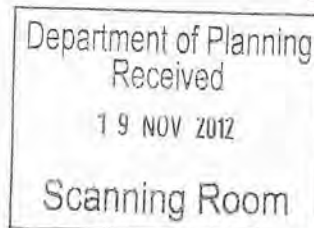




PCU039962

Mr Sam Haddad
Director-General
NSW Department of Planning
GPO Box 39
SYDNEY NSW 2001



RECEIVED

16 NOV 2012

Director-General

8 November 2012

Attention: The Regional Director
Sydney Region East

Our Ref: LEP2012/7 D12/87331

Dear Mr Haddad,

Planning Proposal – 108 Herring Road Marsfield

At its meeting on 23 October 2012, Council considered a report on a planning proposal submitted by owner of the land at 108 Herring Road, Marsfield. The planning proposal is a request for the rezoning of the land at 108 Herring Road, Marsfield from R2 Low Density Residential to B1 Neighbourhood Business under Ryde LEP 2010.

Council resolved:

- a) *That Council note the planning proposal to rezone the land at 108 Herring Road Marsfield from R2 Low Density Residential to B1 Neighbourhood Business under Ryde LEP 2010 and the proposal be forwarded to the Minister for Planning to receive a gateway determination in accordance with Section 56 of the Environmental Planning and Assessment Act 1979.*
- b) *That Council include in the submission to the Department of Planning and Infrastructure that the planning proposal include hotel or motel accommodation at 108 Herring Road Marsfield in Schedule 1 – Additional Permitted Uses Ryde LEP 2010.*
- c) *That in the event of a gateway determination being issued pursuant to section 56 of the Environmental Planning and Assessment Act 1979, the proposal be placed on public exhibition and a further report be presented to Council as soon as practicable after the close of the community consultation period advising of the outcomes.*
- d) *That the applicant, should it lodge a development application with Council which would have any effect on traffic flows into the site, make favourable consideration for ingress and egress of traffic through Epping Road.*

Disclosure of Political donations and gifts

The applicant for the planning proposal has completed a Political Donations Disclosure Statement which is attached.

Should you require more information or have any questions about this matter, please contact Margaret Fasan, Team Leader Design and Development on 9952 8226.

Yours sincerely



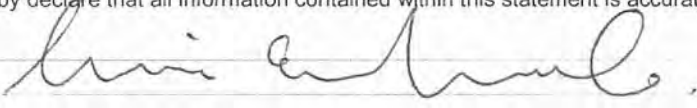
Meryl Bishop
Manager – Urban Planning

Attachments:

- Copy of officer's report to Council (Extract from Agenda of meeting 23 October 2012 - Item 14)
- Copy of minutes for the officer's report to Council (Official Records Copy: Extract from Minutes of Council Meeting 23 October 2012 - Item 14)
- Planning Proposal for 108 Herring Road, Marsfield
- Signed Political Donations Disclosure Statement
- Site Identification Map
- Land Zoning Map (Tile 4)

Political Donations Disclosure Statement to Minister or the Director-General

If you are required under section 147(3) of the Environmental Planning and Assessment Act 1979 to disclose any political donations (see Page 1 for details), please fill in this form and sign below.

Disclosure statement details				
Name of person making this disclosure LISA BELLA ESPOSITO, DIRECTOR, MILESTONE (AUST) PTY LIMITED.		Planning application reference (e.g. DA number, planning application title or reference, property address or other description) PLANNING PROPOSAL - 108 HERRING ROAD, MARSFIELD		
Your interest in the planning application (circle relevant option below)				
You are the APPLICANT YES / NO OR You are a PERSON MAKING A SUBMISSION IN RELATION TO AN APPLICATION YES / NO				
Reportable political donations made by person making this declaration or by other relevant persons				
<i>* State below any reportable political donations you have made over the 'relevant period' (see glossary on page 2). If the donation was made by an entity (and not by you as an individual) include the Australian Business Number (ABN).</i> <i>* If you are the applicant of a relevant planning application state below any reportable political donations that you know, or ought reasonably to know, were made by any persons with a financial interest in the planning application, OR</i> <i>* If you are a person making a submission in relation to an application, state below any reportable political donations that you know, or ought reasonably to know, were made by an associate.</i>				
Name of donor (or ABN if an entity)	Donor's residential address or entity's registered address or other official office of the donor	Name of party or person for whose benefit the donation was made	Date donation made	Amount/ value of donation
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A
Please list all reportable political donations—additional space is provided overleaf if required.				
By signing below, I/we hereby declare that all information contained within this statement is accurate at the time of signing.				
Signature(s) and Date  8/11/12				
Name(s) LISA BELLA ESPOSITO				

Cont...

