registered motor vehicles and 11.5% had three or more registered motor vehicles.

Source: http://www.censusdata.abs.gov.au/census_services/getproduct/census/2011/communityprofile/SSC12023

- 3.2 In terms of this Planning Proposal it is relevant to note that at least one third of dwellings are units or apartments, containing either 2 or 3 bedrooms. While family households dominate, possibly due to the historical development of the area as separate houses, thirty five percent of households are couples without children and one quarter of households contain a single person. Sydney wide there is a trend of vertical living with markets confirming the desire of new home owners to live in new apartments rather than older residential dwellings that require more maintenance and are fast becoming too expensive. There is also the demand generated by older generations to down size. Further the median house price is 1.48m and the median unit price is \$673, 000.00 thus dwellings are no longer affordable.
- 3.3 In 2011 the majority of residents in the area worked full time, in white collar based professions, for 40 hours per week or longer. The majority of these travelled to work by car - as the driver or as a passenger and it is therefore not surprising that vehicle ownership in the area is high with over 41% of occupied private dwellings having one registered vehicle garaged or parked at their address and 32% having two vehicles for private use.
- 3.4 The rezoning supports the key trends found for the Ryde Town Centre and Top Ryde area as there are more households that contain couples without children or single households that will require or desire smaller dwellings and housing options. Tenants or owner occupiers will be provided with a range of apartment varying in price depending upon size, aspect and floor level with the future development. The future proposal will offer a range and choice of dwelling types within the development. The proposed accommodation will be brand new; require less energy to maintain due to SEPP 65 compliance; is well located so as to negate the need for transport to local shops and services and will offer lower running costs overall compared with older separate houses in the vicinity. The proximity of the site to the Ryde Town Centre and other major areas like Parramatta, Chatswood and Macquarie Park and even central Sydney will makes the site appealing for a number of reasons.

Part 4 Future Development Site Proposal – No. 176–186 Blaxland Road, Ryde

- 4.1 The two allotments which comprise the subject rezoning (No. 176 & 178 Blaxland Road) are part of a larger redevelopment site comprising an additional **3 lots** (see in bold below) that is described as:

Demolition of all structures and construction of a residential flat building development comprising thirty-nine (39) residential units with associated basement parking and landscaping on land known as:

Lot 22 DP 6046 (No. 176 Blaxland Rd) - proposed R4 zone

Lot 23 DP 6046 (No. 178 Blaxland Rd) – proposed R4 zone

Lot 21 DP 6046 (No. 182 Blaxland Rd) – existing R4 zone

Lot 1 DP 938083 (No. 184 Blaxland Rd) – existing R4 zone

Lot 1 DP 962761 (No. 186 Blaxland Rd) – existing R4 zone

- 4.2 The consolidated site (herein referred to as the ‘Development Site’) has a total site area of **2989sqm**. Figure 12 below is the survey plan of the Development Site.

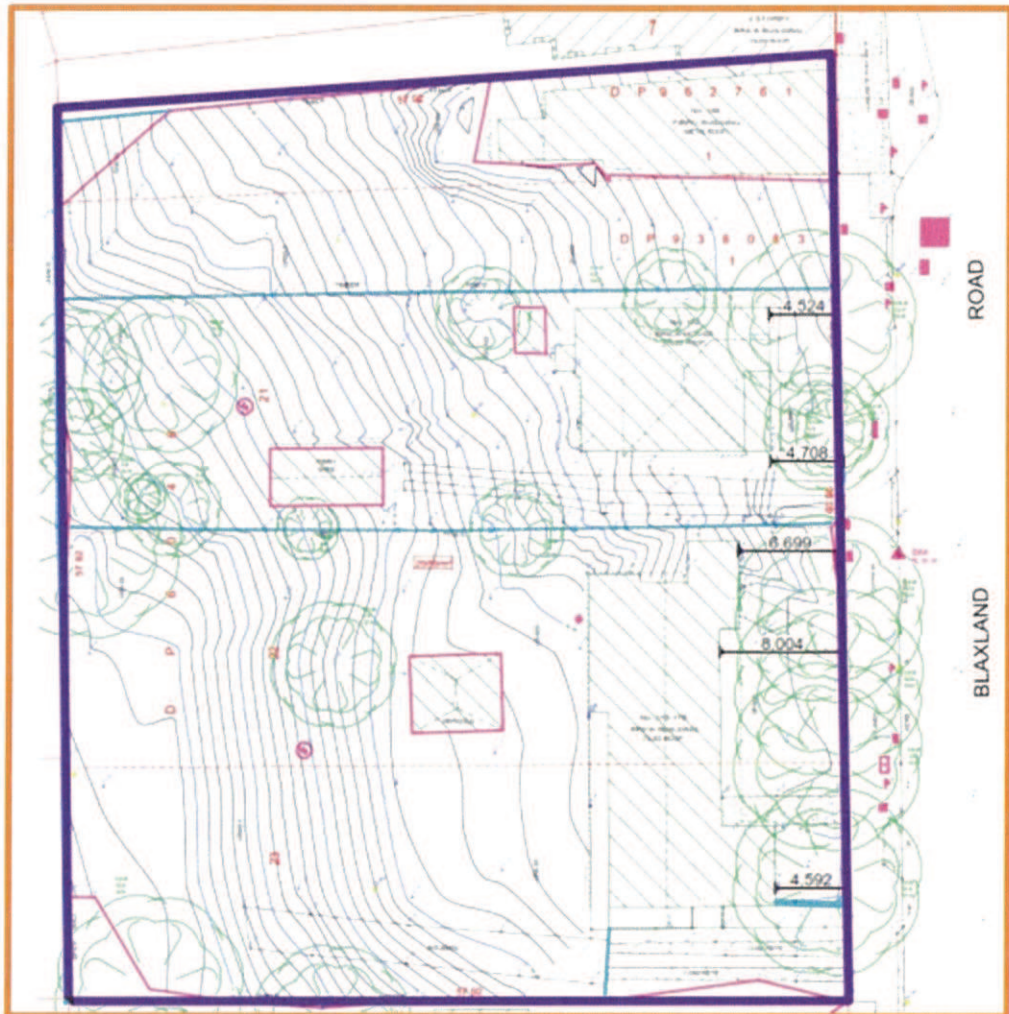


Figure 12: Survey of Proposed Development Site, comprising five allotments (No. 176-186 Blaxland Road, Ryde) (Source: UrbanLink Architecture, 2016)

- 4.3 The inclusion of concept Development Plans at the Planning Proposal stage is to provide Council with additional information demonstrating the project can be delivered within the development standards applicable under RLEP 2104 (plus state polies such as SEPP 65) whilst respecting, to the extent necessary, the amenity of the adjoining low density residential zone.
- 4.4 The preparation of the architectural plans represents an investment by the proponent that would not ordinarily be required at a planning proposal stage. Greater understanding and certainty is provided as a result of the architectural plan bundle to the community and the Council. The proponent also achieves greater levels of certainty because the critical DA issues are canvassed at the PP stage. The submitted plans assist with the understanding of the likely built form outcomes arising from the foreshadowed amendments to RLEP 2014.
- 4.5 The concept Development Plans have therefore been prepared for the Development Site demonstrating its redevelopment, facilitated by the PP rezoning of SP2 zoned land to R4, can occur without significant environmental impacts on the adjoining R2 land and the urban fabric of the area. The design principles, broad demographics and site specifics utilised in preparing the plans for the Development Site include:
- ✓ Appreciation of the locational context of the site in terms of its juxtaposition to the Top Ryde Shopping Centre, Civic Centre and the Ryde Town Centre precinct.
 - ✓ Awareness of the current social and economic population statistics and trends moving forward for the area.
 - ✓ Knowledge of household trends in relation to family, work, leisure and entertainment.
 - ✓ Demolition of the existing structures (three buildings).
 - ✓ Site preparation works across the site to prepare for a RFB development with basement.
 - ✓ Location of sewer services line across rear of property.
 - ✓ Fall across the site of up to four (4) metres from Blaxland Road towards Samuel Street to the west.
 - ✓ Existing low density dwellings adjoining the site to the south and west.
 - ✓ Access to the site from the side road on Blaxland Road.
 - ✓ Retention of mature street trees on Blaxland Road.
 - ✓ Deep soil planting along rear boundary to increase visual separation and privacy to adjoining dwellings.
 - ✓ Stepping of height of the buildings across the development site to respect and minimise potential impacts on the adjoining dwellings and the enjoyment of their properties.
 - ✓ Separation of buildings to ensure adequate residential amenity for residents of the development.

- ✓ Car parking to comply with Council's on-site parking provisions.
- ✓ Provision of a mix of dwelling types and sizes to provide a diversity of choice and affordability in the units.
- ✓ Accessible and adaptable units and parking.
- ✓ Deep soil landscaped edges

4.6 The proposed development would comprise the following dwelling mix per level (also refer to plans in Figures 11 to 21 and the accompanying set of architectural plans). The **39 units** are proposed as follows.

Lower Ground	5 x 1br	-	1 x 3br	26cps
Ground Level	-	6 x 2br	-	30cps
Level 1	2 x 1br	8 x 2br	2 x 3br	-
Level 2	-	5 x 2br	3 x 3br	-
Level 3	-	6 x 2br	1 x 3br	-
Total	7 x 1br	25 x 2br	7 x 3br	56cps

There are 4 adaptable residential units with 5 accessible parking spaces. Each unit and parking space is capable of complying with Australian Standard provisions for size, location and accessibility.

Note: Assessment of the concept Development Plans in relation to RLEP 2014, RDCP 2014 and SEPP 65 (ADG) is addressed in Parts 5 & 6 below.

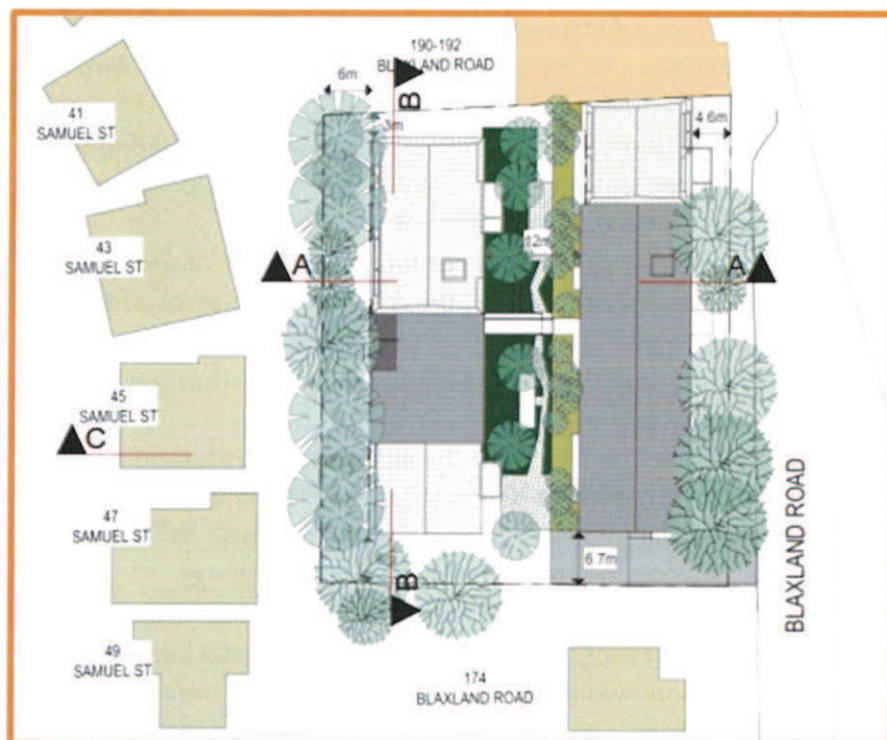


Figure 13: Site Plan of Proposed Development Site, showing locational context

(Source: UrbanLink Architecture, 2016)

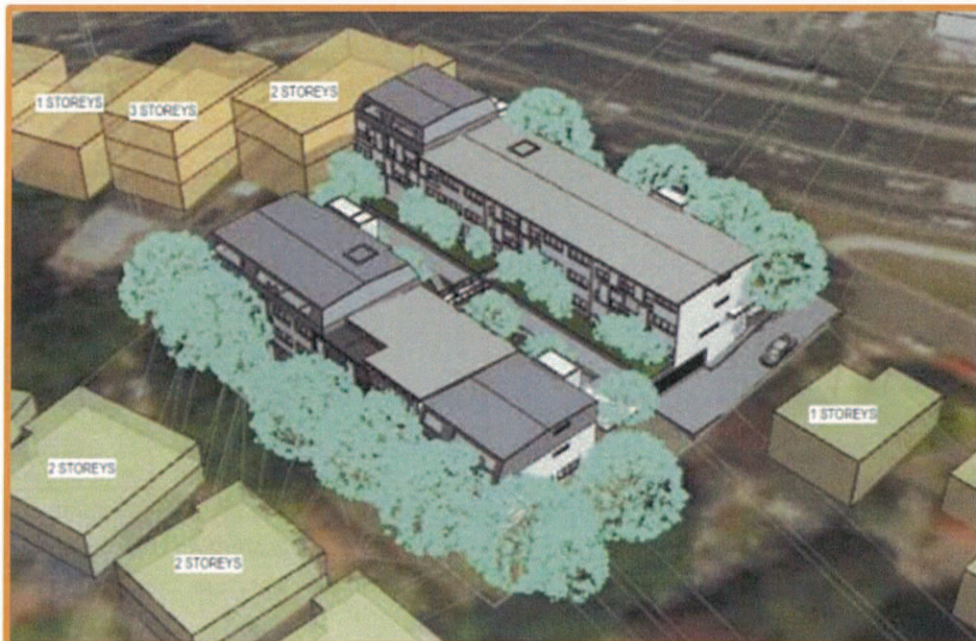


Figure 14: Perspective of Proposed Development showing number of storeys of adjoining and adjacent development (Source: UrbanLink Architecture, 2016)



Figure 15: Perspective of Proposed Development showing number of storeys of in the area, including Top Ryde Shopping Centre and other Commercial development in the RTC area (Source: UrbanLink Architecture, 2016)

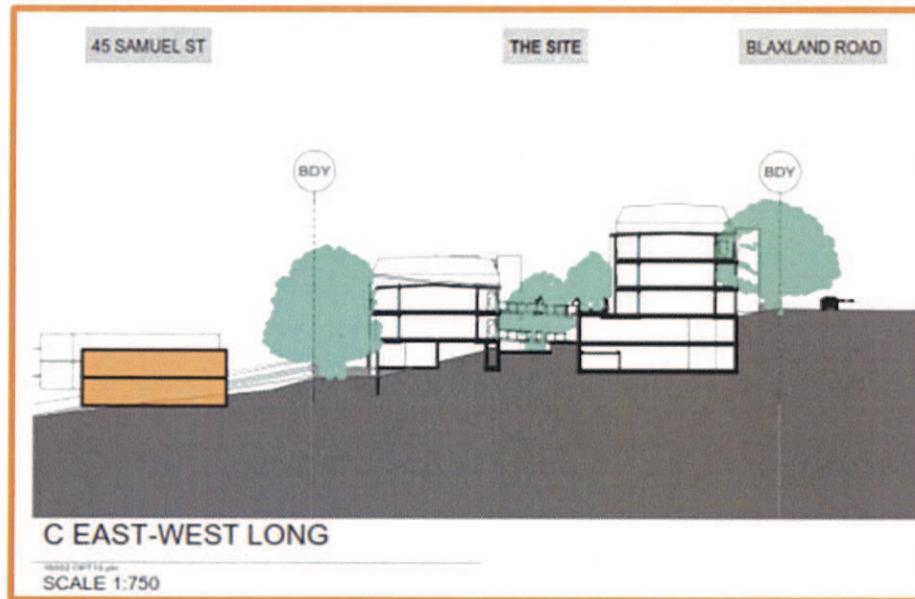


Figure 16: Southern section across development site showing stepping down in height, bulk and scale of development from Blaxland Rd to Samuel Street
(Source: Extract from UrbanLink Architecture, 2016)

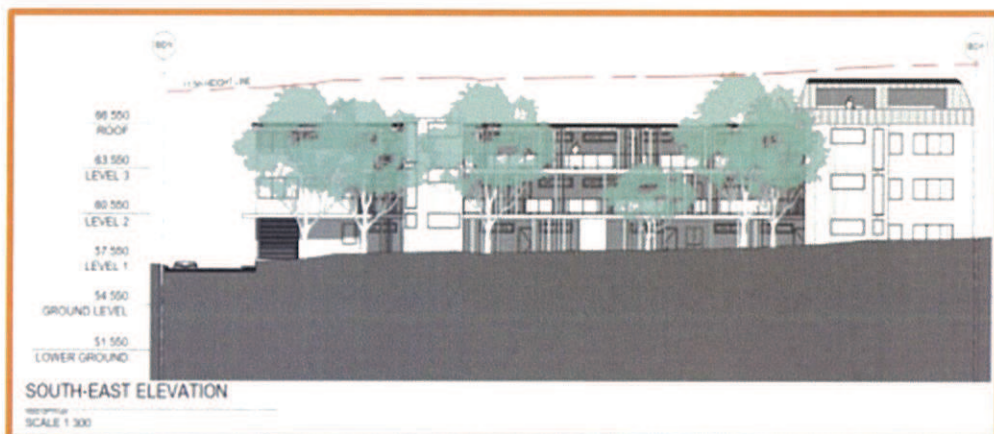


Figure 17: Cross section of development site showing compliance with height limits shown in red (Source: UrbanLink Architecture, 2016)



Figure 18: North west section of development site showing height compliance and large setback to rear boundary and low density dwelling with deep soil planting along boundaries. (Source: UrbanLink Architecture, 2016)

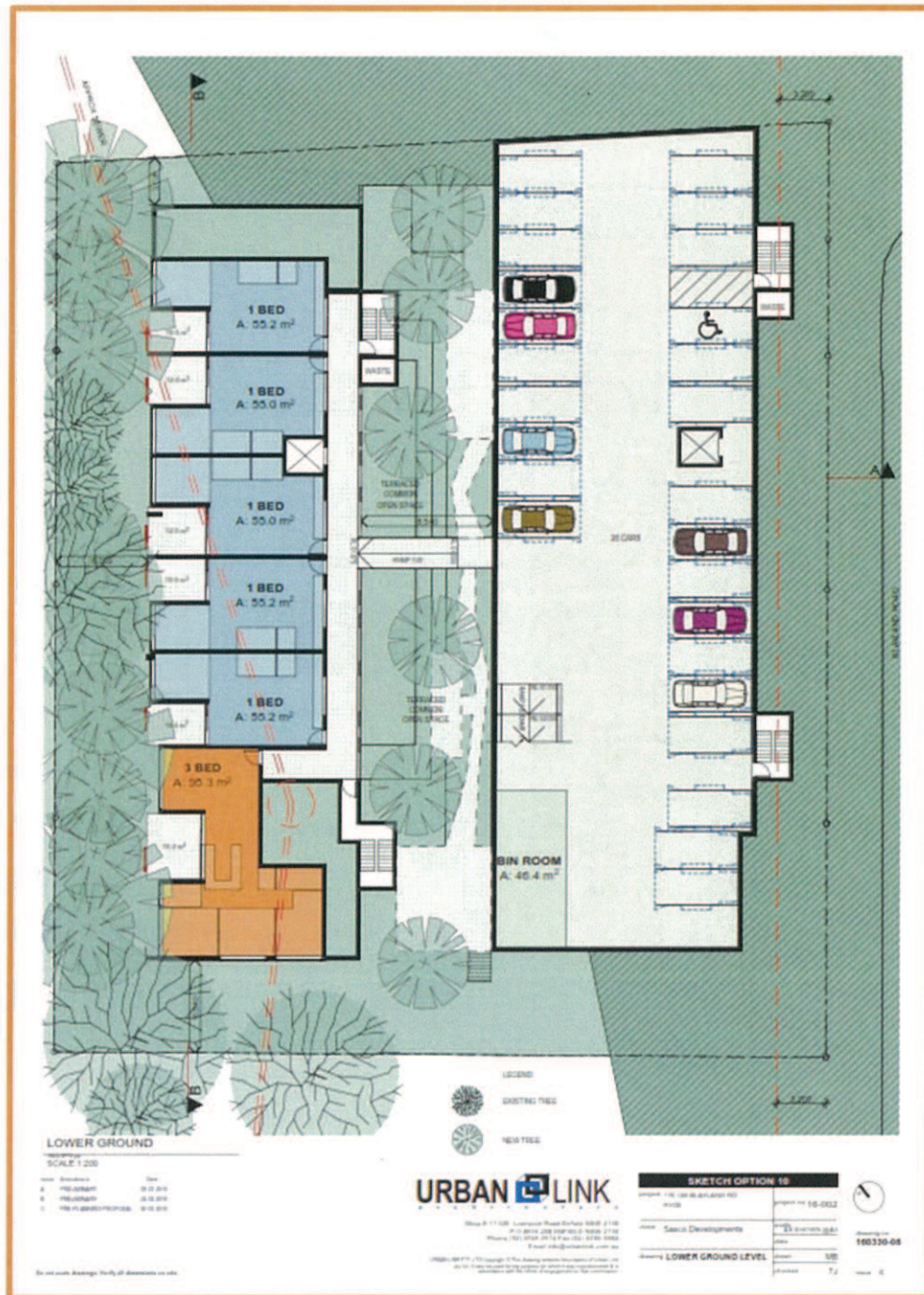


Figure 19: Site Plan of Proposed Development Site, showing locational context
(Source: UrbanLink Architecture, 2016)

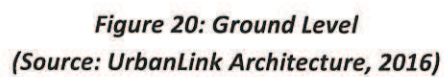




Figure 21: Level 1
(Source: UrbanLink Architecture, 2016)



Figure 22: Level 2
(Source: UrbanLink Architecture, 2016)



Figure 23: Level 3
(Source: UrbanLink Architecture, 2016)