Political Donations Disclosure Statement to Minister or the Director-General

Name of donor (or ABN if an entity)	Donor's residential address or entity's registered address or other official office of the donor	Name of party or person for whose benefit the donation was made	Date donation made	Amount/ value of donation

14 PLANNING PROPOSAL - 108 HERRING ROAD MARSFIELD

Report prepared by: Team Leader - Design and Development
File No.: LEP2012/7 - BP12/985

REPORT SUMMARY

Council has received a planning proposal to rezone land at 108 Herring Road Marsfield, known as 'The Ranch Hotel'. The amendment to the Ryde Local Environmental Plan 2010 is to rezone the land from R2 Low Density Residential to B1 Neighbourhood Business. The aim of the rezoning is to facilitate the development of a Dan Murphy's Liquor Store and associated car parking on the subject land, which would otherwise be prohibited in the R2 Low Density Residential Zone.

The site is currently occupied by a hotel building that comprises a bar, hotel accommodation, bistro and a BWS bottle shop. The remainder of the site is an at grade car park. The main change will comprise the replacement of the existing bottle shop with a larger bottle shop outlet at the western end of the car park.

This report outlines the planning proposal and its assessment in relation to the requirements under the gateway plan-making process. There is justification on planning grounds for the proposal to proceed. This report recommends that Council refer the proposed rezoning to the Minister for Planning to request a Gateway Determination pursuant to section 56 of the Environmental Planning and Assessment Act 1979.

RECOMMENDATION:

- (a) That Council support the planning proposal to rezone the land at 108 Herring Road Marsfield from R2 Low Density Residential to B1 Neighbourhood Business under Ryde LEP 2010 and the proposal be forwarded to the Minister for Planning to receive a gateway determination in accordance with Section 56 of the Environmental Planning and Assessment Act 1979.
- (b) That Council include in the submission to the Department of Planning and Infrastructure that the planning proposal include hotel or motel accommodation at 108 Herring Road Marsfield in Schedule 1 – Additional Permitted Uses Ryde LEP 2010.
- (c) That Council in the event of a gateway determination being issued pursuant to section 56 of the Environmental Planning and Assessment Act 1979, a further report be presented to Council as soon as practicable after the close of the community consultation period advising of the outcomes.

ATTACHMENTS

- 1 Extract from Planning Proposal
- 2 Concept Design from Planning Proposal

ITEM 14 (continued)

Report Prepared By:

Margaret Fasan
Team Leader - Design and Development

Report Approved By:

Meryl Bishop
Manager - Urban Planning

Dominic Johnson
Group Manager - Environment & Planning

ITEM 14 (continued)**Background**

Council has received a planning proposal to rezone land at 108 Herring Road Marsfield, known as 'The Ranch Hotel'. The amendment to the Ryde Local Environmental Plan 2010 is to rezone the land from R2 Low Density Residential to B1 Neighbourhood Business. The aim of the rezoning is to facilitate the development of a Dan Murphy's Liquor Store and associated car parking on the subject land, which would otherwise be prohibited in the R2 Low Density Residential Zone.

Prior to receipt of the proposal, a meeting was held at Council offices in March 2012 between the proponent's planning consultant and Council staff to discuss the development. The proposed uses are prohibited in the R2 Zone under LEP 2010, and as such the land would need to be rezoned to a business zone.

Council sent a letter to the proponent's planning consultant on 16 April 2012 advising that a planning proposal would be required and outlining matters to be addressed in the proposal. Subsequent to this letter, a Planning Proposal for 108 Herring Road Marsfield and the relevant fees were received by Council on 21 June 2012. That submission is the subject of this report.

Gateway Plan-Making Process

The five main stages to the Gateway plan-making process are identified below. This report on the subject planning proposal presents implementation of stage 1 of the process:

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

2. Gateway – the planning proposal is considered by the Minister for Planning and Infrastructure (the Minister or delegate) who makes a determination if the planning proposal should proceed, and under what conditions it will proceed. This step is made prior to and informs the community consultation process.

3. Community Consultation - the proposal is publicly exhibited by the RPA in accordance with the EP&A Act, DoPI guidelines and the gateway determination (low impact proposals generally for 14 days, others for 28 days). Community consultation is completed when the RPA has considered any submissions concerning the proposed instrument and the report of any public hearing.

4. Assessment — the RPA considers public submissions and results of community consultation and consultation with government authorities. At this stage the RPA has the opportunity to:

- endorse the planning proposal for proceeding to the next stage;
- vary the proposal; or
- not proceed further with the proposal.

ITEM 14 (continued)

5. Decision — After the RPA considers community and agency submissions, and advises of the outcome, the final planning proposal is assessed by the DoPI. The DoPI arranges the legal instrument in consultation with the RPA and the making of the plan by the Minister (or delegate). The Minister also has various options at this stage. For example, the Minister may:

- make the plan in full put forward by the relevant planning authority;
- vary the plan;
- decide not to proceed with the plan;
- defer inclusion of certain matters in the proposed plan;
- choose to delegate the making of the plan to the Director General of the Department of Planning and Infrastructure

Planning Proposal – 108 Herring Road Marsfield (The Ranch)

The proponent's planning consultant has requested rezoning of the land to B1 Neighbourhood Business to enable redevelopment of the land under the terms of Ryde Local Environmental Plan (LEP) 2010. The subject land is currently zoned R2 Low Density Residential.

The existing hotel provides 14 rooms as accommodation. The proponent proposes that the hotel accommodation use will continue to benefit from existing use rights for any future proposals. The planning proposal does not include any specific provisions for this existing use.

According to section 55 of the Environmental Planning and Assessment Act, a Planning Proposal must include:

- A **statement** of objectives and intended outcomes of the proposal
- An **explanation** of the provisions of the proposal
- A **justification** of the objectives, outcomes and provisions including the process for implementation
- **Maps where relevant**, containing the appropriate detail are to be submitted, including land use zones
- Details of the **community consultation** that will be undertaken.

Council is the relevant planning authority for this proposal. The proposal has been assessed by Council staff in respect of the information required to be included in a Planning Proposal. This report describes the site and proposal; and assesses the impacts of the proposal. Assessment of the potential impacts forms the basis of a recommendation to forward the proposal to the Minister for Planning for a determination under the second main step of the planning proposal stages known as the Gateway.

The Site

The subject site comprises a single lot which is legally described as Lot 590 DP 656070. The site is approximately 12,496 sq m in area with a frontage of approximately 170m to Epping Road and 56m to Herring Road. The site is occupied by a part one and a part two storey hotel building, known as 'The Ranch' that

ITEM 14 (continued)

comprises a bar, hotel, bistro and a BWS bottle shop. The remainder of the site is an at grade car park with 242 car parking spaces.

Vehicle access to and egress from the site is provided from Herring Road. There is no vehicle access from Epping Road.

The location of the site is shown in Fig 1.



Fig 1 Site Locality

Site Context

The site is located at the intersection of Herring and Epping Roads. The site is located at the edge of a predominantly low density residential area on the southern side of Epping Road. Directly opposite the site on the northern side of Epping Road is Macquarie Park which, in this location, is zoned B4 Mixed Use. The Stamford Grand Hotel is immediately opposite.

On the southern and western boundaries of the site, development is comprised of detached dwellings and villas within the R2 Low Density Residential Zone.

The subject site is approximately 700 metres from the Macquarie Shopping Centre which contains major franchises and specialty shops. The site is also in close proximity to the B1 Neighbourhood Shopping Centre comprising a Woolworths supermarket at the Epping Road and Balaclava Road intersection.

ITEM 14 (continued)

A map showing the zoning of the site and the surrounding area under Ryde LEP 2010 is shown in Figure 2.



Fig 2 Land Use Zones

Proposed Amendment

An extract from the Planning Proposal that includes the objectives and justification for the proposal is attached (**ATTACHMENT 1**). The key issues raised are summarised below:

Statement of Objective and Intended Outcome

The objective of this Planning Proposal is to rezone the subject land, which is currently zoned R2 Low Density Residential Zone under the terms of Ryde LEP 2010 to B1 Neighbourhood Centre Zone as commercial premises are permitted with consent within the B1 Zone. As stated in the proposal, the intended outcome is to facilitate the proposed development of a Dan Murphy's Liquor Store (1,350sqm) as a permissible use pursuant to Ryde LEP 2010 and draft Ryde LEP 2011.

ITEM 14 (continued)

The request for the change of zone is because retail is not a permitted use under the current zone applicable to the site. Permitted land uses in the R2 Low Density Residential zone under Ryde LEP 2010 are:

Home-based child care; Home occupations; Bed and breakfast accommodation; Boarding houses; Business identification signs; Child care centres; Community facilities; Dual occupancies (attached); Dwelling houses; Educational establishments; Group homes; Health consulting rooms; Hospitals; Multi dwelling housing (attached); Places of public worship; Recreation areas; Residential care facilities; Roads

By comparison, permitted land uses in the B1 Neighbourhood Centre zone under Ryde LEP 2010 are:

Boarding houses; Business identification signs; Business premises; Child care centres; Commercial premises; Community facilities; Depots; Entertainment facilities; Industrial retail outlets; Light industries; Medical centres; Neighbourhood shops; Public administration buildings; Recreation areas; Respite day care centres; Roads; Self-storage units; Service stations; Shop top housing; Wholesale supplies.