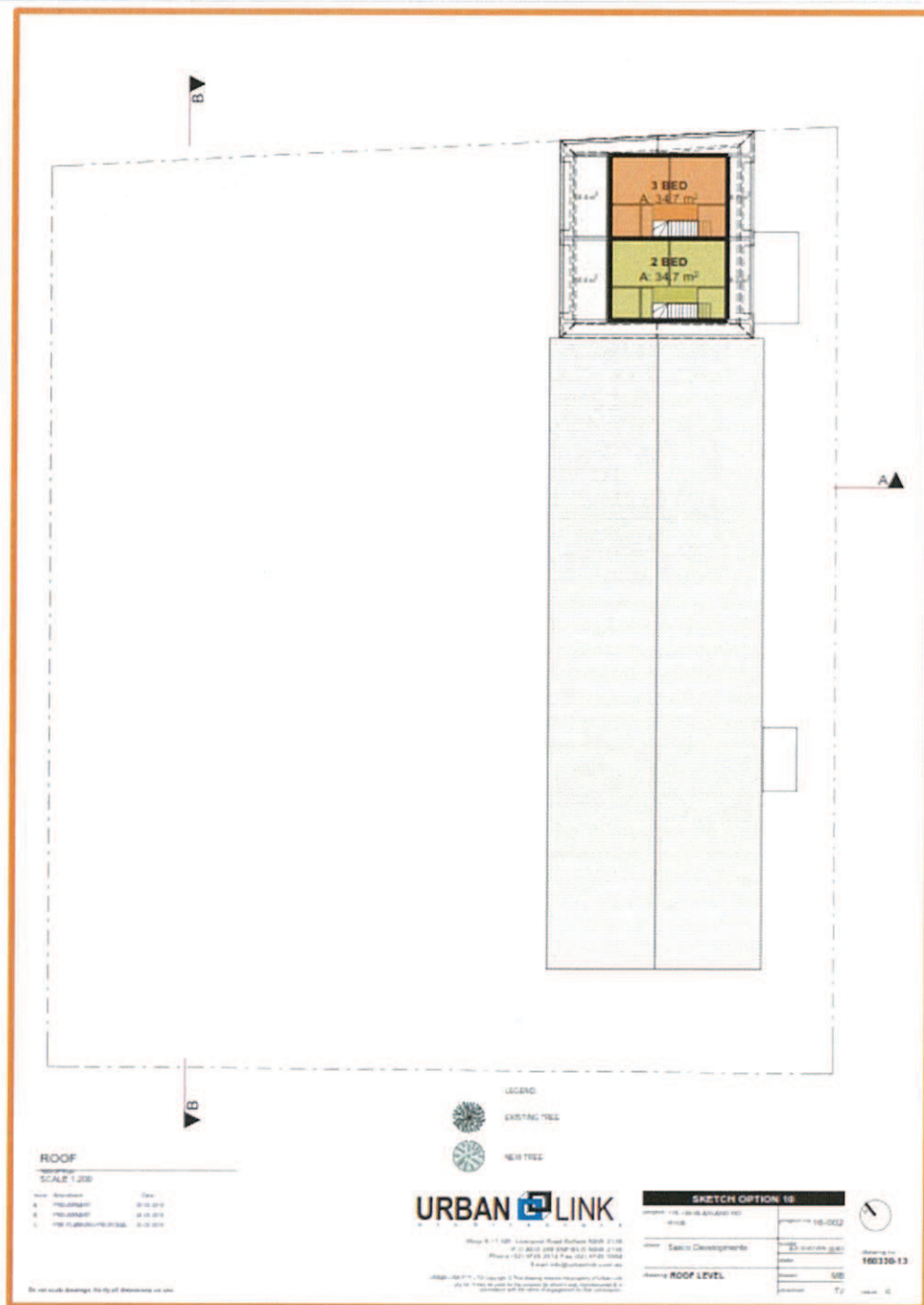


Figure 24: Roof Level
 (Source: UrbanLink Architecture, 2016)



Figure 25: Shadow Diagrams
(Source: UrbanLink Architecture, 2016)

Part 5 Ryde LEP 2014 and Ryde DCP 2014

5.1 The two lots subject of the specific rezoning are currently zoned SP2 Infrastructure (Place of Public Worship) pursuant to Ryde LEP 2014. The primary LEP provisions which apply to any development of the site include, but are not limited to the following:

5.2 Clause 1.2 Aims of Plan

1.2 Aims of Plan

- (1) This Plan aims to make local environmental planning provisions for land in Ryde in accordance with the relevant standard environmental planning instrument under section 33A of the Act.*
- (2) The particular aims of this Plan are as follows:*
- (a) to encourage a range of development, including housing, employment and recreation, that will accommodate the needs of the existing and future residents of Ryde,*
 - (b) to provide opportunities for a range of housing types that are consistent with adjoining development and the existing environmental character of the locality,*
 - (c) to foster the environmental, economic, social and physical development of Ryde so that it develops as an integrated, balanced and sustainable city,*
 - (d) to identify, conserve and promote Ryde's natural and cultural heritage as the framework for its identity, prosperity, liveability and social development,*
 - (e) to improve access to the city, minimise vehicle kilometres travelled, facilitate the maximum use of public transport and encourage walking and cycling,*
 - (f) to protect and enhance the natural environment, including areas of remnant bushland in Ryde, by incorporating principles of ecologically sustainable development into land use controls,*
 - (g) to preserve and improve the existing character, amenity and environmental quality of the land to which this Plan applies,*
 - (h) in relation to economic activities, to provide a hierarchy of retail, commercial and industrial activities that enable employment capacity targets to be met, provide employment diversity and are compatible with local amenity.*

The PP is consistent with the aims of RLEP 2014. As highlighted throughout this report the site is located within an area which borders the Ryde Town Centre (RTC) and is directly opposite the TRSC. High density living in units or apartments accounts for approximately one-third of current housing stock in the area. The predominant form of housing remains low density dwellings due to the age and history of existing development.

5.3 In Ryde the trend is changing as lifestyles change with the emerging demographics. The concept Development Plans demonstrate that the proposed rezoning of this land to high density residential and subsequent construction of a residential flat building across the consolidated development site is an appropriate amendment to RLEP 2014. The proposed development seeks to optimise the development potential of the

consolidated site whilst respecting the lower density character of the adjoining properties to the west and south. The design steps down the site from Blaxland Road towards Samuel Street. The residential character and amenity of the area is maintained and enhanced by good quality, well designed residential development. The site is in close proximity to shops, employment, services, entertainment and public transport. Additional demand for services increases demand for local workforce which in turn supports the aims of the RLEP. The site is not challenged in terms of environmental constraints and is an existing underutilised urban lot capable of supporting residential development in the form of flat buildings. Overall the PP satisfies the aims of the RLEP 2014.

- 5.4 Any future Development Application (DA) that is lodged for the development of the land will be tested again against the aims of RLEP 2014 and will be assessed under S79C of the *EP&A Act 1979*. The submitted Development Plans do not offend any of the relevant aims as detailed below.

Relevant Aim	Comment
(2) The particular aims of this Plan are as follows: (a) to encourage a range of development, including housing, employment and recreation, that will accommodate the needs of the existing and future residents of Ryde,	The rezoning facilitates the proposed Development across the five sites fronting Blaxland Road. The orderly and economic use of land is achieved by the rezoning as it allows the sites to become part of a larger development site. The need for additional apartments in the area is established by the area's social profile and broader strategic directions for Ryde LGA and Sydney. The loss of the site as a place of worship is not significant and other place of worship sites exist in the LGA given the permissibility of the use in other zones. The proposed concept Development Plan proposal will be tested under a separate assessment to ensure the aims under cl. 1.2 of RLEP are achieved.
(b) to provide opportunities for a range of housing types that are consistent with adjoining development and the existing environmental character of the locality,	The concept Development Plan provides a mix of dwellings comprising 1, 2 and 3 bedroom units. High density development is consistent with the adjoining and emerging character of the Top Ryde area. The design and layout of the

	proposal steps the height and density of the development down towards the low density dwellings located to the south and west of the development site. It is the stepped pavilion style approach which makes the scheme acceptable. The proposal also steps to follow the 11m height control line which ensures the overall scale of the proposal is consistent with lands to the north. Separation at the rear of the Development Site and rear dwellings provides the necessary visual buffers.
<i>(c) to foster the environmental, economic, social and physical development of Ryde so that it develops as an integrated, balanced and sustainable city,</i>	The development site is ideally located directly opposite the Top Ryde Shopping centre and Top Ryde Town Centre Precinct. This Town Centre contains a wide range of land uses that cater for the needs of new residents to the area. The provision of this type of infrastructure (i.e. retail and support services) supports the need (request) to increase housing within 100m of the TRSC.
<i>(g) to preserve and improve the existing character, amenity and environmental quality of the land to which this Plan applies,</i>	The concept Development Plans submitted with the Planning Proposal demonstrate that the proposed development respects the adjoining low density area by complying with height as the land slopes across the site to the rear from Blaxland Road towards Samuel Street. The built form presentation to the street will be enhanced by new active residential edges fronting Blaxland Street. Dwellings to the rear will adopt screening devices as required plus deep soil landscaped area to ameliorate any perceived impacts of the development.

5.5 Clause 1.7 - Maps

(1) A reference in this Plan to a named map adopted by this Plan is a reference to a map by that name:

(a) approved by the Minister when the map is adopted, and
(b) as amended or replaced from time to time by maps declared by environmental planning instruments to amend or replace that map, and approved by the Minister when the instruments are made.

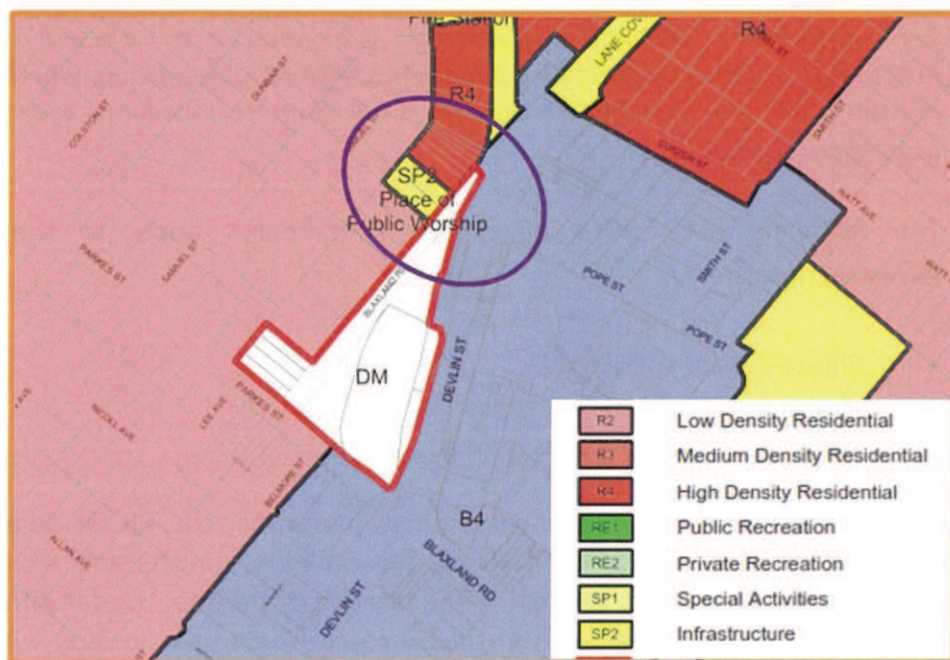
(1AA) A reference to the Minister in subclause (1) is taken to be a reference to the Greater Sydney Commission in the case of any map that applies to a local government area in the Greater Sydney Region (within the meaning of the [Greater Sydney Commission Act 2015](#)) and that is adopted by a local environmental plan on or after 27 January 2016.

(2) Any 2 or more named maps may be combined into a single map. In that case, a reference in this Plan to any such named map is a reference to the relevant part or aspect of the single map.

(3) Any such maps are to be kept and made available for public access in accordance with arrangements approved by the Minister.

(4) For the purposes of this Plan, a map may be in, and may be kept and made available in, electronic or paper form, or both.

This planning proposal results in the need to amend the relevant LEP Maps (006) series to change the SP2 Place of Public Worship (coloured bright yellow and associated text) to R4 High Density Residential (bright red). Refer to Part 7 & 8 below for details.



5.6 Land Use Table – Existing Zone

No. 176-178 Blaxland Road is currently zoned SP2 Infrastructure (Place of Public Worship), as follows:

Zone SP2 Infrastructure

1 Objectives of zone

- *To provide for infrastructure and related uses.*
- *To prevent development that is not compatible with or that may detract from the provision of infrastructure.*
- *To ensure the orderly development of land so as to minimise any adverse effect of development on other land uses.*

2 Permitted without consent

Nil.

3 Permitted with consent

Roads; The purpose shown on the Land Zoning Map, including any development that is ordinarily incidental or ancillary to development for that purpose.

4 Prohibited

Any development not specified in item 2 or 3.

A Place of Public Worship is defined as a building or place used for the purpose of religious worship by a congregation or religious group, whether or not the building or place is also used for counselling, social events, instruction or religious training.

The following RLEP 2014 development standards apply to the SP2 Infrastructure site.

- Clause 4.1 Lot sizes: N/A.
- Clause 4.3 Height of buildings: N/A.
- Clause 4.4 Floor space ratio: N/A.

In effect a greater level of certainty is provided under the PP for adjoining residents. A place of worship typically has amenity impacts and residents have been acclimatised to the low frequency use of the site. Under different operating conditions the Church in theory could expand particularly with no height or FSR controls in place. This would leave a rule of thumb assessment under any future application to construct a new facility.

5.7 Land Use Table – Proposed Zone

It is proposed to zone Lots 22 & 23 DP 6046 (No. 176-178 Blaxland Road, Ryde) to R4 High Density Residential, as follows:

Zone R4 High Density Residential

1 Objectives of zone

- *To provide for the housing needs of the community within a high density residential environment.*
- *To provide a variety of housing types within a high density residential environment.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of residents.*

2 Permitted without consent

Home occupations

3 Permitted with consent

Bed and breakfast accommodation; Boarding houses; Business identification signs; Child care centres; Community facilities; Dual occupancies (attached); Dwelling houses; Environmental protection works; Home-based child care; Home businesses; Home industries; Multi dwelling housing; Neighbourhood shops; Places of public worship; Public administration buildings; Recreation areas; Residential care facilities; **Residential flat buildings**; Respite day care centres; Roads; Secondary dwellings; Serviced apartments; Shop top housing

4 Prohibited

Any development not specified in item 2 or 3.

A 'Residential Flat Building' is a permissible with the consent of Council.

The following RLEP 2014 development standards apply to the proposed R4 High Density Residential zone:

- Clause 4.1 Lot sizes: 580sqm (min)
- Clause 4.3 Height of buildings: 11.5m (max)
- Clause 4.4 Floor space ratio: 1:1 (max)

- 5.8 RLEP 2014 Clause 6.2 - Earthworks, Clause 6.4 - Stormwater Management, Clause 6.6 - Environmental sustainability, Schedule 2 - Exempt development and Schedule 3 - Complying Development will also apply to any future development of the land.

5.9 The following table is a preliminary assessment of the concept Development Plans against the provisions of the R4 High Density Residential Zone provisions contained in RLEP 2014, the relevant controls in RDCP 2014 and the provisions of SEPP 65 and its associated Apartment Design Guidelines. A more detailed assessment of each is provided in Parts 5 & 6 below.

RLEP 2014 Development Standard	Requirement	Proposed
Site Area	2989sqm	
FSR	1:1 (max)	1:1
GFA	2989 (max)	2988.6sqm
HOB	11.5m (max)	11.5m
RDCP 2014 Provisions		
Car parking	45 (min) -56 (max)	56
SEPP 65 (ADG) Provisions		
Solar Access	70%	100%
Cross Ventilation	60%	94.9%
Adaptable Units	10%	10.3%
Single Oriented south facing units	10%	0%
Communal Open Space	25%	25.4%
Deep Soil	7%	10%
Overshadowing	As per SEPP 65	Complies

5.10 Ryde Development Control Plan 2014 (RDCP 2014)

The RDCP 2014 contains the following objectives for the development of land within the LGA, as follows:

1.5 Objectives of this Plan

Objectives

The objectives of this Plan are:

- 1. To achieve a responsible development control system that has sustainable environmental outcomes;*
- 2. To enhance the existing amenity and character of the City of Ryde;*
- 3. To create vibrant, viable and economically sound employment and living centres;*
- 4. To ensure new development is appropriate for its site and context;*
- 5. To ensure that urban centres and special areas are identified and their special qualities protected and enhanced;*
- 6. To provide guidelines for specific development types and development sites to ensure appropriate high quality development.*

The rezoning of the subject land for residential purposes achieves these objectives given that:

- The concept development presents a sustainable outcome for the consolidated development site. The site amalgamation is a logical and practical use of the land. It does not isolate any properties between the R4 lands to the north and residential development to the south and west.
- The concept design demonstrates that the consolidated site provides the opportunity for development that will complement the existing and future amenity of the Top Ryde area. Active residential edges improve safety and increase the vibrancy and vitality of the area.
- The development is appropriate for the consolidated site, in this location, given its locational context and site opportunities and constraints.
- The development of the consolidated development site will increase the supply of housing in the Top Ryde area, in line with Council's and the State Government Growth Strategy. Additional housing supply will make housing more affordable.
- The concept plans submitted with this Planning Proposal demonstrate (plan package includes shadow diagrams) that the site can be developed in accordance with the development standards of RLEP 2014 and RDCP 2014 applicable to the R4 High Density Residential zone, while respecting the adjoining low density (R2) zone and existing properties.

- All parking and required services can be accommodated on the site.

The site is not subject to the provisions of Part 3 – Development Type, Part 4 – Urban Centres, Part 5 – Special Areas or Part 6 – Specific Sites of RDCP 2014.

Part 7 – Environment, Part 8 – Engineering and Part 9 – Other Provisions are applicable and will be addressed as part of any assessment of a development application by Council at a later date.

The following more detailed assessment of the concept Development Plans is provided below:

5.11 Setback from Boundaries

Setbacks along Blaxland Road are proposed to range from 4.65m to 5.34m to the main front walls and balconies. Stairwells protrude forward of this line. The adjoining building to the north is constructed on a nil boundary setback and the detached dwelling to the south is setback 9.17m. These setbacks reflect the commercial nature of the site to the north and the location of the dwelling on what was a main road previously. The requirement for such a large front setback is superseded by the realignment of Devlin Street through this area. The site is now located on the side road, set well back from the alignment of the arterial road. The average of the two existing setbacks is 4.5m. The front building maintains this setback on each level. Based on the location of the property and the development typology proposed, the proposal is considered appropriate. Overstated front setbacks area simply not required or warranted for infill residential development this close to rather large scale town centre developments. The front setback proposed has allow compliance with internal separation distances and provision of suitable rear setbacks.

Side setbacks to the southern boundary are 6.04m and 6.767m which is acceptable for the scale and depth of building proposed. The access driveway is located along the southern boundary (in the same location as the existing driveway to the rear of the subject site). The side setback to the northern boundary is 3m to the rear building and a nil setback to the front building. (refer to Drawing No. 160330-07 - Site Plan which shows the relative position of the buildings to development on the northern side of the land)

The rear building (western pavilion) is setback 6m from the rear boundary with deep soil planting proposed within this private open space area. Landscaping embellishment will assist with softening the visual impact of the proposal and reduce any potential overlooking or visual impacts to and from adjoining residential properties.

The current design of the buildings has allowed for adequate building modulation and articulation along rear and side boundaries to reduce visual bulk when viewed from adjoining properties.

5.12 Traffic and Parking

An *Assessment of Traffic and Parking Implications* Report has been prepared by Transport and Traffic Planning Associates, dated April 2016. The report assessed the proposed Concept Development (39 units, two buildings and basement parking with access from Blaxland Road) in relation to traffic generation on the area, access to and from the site, circulation within the site, parking numbers and servicing of the site (ie waste management). A copy of this report is submitted to Council, under separate cover. By way of summary, the report states:

"The traffic generation of the existing uses on the site would only be some 2-3 vtpm however the additional movements - AM Peak = 8 vtpm and PM Peak = 6 vtpm - represent a quite minor traffic generation outcome in the context of the road system in the area. It is apparent that there will not be any adverse traffic implications resulting from the development particularly due to the traffic signal controlled access provision at the Devlin Street / Blaxland Road / Parkes Street intersection."

The envisaged development will provide a total of 56 basement parking spaces (46 residential and 10 visitor), including 5 accessible driver spaces, which is considered to be suitable and appropriate given the location which is convenient to public transport and other facilities."

The existing access driveways will be removed and vehicle access for the development will involve a 5.5m wide combined ingress/egress driveway located at the southern site boundary. This driveway will accord with AS 2890.1 and will provide suitable sight distances for entering and exiting vehicles."

The design of the internal ramps, aisles and parking bays will accord with the criteria of AS 2890.1 and 6 with suitable provision for accessible parking. The simple two-way circulation system will provide for flexible and efficient access with a minimum of potential conflict points.

Refuse will be removed from the street by Council's refuse vehicle as it is not feasible to provide for collection in the basement level due to the significant change in site levels. Small furniture vans, etc. will also be able to stand in this bay while other small vehicles (service personnel, couriers, etc.) will also be able to use the visitor spaces. Details of the turning path assessment for the Council vehicle are provided in Appendix C utilising the area where 3.0m headroom will be available.

The envisaged residential apartment based development subject to the Planning Proposal will be a suitable and appropriate outcome for the site on Blaxland Road, Ryde..... This assessment has concluded that:

- the envisaged development will not present any adverse traffic implications*
- the envisaged parking provision will be quite appropriate and adequate for the uses*
- the envisaged access, internal circulation and servicing arrangements will be suitable and appropriate to normal design criteria."*

5.13 Residential Amenity – Solar Access, Ventilation and Access

A preliminary assessment of the concept Development Plan has been undertaken pursuant to the provisions of SEPP 65 and the associated Apartment Design Guidelines. Refer to Part 6 below. By way of summary, the plans either comply with the minimum standards or are identified as being capable of complying – subject to more detailed plans and reporting at the DA stage.

5.14 Stormwater Management

A stormwater management system is to be provided in accordance with the requirements of Part 8.2 Stormwater Management of this DCP. The site is capable of complying with these requirements.

5.15 Tree Preservation

The Concept Development Plans show the retention of the mature Eucalypt Street Trees at the front of the site. New deep soil planting and landscaping is proposed within the site, particularly along the rear and western boundaries to reduce any visual privacy impacts from the site into the rear yards of the adjoining dwellings. Any development is to comply with the Part 9.5 Tree Preservation.

5.16 Waste Minimisation and Management

The storage, management and collection of waste is to be in accordance with the requirements of Part 7.2 Waste Minimisation and Management provisions of RDCP 2014. Bins would be moved to the temporary bin room in corner of building at street level which would then be collected by Council. This would avoid the bins being on the kerbside. The submitted plans demonstrate that the proposal is capable of complying with Council's requirements.

5.17 Site Specific DCP

As detailed above and within this report the site is subject to the updated flat building design provisions under the ADG and the additional provisions where relevant of the RDCP 2014 with regard to the assessment of environmental impacts. The site is not of a size to warrant a site specific DCP. The future development application will be subject to the RLEP development standards being height and FSR. The ADG will be the primary tool to establish setbacks, site coverage, deep soil and landscaping etc. A range of comprehensive Australian Standards will also apply to the future proposal. These are the same controls and guidelines Council currently use to assess development of similar or greater size and as such are deemed to be adequate to control and manage future development on the site.

Part 6 State Environmental Planning Policies – SEPP 55 & SEPP 65 (ADG) Preliminary Assessment of Concept Development Plans

6.1 SEPP 55 – Remediation of Land

The proposed Concept Development, or any other residential flat development, on the consolidated development site will also need to satisfy the provisions of SEPP 55.

Due to the nature of the existing development of the land, being community serviced based, residential and small lot commercial/retail it is considered highly unlikely that the land would be subject to contamination in terms of SEPP 55. A 1943 aerial of the sites show the rezoning site is vacant at that time with only the single dwelling and set of shops to the north. Based on the existing buildings and use of the site, it is considered unlikely that the overall development site is contaminated.



*Figure 26: aerial photo of sites in 1943
(Source: Sixmaps NSW)*

In support of the application is a stage 1 preliminary site assessment report. The site assessment concludes that the proposed residential use is acceptable and there are no environmental impediments to the rezoning of the land from SP2 to R4. The site assessment report concludes as follows:

*"Based on the results of this investigation it is considered that the risks to human health and the environment associated with soil contamination at the site are low in the context of the proposed use of the site. The site is **suitable** for the proposed development, subject to the following recommendations:*

☐ Any soils proposed for removal from the site should initially be classified in accordance with the "Waste Classification Guidelines, Part 1: Classifying Waste" NSW DECC (2014).

If during any potential site works any significant unexpected occurrence is identified, site works should cease in that area, at least temporarily, and the environmental consultant should be notified immediately to set up a response to this unexpected occurrence."

6.2 SEPP 65 – Design Quality for Residential Flat Buildings

RDCP 2014 does not contain specific provisions for the assessment of medium to high density residential flat buildings. Rather, it refers to the provisions of SEPP 65 and its associated Apartment Design Guidelines for guidance and sets the parameters and controls for the design and assessment of these developments.

To assist with the assessment of the site's capacity to be developed in accordance with the concept Development Plans submitted as part of this Planning Proposal, the following table provides an indication of where the proposal complies or is capable of complying and/or achieving good quality design outcomes on the development site.

Principle	Comment
1 Context and neighbourhood character	
Good design responds and contributes to its context. Context is the key natural and built features of an area, their relationship and the character they create when combined. It also includes social, economic, health and environmental conditions. Responding to context involves identifying the desirable elements of an area's existing or future character. Well-designed buildings respond to and enhance the qualities and identity of the area including the adjacent sites, streetscape and neighbourhood.	The locational context of the development site in relation to Ryde Town Centre and even more broadly within the region creates a highly desirable redevelopment site in terms of access to employment, leisure, entertainment, community services and public transport. The opportunities created by rezoning this site are addressed throughout

Consideration of local context is important for all sites, including sites in established areas, those undergoing change or identified for change.	this Planning Proposal.
2 Built form and scale	
Good design achieves a scale, bulk and height appropriate to the existing or desired future character of the street and surrounding buildings. Good design also achieves an appropriate built form for a site and the building's purpose in terms of building alignments, proportions, building type, articulation and the manipulation of building elements. Appropriate built form defines the public domain, contributes to the character of streetscapes and parks, including their views and vistas, and provides internal amenity and outlook.	The proposed rezoning of SP2 land to R4 is considered appropriate in this case. Council requested the proponent to demonstrate how the R4 development standards would transition the height and FSR, and hence the bulk and scale of the new development between the R4 zone and the R2 zone adjoining the site. The concept Development Plans demonstrate that the site is capable of achieving the 1.1 FSR and overall height of building not exceeding 11.5m across the site without adversely impacting on the adjoining detached dwellings or their curtilages. The proposed design and built form is considered to be an appropriate response and transition between the height, bulk and scale of the Top Ryde Shopping Centre to the east, the existing Civic Centre to the South and the 1 and 2 storey dwellings and low rise commercial buildings to the south, west and north. Refer to Figures 14 & 15 above. The proposed scale of the RFB is reduced due to the provision of two individual pavilions (i.e. east and west wing) that provides a minimum 12m break in the centre of the site. Within each pavilion the built form will be broken down by balconies and other architectural treatments that

	provide relief and increase the effects of light and shade. The future DA will be subject to a detailed assessment under S79C of the EP and A Act 1979 which considers bulk and scale and the requirements of SEPP 65. The site slopes to the rear and has cross fall thus the built form has been designed to step with the slope and comply with height given that height is determined from the existing site levels.
3 Density	
Good design achieves a high level of amenity for residents and each apartment, resulting in a density appropriate to the site and its context. Appropriate densities are consistent with the area's existing or projected population. Appropriate densities can be sustained by existing or proposed infrastructure, public transport, access to jobs, community facilities and the environment.	The development site proposes to contain 39 residential units with a FSR of 1:1. This is considered appropriate for the area in terms of population growth in the immediate area and the broader planning principle of urban renewal and consolidation in areas close to public transport, employment and services. The site is ideally situated in this context. The site is accessible from the TRSC with lift service provided within the overhead bridge. Regardless the transition from the site to the TRSC is reasonably level. The resultant density is the same as the R4 lands to the north but is significantly less than the density provided in the Top Ryde town centre. The future development will provide all parking on site. The consolidated site is quite large and has the capacity to support the proposed 39 dwellings. Each dwelling will have its own private open space.
4 Sustainability	

Good design combines positive environmental, social and economic outcomes. Good sustainable design includes use of natural cross ventilation and sunlight for the amenity and livability of residents and passive thermal design for ventilation, heating and cooling, reducing reliance on technology and operational costs. Other elements include recycling and re-use of materials and waste, use of sustainable materials and deep soil zone or groundwater recharge and vegetation.	The Concept Development Plans demonstrate that 100% of the proposed units will comply with solar access minimum requirements, 95% with cross ventilation minimums and sufficient landscaping and deep soil planting to soften effects of privacy and potential overlooking of communal areas.
5 Landscape	
Good design recognises that together, landscape and buildings operate as an integrated and sustainable system, resulting in attractive developments with good amenity. A positive image and contextual fit of well-designed developments is achieved by contributing to the landscape character of the streetscape and neighbourhood. Good landscape design enhances the developments' environmental performance by retaining positive natural features which contribute to the local context, coordinating water and soil management, solar access, microclimate, tree canopy, habitat values and preserving green networks. Good landscape design optimises usability, privacy and opportunities for social interaction, equitable access, and respect for neighbours' amenity and provides for practical establishment and long-term management.	Concept Development plans demonstrate that adequate landscape areas within the site are available for deep soil planting to soften the visual impact of the development and to increase visual privacy to and from the site. Detailed landscape plans, prepared by a suitably qualified landscape designer will be submitted at the DA stage. The plan will deal with the different requirements between rear planting and front setback planting. All species will be selected based on effectiveness and suitability of the site.
6 Amenity	
Good design positively influences internal and external amenity for residents and neighbours. Achieving good amenity contributes to positive living environments and resident well-being. Good amenity combines appropriate room dimensions and shapes, access to sunlight, natural ventilation, outlook, visual and acoustic	Concept Development Plans demonstrate that the design, layout and urban form of the proposed development will result in adequate amenity for both residents and neighbours of the development. The bulk, scale,

privacy, storage, indoor and outdoor space, efficient layouts and service areas and ease of access for all age groups and degrees of mobility.	shape and layout of the development reflects the opportunities and constraints of the development site. The plans demonstrate that the development is capable of adequately addressing issues related to setbacks, open space, communal open space, deep soil planting, waste management, privacy and overlooking.
7 Safety	
Good design optimises safety and security within the development and the public domain. It provides for quality public and private spaces that are clearly defined and fit for the intended purpose. Opportunities to maximise passive surveillance of public and communal areas promote safety. A positive relationship between public and private spaces is achieved through clearly defined secure access points and well-lit and visible areas that are easily maintained and appropriate to the location and purpose.	A CPTED report can be prepared and submitted at the DA stage. Generally the concept Development Plans do not raise any obvious concerns regarding safety of residents entering or leaving the site. Adequate casual surveillance is provided intra site and to the front setback areas. The entry is clearly identified and residents are provided with clear sight lines to the entry.
8 Housing diversity and social interaction	
Good design achieves a mix of apartment sizes, providing housing choice for different demographics, living needs and household budgets. Well-designed apartment developments respond to social context by providing housing and facilities to suit the existing and future social mix. Good design involves practical and flexible features, including different types of communal spaces for a board range of people and providing opportunities for social interaction among residents.	The proposed housing mix is considered appropriate in relation to the social profile previously discussed for the Ryde area, particularly in the vicinity of the Top Ryde Shopping Centre and Ryde Town Centre and Civic precincts.
9 Aesthetics	
Good design achieves a built form that has good proportions and a balanced composition of	Details of proposed materials,

elements, reflecting the internal layout and structure. Good design uses a variety of materials, colours and textures. The visual appearance of a well-designed apartment development responds to the existing or future local context, particularly desirable elements and repetitions of the streetscape.	colours and finishes will be submitted at the DA stage. It is anticipated that the building form shown will carry over in the Development Application to be submitted to Council as soon as possible.
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Part 3 Siting the Development

Objectives	Comment
3A Site analysis	
Objective 3A-1 Site analysis illustrates that design decisions have been based on opportunities and constraints of the site conditions and their relationship to the surrounding context.	Yes. Refer to the Architectural drawings prepared by Urban Link Architecture, submitted as part of this Planning Proposal.
3B Orientation	
Objective 3B-1 Building types and layouts respond to the streetscape and site while optimising solar access within the development.	Yes. The role and function of Blaxland Road in this area has changed to that of a side road access to a small number of properties. The concept Development Plan responds to this change while optimizing the orientation of the land, achieving 100% of units with adequate solar access.
Objective 3B-2 Overshadowing of neighbouring properties is minimised during mid-winter. Design guidance Where an adjoining property does not currently receive the required hours of solar access, the proposed building ensures solar access to neighbouring properties is not reduced by more than 20%. A minimum of 4 hours of solar access should be retained to solar collectors on neighbouring	Yes. The Shadow Diagrams submitted with the Architectural Plans demonstrate that the design and siting of the proposal on the development site does not adversely impact on the solar access and amenity of the adjoining residential dwellings or their connected private open space areas. As with any level of

buildings.	redevelopment there will be impacts associated with change however the impacts of this development will be within the limits set but the Ryde controls. Some level of impact is contemplated by the controls and it is likely the impacts will be within these controls when the formal DA is processed following gazettal of the planning proposal.
3C Public Domain Interface	
Objective 3C-1 Transition between private and public domain is achieved without compromising safety and security.	The Concept Development is capable of complying.
Objective 3C-2 Amenity of the public domain is retained and enhanced.	The existing mature street trees are proposed to be retained. These Eucalypts are an important element of the existing streetscape along this frontage. A more detailed assessment will be contained within the future DA when submitted. The future DA will be supported by an arborist report which will be reviewed in house by Councils landscape experts.
3D Communal and public open space	
Objective 3D-1 An adequate area of communal open space is provided to enhance residential amenity and to provide opportunities for landscaping. Design Criteria Communal open space has a minimum area equal to 25% of the site. Developments achieve a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9am and 3pm on 21 June (mid-winter). The communal open space should have a minimum dimension of 3m.	The Plans show that some 25.4% of the site area is available for landscaping and communal open space purposes. Adequate solar access is available to each of the principles areas, being the centre courtyard, side and rear setbacks. The central communal space is provided with adequate direct sun light and will have access

Objective 3D-2 Communal open space is designed to allow for a range of activities, respond to site conditions and be attractive and inviting.	Details of landscaping, including hard stand areas, any furniture or activity space will be provided as part of the DA. The principle communal open space areas are capable of being attractive and inviting places for residents.
Objective 3D-3 Communal open space is designed to maximise safety.	As above.
Objective 3D-4 Public open space, where provided, is responsive to the existing pattern and uses of the neighbourhood.	Not applicable to this development. Only private or communal open space is to be provided as part of the Concept Development.
3E Deep soil zones	
Objective 3E-1 Deep soil zones provide areas on the site that allow for and support health plant and tree growth. They improve residential amenity and promote management of water and air quality. Design criteria Deep soil zones are to meet the following minimum requirements: • 7% of site area • <650m² - no min dimensions • 650m²-1500m² - 3m min dimensions • >1500m² - 6m min dimensions	The rear boundary setback (6m) is proposed to be a deep soil zone, together with part of the side boundary setback along the northern boundary and parts of the central courtyards and front setback on Blaxland Road. Each of these areas contains sufficient length and breadth to comply. Details to submitted with any DA.
3F Visual Privacy	
Objective 3F-1 Adequate building separation distances are shared equitable between neighbouring sites, to achieve reasonable levels of external and internal visual privacy. Design Criteria Separation between windows and balconies is provided to ensure visual privacy is achieved. Minimum required separation distances from buildings to the side and rear boundaries are as follows: 4 storeys: 6m for habitable rooms and balconies; 3m for non- habitable rooms.	The rear building is to be setback 6m from the rear boundary. It appears on the concept plans that the proposal is capable of complying.
Objective 3F-2 Site and building design elements increase privacy without compromising access to light and air, and balance outlook and viewed from habitable rooms	The plans demonstrate that the proposal is capable of complying. Details to be submitted at the DA

and private open space.	stage.
3G Pedestrian access and entries	
Objective 3G-1 Building entries and pedestrian access connects to and addresses the public domain.	Complies.
Objective 3G-2 Access, entries and pathways are accessible and easy to identify.	Complies.
Objective 3G-3 Large sites provide pedestrian links for access to streets and connection to destinations.	No pedestrian links required for this specific site. Blaxland Road connects directly to the pedestrian overpass over Devlin Street to the Top Ryde Shopping Centre and Ryde Town Centre area.
3H Vehicle access	
Objective 3H-1 Vehicle access points are designed and located to achieve safety, minimise conflicts between pedestrians and vehicles and create high quality streetscapes.	Redundant crossovers and driveways will be reinstated and one new crossover and driveway is proposed to be constructed along the southern boundary of the development site. Pavement details to be submitted at the DA stage.
3J Bicycle and car parking	
Integrating car parking within apartment buildings has a significant impact on site planning, landscape and building design. On-site parking can be located underground, above ground within a structure or at grade.	Parking for the proposed development is located at lower ground level, below the front building.
Objective 3J-2 Parking and facilities are provided for other modes of transport	No details provided. Capable of complying. Details to be submitted at the DA stage.
Objective 3J-3 Car park design and access is safe and secure.	The preliminary traffic report concludes that the proposal is satisfactory in terms of traffic generation, parking provision, circulation and access.
Objective 3J-4 Visual and environmental impacts of underground	Complies.

car parking are minimised.	
Objective 3J-5 Visual and environmental impacts of on-grade car parking are minimised.	Not applicable to the proposal.
Objective 3J-6 Visual and environmental impacts of above ground enclosed car parking are minimised.	Not applicable to the proposal.

Part 4 Designing the Building

4A Solar and daylight access	
Objective 4A-1 To optimise the number of apartments receiving sunlight to habitable rooms, primary windows and private open space. Design criteria In all other areas, living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 3 hours direct sunlight between 9am and 3pm at mid-winter.	Complies. 100% of apartments will receive adequate sunlight in accordance with the ADG criteria.
Objective 4A-2 Daylight access is maximised where sunlight is limited.	Not applicable in this case.
Objective 4A-3 Design incorporates shading and glare control, particularly for warmer months.	Details to be submitted at the DA stage.
4B Natural ventilation	
Objective 4B-1 All habitable rooms are naturally ventilated.	95% of units have adequate cross ventilation.
Objective 4B-2 The layout and design of single aspect apartments maximises natural ventilation.	Capable of complying. Details to be submitted at the DA stage.
Objective 4B-3 The number of apartments with natural cross ventilation is maximised to create a comfortable indoor environment for residents. Design criteria At least 60% of apartments are naturally cross-ventilated in the first nine storeys of the building. Apartments at ten storeys or greater are deemed to be cross ventilated only if any enclosure of the balconies at these levels allows adequate natural ventilation and cannot be fully enclosed. Overall depth of a cross-over or cross- through apartment does not exceed 18m, measured glass line to glass line.	Complies. 95% of units have natural cross ventilation.
4C Ceiling heights	
Objective 4C-1	Concept Plan developed to

Ceiling height achieves sufficient natural ventilation and daylight access. Design criteria Measured from finished floor level to finished ceiling level, minimum ceiling heights are: Habitable rooms: 2.7m Non-habitable rooms: 2.4m 2 storey apartments: 2.7m for main living area floor; 2.4m for second floor where its area does not exceed 50% of the apartment area.	ensure compliance with floor to ceiling height standards. Details to be submitted at the DA stage.
Objective 4C-2 Ceiling height increases the sense of space in apartments and provides for well-proportioned rooms.	Noted.
4D Apartment size and layout	
Objective 4D-1 The layout of rooms within an apartment is functional, well organised and provides a high standard of amenity. Design criteria All apartments are required to have the following minimum internal areas: Studio: 35m² 1 bedroom: 50m² 2 bedroom: 70m² 3 bedroom: 90m² Every habitable room must have a window in an external wall with a total minimum glass area of not less than 10% of the floor area of the room. Daylight and air may not be borrowed from other rooms. Design guidance A window should be visible from any point in a habitable room.	Concept plans demonstrate a high quality of residential amenity in the floor layouts and internal design. Concept Development Plan complies. Dwelling mix is a combination of one bedroom, two bedroom and three bedroom apartments, noting that the two northern units are townhouses.
Objective 4D-2 Environmental performance of the apartment is maximised. Design criteria Habitable room depths are limited to a maximum of 2.5 x the ceiling height. In open plan layouts (where the living, dining + kitchen are combined) the max habitable room depth is 8m from a window.	Concept Plans have been prepared to comply. Details to be provided at the DA stage.
Objective 4D-3 Apartment layouts are designed to accommodate a variety of household activities and needs. Design criteria Master bedrooms have a minimum area of 10m²	Concept Plans have been prepared to comply with these provisions. Details to be submitted at the DA stage.

and other bedrooms 9m² (excluding wardrobe space) Bedrooms have a minimum dimension of 3m (excluding wardrobe space) Living rooms or combined living/dining rooms have a minimum width of 4m for 2 and 3 bedroom apartments. The width of cross-over or cross-through apartments is at least 4m internally to avoid deep narrow apartment layouts.	
4E Private open space and balconies	
Objective 4E-1 Apartments provide appropriately sized private open space and balconies to enhance residential amenity. Design criteria All apartments are required to have primary balconies as follows: - o Studio: 4m² min - o 1 bed: 8m² min + 2m depth - o 2 bed: 10m² + 2m depth - o 3 bed: 12m² + 2.4m depth The minimum balcony depth to be counted as contributing to the balcony area is 1m.	Concept Plans have been prepared to comply with these provisions.
Objective 4E-2 Primary private open space and balconies are appropriately located to enhance liveability for residents.	Complies. Balconies directly accessible from living areas of apartments.
Objective 4E-3 Private open space and balcony design is integrated into and contributes to the overall architectural form and detail of the building.	Complies.
Objective 4E-4 Private open space and balcony design maximises safety.	Concept Plans have been prepared to ensure safety. Details of materials and finishes to be submitted at the DA stage.
4F Common circulation and spaces	
Objective 4F-1 Common circulation spaces achieve good amenity and properly service the number of apartments. Design criteria The maximum number of apartments off a circulation core on a single level is eight. For buildings of 10 storeys and over, the maximum number of apartments sharing a single lift is 40. Where design criteria 1 is not achieved, no more than 12 apartments should be provided off a circulation core on a single level.	Concept Plans have been prepared to comply with these provisions.
Objective 4F-2	The buildings are capable of

Common circulation spaces promote safety and provide for social interaction between residents.	complying with CPTED principles for the safety of residents. Details to be submitted at the DA stage.
4G Storage	
Objective 4G-1 Adequate, well-designed storage is provided in each apartment. Design criteria - In addition to storage in kitchens, bathrooms and bedrooms, the following storage is provided: - o Studio: 4m³ - o 1 bed: 6m³ - o 2 bed: 8m³ - o 3 bed: 10m³ At least 50% of the required storage is to be located within the apartment.	Details to be submitted at the DA stage.
Objective 4G-2 Additional storage is conveniently located, accessible and nominated for individual apartments.	Details to be submitted at the DA stage.
4H Acoustic privacy	
Objective 4H-1 Noise transfer is minimised through the siting of buildings and building layout.	The buildings will be capable of complying. Details to be submitted at the Construction Certificate stage.
Objective 4H-2 Noise impacts are mitigated within apartments through layout and acoustic treatments.	The buildings will be capable of complying. Details to be submitted at the Construction Certificate stage.
4J Noise and pollution	
Objective 4J-1 In noisy or hostile environments the impacts of external noise and pollution are minimised through the careful siting and layout of buildings.	The site is close to Devlin Street, being an arterial road. An acoustic report would be submitted at the DA stage and would include any recommendations to acoustically treat the front apartments, if necessary.
Objective 4J-2 Appropriate noise shielding or attenuation techniques for the building design, construction and choice of materials are used to mitigate noise transmission.	As above. Subject to any recommendations of an Acoustic Assessment of the site and its surrounds.

4K Apartment mix	
Objective 4K-1 A range of apartment types and sizes is provided to cater for different household types now and into the future.	The Concept Development is to contain and mix of one, two and three bedroom apartments.
Objective 4K-2 The apartment mix is distributed to suitable locations within the building.	The mix of units is distributed across the two buildings and on different levels.
4L Ground floor apartments	
Objective 4L-1 Street frontage activity is maximised where ground floor apartments are located.	Complies.
Objective 4L-2 Design of ground floor apartments delivers amenity and safety for residents.	Complies. Details to be submitted at the DA stage.
4M Façade	
Objective 4M-1 Building facades provide visual interest along the street while respecting the character of the local area.	Concept Plans generally complies. The front façade is articulated along the street frontage. Finishes and materials to be submitted at the DA stage. The proposal is capable of complying.
Objective 4M-2 Building functions are expressed by the façade.	As above.
4N Roof design	
Objective 4N-1 Roof treatments are integrated into the building design and positively respond to the street.	Details of roof treatment, design and sustainability will be submitted at the DA stage.
Objective 4N-2 Opportunities to use the roof space for residential accommodation and open space are maximised.	The roof space at the northern end of the site is proposed to be used for two units, creating two townhouses with upper level bedrooms.
Objective 4N-3 Roof design incorporates sustainability features.	The proposal is capable of complying. Details to be submitted at the DA stage.
4O Landscape design	
Objective 4O-1 Landscape design is viable and sustainable.	Concept plans demonstrate that there is sufficient site area dedicated to landscaping and

	large areas of deep soil planting proposed along the rear and side boundaries, where available to soften the appearance of the development when viewed from the detached dwellings next door.
Objective 4O-2 Landscape design contributes to the streetscape and amenity.	Concept Plans retain the existing mature street trees which are significant in creating the amenity and streetscape along Blaxland Road.
4P Planting on structures	
Objective 4P-1 Appropriate soil profiles are provided.	Concept plans only. Details to be provided at DA stage. There are no early indications of any soil instability that would affect the proposed development of the site.
Objective 4P-2 Plant growth is optimised with appropriate selection and maintenance.	Details of proposed plantings will be submitted at the DA stage. There are no early indications of any detrimental issues relating to plant selection for this site.
Objective 4P-3 Planting on structures contributes to the quality and amenity of communal and public open spaces.	Noted. Details of all landscaping and outdoor areas, including the central courtyard will be submitted at the DA stage.
4Q Universal design	
Objective 4Q-1 Universal design features are included in apartment design to promote flexible housing for all community members. Developments achieve a benchmark of 20% of the total apartments incorporating the Livable Housing Guidelines' silver level universal design features.	Concept Plans indicate that a minimum of 4 units will be adaptable.
Objective 4Q-2 A variety of apartments with adaptable designs are provided.	Details to be provided at the DA stage.
Objective 4Q-3 Apartment layouts are flexible and accommodate a range of lifestyle needs.	Concept Plans demonstrate that the proposal is capable of complying.

4T Awnings and signage	
Objective 4T-1 Awnings are well located and complement and integrate with the building design.	None proposed or required.
Objective 4T-2 Signage responds to the context and desired streetscape character.	None proposed or required.
4U Energy efficiency	
Objective 4U-1 Development incorporates passive environmental design.	No current details. Capable of complying.
Objective 4U-2 Development incorporates passive solar design to optimise heat storage in winter and reduce heat transfer in summer.	No current details. Capable of complying.
Objective 4U-3 Adequate natural ventilation minimises the need for mechanical ventilation.	No current details. Capable of complying.
4V Water management and conservation	
Objective 4V-1 Potable water use is minimised.	No current details. Capable of complying.
Objective 4V-2 Urban stormwater is treated on site before being discharged to receiving waters.	No current details. Capable of complying.
Objective 4V-3 Flood management systems are integrated into site design.	Not applicable to this site.
4W Waste management	
Objective 4W-1 Waste storage facilities are design to minimise impacts on the streetscape, building entry and amenity of residents.	Concept Plans indicate a number of small waste collection areas for domestic bins. Capable of complying with details to be provided at the DA stage.
Objective 4W-3 Domestic waste is minimised by providing safe and convenient source separation and recycling.	No current details. Capable of complying.
4X Building maintenance	
Objective 4X-1 Building design detail provides protection from weathering.	No current details. Capable of complying.
Objective 4X-2 Systems and access enable ease of maintenance.	No current details. Capable of complying.
Objective 4X-3 Material selection reduces ongoing maintenance	No current details. Capable of

costs.	complying.
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- 6.3 The Concept Development Plans, submitted as part of this Planning Proposal, serve to demonstrate satisfactory achievement of these provisions. The proposed concept Development Plans for the consolidated site either complies or is capable of complying with the provisions of RLEP 2014, the relevant provisions of RDCP 2014 and the principles and provisions of SEPP 65 (ADG).

Part 7 Objectives/Intended Outcomes

7.1 The Planning Proposal seeks to:

Rezone No. 176 – 178 Blaxland Road, Ryde from SP2 Infrastructure (Place of Public Worship) to R4 High Density Residential pursuant to Ryde Local Environmental Plan 2014.

The proposed amendment requires changes to the Ryde LEP 2014 Map _006 Series – Land Zoning Map; Lot Size Map; Floor Space Ratio Map; Height of Building Map. The remainder of the Map_006 Series do not change.

7.2 There is no intended change or modification to any other planning standard, provision or control as it relates to the existing site or the ongoing use or development of the site in the future.

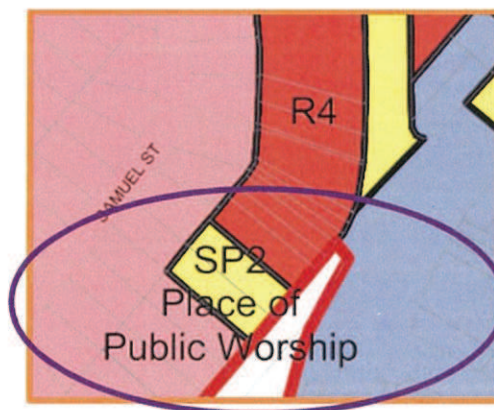
Part 8 Explanation of the Provisions

8.1 Ryde Local Environmental Plan 2014 is to be amended by:

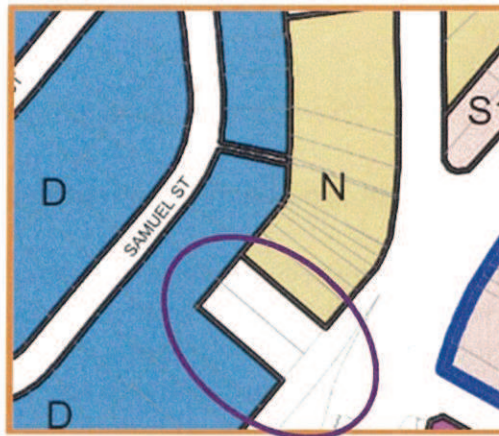
- Amending the Ryde LEP 2014 maps as follows:

	Name of Map	Delete	Add	Colour	Letter
1.	Land Zoning	✓	✓	Change from yellow to bright red	R4
2.	Floor Space Ratio		✓	Light Brown	N
3.	Height of Building		✓	Yellow	L
4.	Lot Size		✓	Yellow	L

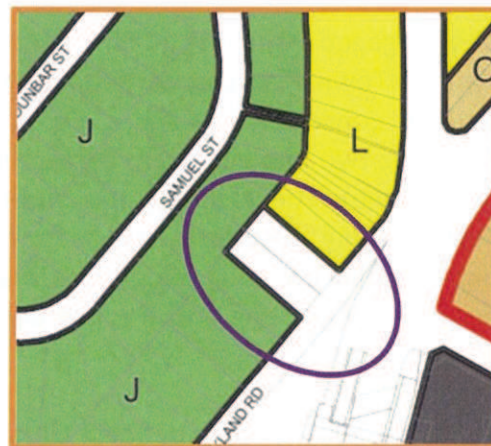
Map 1: Land Zoning



Map 2: Floor Space Ratio



Map 3: Height of Building



Map 4: Lot Size



Part 9 Justification

Section A - Need for the Planning Proposal

1. Is the planning proposal part of any strategic study or report?

No. The proposal is a site specific Planning Proposal to rezone two allotments to facilitate residential development across a consolidate site comprising five land parcels. Notwithstanding, the preparation of the concept Development Plans for the consolidated site has taken into account Council's strategic vision and direction for this area of Ryde and more broadly the goals of the State Government's *A Plan for Growing Sydney* in relation to housing supply, urban renewal and urban infill in areas close to infrastructure and services.

The proponent has engaged a suitably qualified and experienced architectural firm, together with a Town Planning consultant; Traffic Engineer and earth scientists to develop concept plans for a consolidated development site comprising five (5) lots; two lots which are currently zoned SP2 Infrastructure (Place of Public Worship). The architect has worked through a number of options for the land seeking to optimize its use for residential purposes (given its locational context) while ensuring the proposal respects the site's interface between the high density R4 zone and the low density R2 zone and existing development.

The subject site is not part of any defined Urban Centre and it is not a nominated 'specific site' under Council's adopted DCP.

Notwithstanding that this is a 'site specific' rezoning, its future development relates closely to the future vision and character that Council has enunciated in Part 4.4 of RDCP 2014 - Ryde Town Centre for the Civic/Mixed Use precinct. Council's objectives, vision and planning principles for this area are noted.

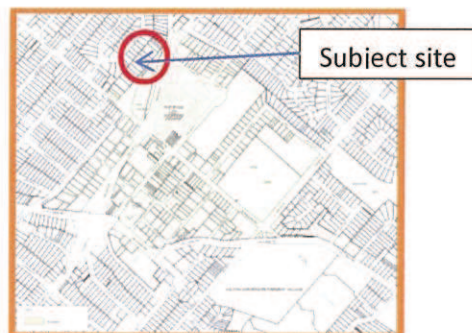


Figure 27: Area covered by RDCP Part 4.4 - Ryde Town Centre

Council's adopted Vision for this area is:

"Ryde Town Centre will be an attractive place to live, work and visit. The future character of Ryde Town Centre will build on its historic role as a community and retail hub catering for leisure and learning, shopping and business. This Part identifies strategies and controls that will shape the future development of Ryde Town Centre to create an attractive, accessible and unique environment in which to live, work, shop, and visit. High quality built form will define and edge public spaces."

The site is located on the edge of the Town Centre and fronts part of Precinct 1 (Civic/Mixed Use). It is also directly opposite Precinct 6 (Commercial Edge (north)) of RTC.

The development concept presented in this Planning Proposal achieves Council's vision for this area. The site, and neighbouring properties, will need to have continued vehicular access as Blaxland Road is its only legal frontage. It is noted that the DCP denotes a 'preferred civic plaza place' adjacent the frontage of the site. No details are provided and the future development is part of the current architectural design competition currently on exhibition. Regardless of the future scheme it is clear the scale and form of buildings will increase in this area.

Overall, the Planning Proposal and Concept Development complements the long term vision and function of the Ryde Town Centre. Additional residential accommodation will support the likely civic role of the current Council offices to the south.

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

Yes. Advice received from Council officers indicated that Council would be willing to consider an amendment of RLEP 2014 to facilitate a residential development on the subject land and adjoining sites.

An amendment to the Ryde LEP 2014 is the only feasible way of achieving the desired future redevelopment of the consolidated site. It will provide greater certainty and this Planning Proposal has enabled the new planning controls to be informed by an urban design analysis that has tested the built form outcomes for the site and the immediate area.

The loss of the SP2 land is not significant in any way as churches are permissible in other zones under the RLEP 2014. Clearly there is no demand for a church use and residential use is the most appropriate given the demand for housing and the rising prices of singular residential homes.

Is there a net community benefit?

The proposal has a community benefit in the form of housing supply directly adjacent to a transport link, shopping centre, Civic Centre and growing Town Centre comprising a range of services essential to the local community. The additional housing supply will assist in curtailing the rising rental and housing prices in the area. With a very high level of occupied private dwellings in the area (above 90%) the issue with housing in the area is that demand outstrips supply and this causes prices to rise. Traditionally housing in this area has been separate houses, however there is social pressure for more units and apartments as the area's population demographics are changing. Over recent years all dwelling stock in the area has been purchased confirming that the type of product (i.e. apartments) is in demand.

As reported the median house price in Ryde is now above \$1.4m and this is about 35% greater than the average Sydney house price. The additional accommodation also assists in reducing rental prices which over the last decade have risen to very high levels when compared to other countries.

The proposal will also assist in providing demand for local goods and services by virtue of the additional population which in turn provides local jobs.

There is considered to be an overall community benefit given the potential positive economic, social and environmental advantages.

Section B - Relationship to Strategic Planning Framework

3. Is the planning proposal consistent with the objectives and actions of the applicable regional and sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

Yes. The proposal is consistent with *A Plan for Growing Sydney*, December 2014. The Plan states:

"Sydney needs a plan that outlines how to:

- make it easier for Sydney's residents to move between their homes, their jobs, the centres where they shop and use local services, and their open spaces;*
- make a wider variety of housing available to suit the changing make-up of the population - more than one million people will be over the age of 65 years and almost the same number under the age of 15 years by 2031;*
- deliver new infrastructure which supports our community as it grows, and strategic infrastructure that also strengthens the economy; and*

- *recognise our highly prized environment – the harbour, the coast, our mountains, parks and open spaces – and how to safeguard these places.”*

Goal 2 of that Plan reads: A city of housing choice, with homes that meet our needs and lifestyles. The rezoning and development of the consolidated land parcel focuses on achieving that goal, as follows:

- It provides more housing in the Ryde LGA;
- It provides housing choice in a well-serviced location;
- It will help meet changing household needs in the area and a range of lifestyle choices
- It seeks to address population growth in the immediate area in close proximity to work, shopping, leisure pursuits and community services
- It will include accessible and adaptable dwellings to assist residents who are aged, disabled or other incumbent by allowing access to families, friends and services
- It is located in easy walking distance to work, services and a variety of entertainment and social activities
- It reflects the demographic needs of this local Ryde community.
- It is an example of urban renewal and infill development that is appropriate to its location and neighbourhood context.

The proposal is considered consistent with the following objectives of the strategy:

- Providing additional housing opportunities adjoining an existing town centre and shopping precinct that itself is still growing and attracting investment;
- Boosting development opportunities on the consolidated development site by offering a density and scale of development that optimises the development potential of the land while respecting the residential amenity of adjoining low density properties;
- Maintaining environmental quality;
- Lessening energy costs and ongoing running costs of housing through quality design
- Reducing car dependence;
- Improving access and proximity to employment opportunities;
- Assisting with metropolitan housing targets;
- Providing diverse and affordable housing to reduce transport costs and inefficiencies;
- Improving environmental sustainability and efficiently using resources and infrastructure

4. Is the planning proposal consistent with a council's local strategy or other local strategic plan?

Yes. The proposal is consistent with Council's adopted Community Plan – the *Ryde 2025 Community Strategic Plan*. This Plan is the long term strategy that describes the vision for the City of Ryde as 'the place to be'.

The Plan contains a number of challenges and opportunities that are relevant to this Planning Proposal, as follows:

1. Meeting the needs of a growing population

Sydney's population is expected to grow to six million people by 2036, with an average annual rise of 56,650 people. As of 30 June 2011 the population of Ryde was estimated to be 108,371. By 2031 that figure is forecast to reach an estimated 135,508. While these are the forecast figures, Ryde's popularity is likely to bring even stronger growth than predicted.

2. Addressing the needs of a changing population

We are living longer with an ever increasing life expectancy. By 2036 the number of people across Sydney over the age of 65 will more than double, to just over one million people, or 17% of the overall population. In keeping with national predictions of an ageing population, figures provide clear predictions of an ageing population in Ryde. It is estimated the number of people aged over 65 will increase, and represent 15.4% of the population by 2021. We also anticipate an influx of younger residents moving closer to employment and education opportunities, together with our multicultural population continuing to grow.

3. Offering suitable housing options while maintaining the characteristics of our suburbs

*In 2011 there were 41,755 dwellings in the City of Ryde. The metropolitan strategy has a target for 12,000 dwellings by 2031. We are witnessing an increasing under supply of housing, with a higher demand for villas, units and rental properties. We are also moving towards smaller households, projections show that from 2007 to 2027 there will be a **43.8% increase in lone person households, making this the dominant housing type within six years.***

4. Creating a strong economy and employment closer to home

There are over 33,000 businesses operating in the City of Ryde. Our growing City is predicted to create over 21,000 new jobs, amounting to around 80,000 people working in our city by 2031. With increasing opportunities across our booming City we anticipate this predicted number

to rise even further. Of the 69,480 people who currently work in the City of Ryde, 13,643 or 19.6% also live in the area. By 2031 and beyond this is expected to rise significantly as people seek opportunities closer to home.”
(our emphasis)

The Planning Proposal addresses these community based challenges and adequately works towards the achievement of Council’s local strategy for sustainable growth and economic vitality within the Ryde LGA.

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

There are no State Environmental Planning Policies which would contravene the Planning Proposal. As addressed previously in this Planning Proposal the final development proposal, when submitted as a Development Application will need to address the relevant provisions of any SEPP that applies to the design and construction of a residential development on that land. That includes SEPP 55 and SEPP 65. The Concept Development Plans submitted as part of this Planning Proposal demonstrate that the land and subsequent development for high density residential development is capable of complying with these provisions. Detailed future development applications will be supported by additional information such as BASIX and SEPP 65 design certificate etc confirming that the proposal achieves the relevant provisions of any SEPP.

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

Yes. Consistency with the list of Directions (under section 117(2) of the Environmental Planning and Assessment Act 1979 issued by the Minister for Planning) is assessed below.

Direction	Issue Date / Date Effective	Relevance to Planning Proposal
1. Employment and Resources	1 July 2009	
1.1 Business and Industrial Zones		Not relevant
1.2 Rural Zones		Not relevant
1.3 Mining, Petroleum Production and Extractive Industries		Not relevant
1.4 Oyster Aquaculture		Not relevant
1.5 Rural Lands		Not relevant
2. Environment and	1 July 2009	

Heritage		
2.1 Environment Protection Zones		Not relevant
2.2 Coastal Protection		Not relevant
2.3 Heritage Conservation		Not relevant
2.4 Recreation Vehicle Areas		Not relevant
3. Housing, Infrastructure	1 July 2009 (Except for new Direction 3.6 - effective 16 February 2011)	The proposal is to be zoned land for high density residential development. The concept plans submitted in support of the planning proposal demonstrates that the development site is capable of complying with the relevant development standards and controls while maintaining adequate residential amenity to all existing low density development adjoining the development site.
3.1 Residential Zones		No change to the existing LEP provisions, zoning or development standards that apply to R4 zoned land. The scheme adopts the same 11.5m height and 1:1 FSR controls currently applicable to the R4 zoned lands to the north.
3.2 Caravan Parks and Manufactured Home Estates		Not relevant
3.3 Home Occupations		Not relevant
3.4 Integrating Land Use and Transport		Not relevant
3.5 Development Near Licensed		Not relevant

Aerodromes		
3.6 Shooting Ranges		Not relevant
4. Hazard and Risk	1 July 2009	
4.1 Acid Sulfate Soils		Not relevant
4.2 Mine Subsidence and Unstable Land		Not relevant
4.3 Flood Prone Land		Not relevant
4.4 Planning for Bushfire Protection		Not relevant
5. Regional Planning	1 July 2009 (Except for new Direction 5.4 effective 29 Nov 2009 & Direction 5.2 effective 3 Mar 2011 & Direction 5.9 effective 30 Sep 2014)	
5.1 Implementation of Regional Strategies		Not relevant
5.2 Sydney Drinking Water Catchments		Not relevant
5.3 Farmland of State and Regional Significance on the NSW Far North Coast		Not relevant
5.4 Commercial and Retail Development along the Pacific Highway, North Coast		Not relevant
5.5 (Revoked 18 June 2010)		Not relevant
5.6 (Revoked 10 July 42008)		Not relevant
5.7 (Revoked 10 July 2008)		Not relevant
5.8 Second Sydney Airport: Badgerys Creek		Not relevant
5.9 North west Rail Link Corridor Strategy		Not relevant
6. Local Plan Making	1 July 2009	
6.1 Approval and Referral Requirements		This planning proposal is consistent with these provisions.
6.2 Reserving Land		Not relevant

for Public Purposes		
6.3 Site Specific Provisions		This planning proposal seeks to rezone the subject 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. The PP is essentially a proposal to continue the current R4 zone to the south to include two SP 2 zoned sites. The SP 2 use of the site is no longer viable or required and its loss has no strategic planning implications.
7. Metropolitan Planning	14 January 2015 (Except for Direction 7.2 effective 22 September 2015)	
7.1 Implementation of the Metropolitan Plan for Sydney 2036		Generally consistent with <i>A Plan for Growing Sydney</i> , Dec 2014. Refer to comments in Part 9, Section B (3) above.

Section C – Environmental, Social and Economic Impact

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

No. There is no known critical habitat or threatened species, populations or ecological communities, or their habitats affected by the Planning Proposal.

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

No. There are no other likely environmental effects as a result of the Planning Proposal, such as flooding, landslip, bushfire hazard and the like. Additionally the Shadow Diagrams submitted as part of the Planning Proposal demonstrate that the residential amenity of adjoining properties is not adversely affected by the development of the land in accordance with the concept development plans included with architectural plans that accompany this report. The degree of natural light provided to the adjoining sites is to be within the parameters of the Ryde DCP.

- 9. How has the planning proposal adequately addressed any social and economic effects?**

The Planning Proposal acknowledges that there will be a small net community loss due to the displacement of the existing Youth Services use on the rezoning site. This community based service will need to be relocated to new premises as a result of the rezoning. Conversely this Planning Proposal has also outlined there is a net community benefit of providing close to 40 new permanent residential units in this location. The reasons why this appropriate and desired from a social impact and community benefit perspective are outlined and included throughout this report. Overall, the Concept Development provides for a logical and pragmatic use of the land and the design, siting and layout represents good quality urban infill development. The site is widely accessible to work, leisure, entertainment and community services. It is anticipated that the Youth Services premises will be able to be relocated and continue to assist and support the region as it does currently, but in a new location. As advised the Church has witnessed diminishing demand for services from this specific location. The Church currently has one group using the premises once a week. On this basis there would not appear to be any adverse impact resulting from the cessation of the SP2 zoned lands.

Section D - State and Commonwealth Interests

10. Is there adequate public infrastructure for the planning proposal?

The Planning Proposal is not expected to generate demand for additional state government infrastructure or services. Local services and infrastructure, including water, sewer, energy, road and traffic is provide and can be upgraded as part of the Concept Development over the consolidated site.

11. What are the views of State and Commonwealth authorities consulted in accordance with the gateway determination?

Council may choose to consult with the Department of Roads and Maritime Services as part of its assessment of this Planning Proposal as the subject site fronts onto part of Blaxland Road near Devlin Street.

The Gateway Determination will confirm and specify any consultation required with State and Commonwealth authorities on the Planning Proposal.

Section E – Mapping

The proposed amendment of the Ryde LEP 2014 will require amendment of the RLEP Map_006 series as set out in this report. This section contains the list and copy of the relevant maps to be amended together with a table listing the necessary changes.

Section F - Community Consultation

Community consultation will be undertaken by Council as part of its assessment of the planning.

The Gateway Determination will confirm and specify the community consultation that must be undertaken on the Planning Proposal.

Part 10 Conclusion

No. 176 – 178 Blaxland Road, Ryde is currently zoned SP2 Infrastructure (Place of Public Worship) under Ryde LEP 2014. The two sites subject of the rezoning are part of a Development Site comprising five (5) lots, being No. 176-186 Blaxland Road, Ryde. The three additional lots to the north are zoned R4 High Density Residential and are privy to a 1:1 FSR and 11.5m height control.

The Planning Proposal seeks to amend the zoning of No. 176 – 178 Blaxland Road, Ryde from SP2 Infrastructure to R4 High Density Residential to allow this land to be amalgamated and included in redevelopment of the consolidated land parcel. The sites will also be subject to the same height and FSR controls as the R4 zoned lands to the north.

The proponent engaged suitably qualified architects; planners; traffic engineers; and environmental scientists to design and/or assess the Concept Development Plans for the site. Architectural Plans and supporting reports demonstrate that the site is suitable for high density residential infill development.

The concept Development Proposal is for the demolition of the three existing buildings on the consolidate development site and construction of residential flat building development comprising 39 residential units. The units are to be constructed in two buildings (wings) and access is obtained from Blaxland Road. Generous boundary setbacks are provided to the future buildings. The rear building steps down the site creating a modulated façade when viewed from the adjoining detached dwelling sites.

The preliminary assessment of the Concept Development Plans, submitted as part of the Planning Proposal serves to demonstrate that the development complies or is capable of complying with the development standards for a R4 High Density Residential development under the current provisions of RLEP. Further that the relevant provisions of RDCP 2014 relating to traffic generation, parking, circulation and access can be complied with and the design provisions of SEPP 65 (Apartment Design Guidelines) for a residential flat building can be satisfied.

Of particular importance to Council's review of this Planning Proposal has been the need to demonstrate that the residential amenity of the adjoining properties is not adversely affected by any residential flat building development on the land, especially a development that is able to achieve the FSR and Height of Building standards that apply to the R4 zone.

The Architectural plans submitted as part of the Planning Proposal include shadow diagrams. These demonstrate that the proposal, as presented, will not unduly impact on amount of sunlight enjoyed by any of the adjoining low density residential developments. Minor shadowing for a short period of time in the morning will be experienced by the property on the southern boundary. This impact is considered to be minor, short term and significantly less than the SEPP 65 provisions.

The Council has advised the proponent that it is willing to consider the Planning Proposal to rezone the land subject to any submission to Council demonstrating how the proposal would address the transition from high density residential development (with a FSR of 1:1 and height of building - 11.5m). The Concept Development plans show that compliance can be achieved. The built form provides a transition to the bulk and scale of the Top Ryde Shopping Centre.

Based on the details contained in this Planning Proposal, as supported the Architectural Plans and Traffic Report, the proponent requests that the site be rezoned from SP2 to R4 High Density Residential pursuant to the current and relevant provisions of RLEP 2014. The only mechanism available for this to occur is to prepare a PP application seeking amendment to RLEP 2014 and the relevant RLEP 2014 Map Series_006 (as relevant to subject site). No change to the current development standards or provisions as they relate to the R4 High Density Residential zone are proposed or required. The Concept Development Plans demonstrate that the consolidated development site is capable of redevelopment in compliance with these provisions.

This PP has been prepared pursuant to Section 55 of the *Environmental Planning and Assessment Act 1979*, and the relevant Department of Planning Guidelines including '*A Guide to Preparing Planning Proposals*'. In fact the application includes significantly more information than required under the guide.

The proposal is submitted to Ryde Council for consideration and approval pursuant to the Gateway Determination and Section 56 of the *Environmental Planning and Assessment Act 1979*. The amendment need only apply to the subject site (being No. 176–178 Blaxland Road, Ryde).



Andrew Martin MPiA
Principal

Part 11 Links to Supporting Material

- Architectural Plans, including shadow diagrams
Prepared by Urban Link Architecture, dated April 2016
- *Assessment of Traffic and Parking Implications*
Prepared by Transport and Traffic Planning Associates, dated April 2016.
- Ryde LEP 2014
<http://www.legislation.nsw.gov.au/#/view/EPI/2014/608>
- Ryde DCP 2014
<http://www.ryde.nsw.gov.au/Business-and-Development/Planning-Controls/Development-Control-Plan>
- Ryde Social Profile (Quick Stats)
<http://www.abs.gov.au/websitedbs/censushome.nsf/home/quickstats?opendocument&navpos=220>
- Ryde 2023 Community Strategic Plan
http://www.Ryde.nsw.gov.au/page/community_plan2.html
- *A Plan for Growing Sydney*, December 2014, NSW Government
<http://www.planning.nsw.gov.au/Plans-for-Your-Area/Sydney/A-Plan-for-Growing-Sydney>
- *Priorities for the Northern Subregion*
<http://www.planning.nsw.gov.au/Plans-for-Your-Area/Sydney/Sydney-Districts>