The proposal would require a change to the relevant Land Zoning Map under Ryde LEP 2010.

The existing hotel on the site (The Ranch) is defined as a "hotel or motel accommodation" and "pub" in LEP 2010 and draft LEP 2011 and is also prohibited in the R2 Zone. The proponent states that the existing Ranch Hotel use will continue to benefit from existing use rights for any future proposals. It is not proposed to include any specific provisions for this existing use as part of this planning proposal.

Note: Pubs are defined as a retail premises and are a permitted use in the B1 zone.

The Planning Proposal includes a Concept Design Scheme for the proposed development (**ATTACHMENT 2**). The scheme incorporates:

- Demolition of the existing BWS drive-through bottle shop;
- Removal of approximately 154 existing at-grade car parking spaces;
- Construction and fit out of a new Dan Murphy's Liquor Store (1,350sqm) with associated basement car park (138 spaces) and loading dock.

It is the proponent's intention that a Development Application for the proposed development would be submitted to Council in conjunction with the application for rezoning following the Gateway Determination. Council staff do not support this approach and the DA should be lodged following the gazettal of the rezoning of the land to B1.

ITEM 14 (continued)

The planning proposal is for a change in land use only and not for any change to the development standards applicable to the R2 Low Density Residential zone. Hence, under both the current Ryde LEP 2010 and draft Ryde LEP 2011, the maximum floor space ratio for the site will be 0.5:1 and the maximum height of any building will be 9.5m (2 storeys).

Justification and Net Community Benefit

The proponent submits that to enable retail premises to be a permissible use on the site, a spot rezoning is required. The proponent submits that the new development will result in a net community benefit as it will stimulate local employment through the creation of 23 new jobs. An Employment Impact Report has been submitted with the proposal (**ATTACHMENT 3**).

The proponent also claims that there will be public benefit through physical improvements to a currently underutilised site.

Planning Appraisal

This section provides an appraisal of the planning proposal for 108 Herring Road Marsfield against the required criteria for planning proposals.

Policy and Strategic Context*Metropolitan Plan for Sydney 2036*

The Metropolitan Plan was released in December 2011 to provide a planning framework for Sydney over the next 30 years that integrates land use, urban and transport planning.

The Planning Proposal satisfies the relevant objectives of the Metropolitan Plan's *Strategic Direction E – Growing Sydney's Economy* in that it will strengthen retail and employment opportunities within the City of Ryde. The Proposal will facilitate the following Actions:

E2.2 Ensure an adequate supply of retail, office space and business parks

E4.1 Ensure all new LEPs provide for a broad range of local employment types

The Planning Proposal will provide job opportunities within a highly accessible area. It is considered to be an appropriate location for commercial development due to the site's history and its location on a main road corridor (Epping Road). The site already contains a non-conforming land use (Ranch Hotel) which has been approved since 1967. As a result, the proposal is considered to be appropriate given the history of the site, site context and current use.

ITEM 14 (continued)

Draft Inner North Subregional Strategy

In July 2007, the NSW State Government released the Inner North Subregion: Draft Subregional Strategy (Draft Subregional Strategy) covering the City of Ryde LGA. The Draft Subregional Strategy set targets for housing (dwellings) and employment (jobs) for the subregion to be reached by 2031.

Although the proposal does not contribute to an increase in the number of residential dwellings, it does provide for an additional 23 jobs. The planning proposal therefore, has no adverse impacts on the aims and strategies of the Draft Subregional Strategy as it will help CoR to meet its employment targets.

Local Planning Study

The City of Ryde Local Planning Study (adopted 7 December 2010) has been prepared as Council's local planning response to the Draft Subregional Strategy. The proposed rezoning does not conflict with the strategies adopted under the Local Planning Study.

Ryde LEP 2010 and Draft Ryde 2011

The proposed rezoning from R2 Low Density Residential to B1 Neighbourhood Centre under Ryde LEP 2010 is consistent with the objectives of the B1 Zone:

- *To provide a range of small-scale retail, business and community uses that serve the needs of people who live or work in the surrounding neighbourhood.*
- *To ensure that the development does not have an adverse impact on the amenity of local residents.*

The proposed B1 Zoning is the same as the nearby Woolworths supermarket at the Epping Road and Balaclava Road intersection. The site is not considered to be highly suitable for residential development as it is located on the corner of two very busy roads. Given the site context, the proposed business zoning is considered more appropriate than a residential zone.

Amenity impacts

The Planning Proposal includes a Concept Design and a Traffic Study of the new development. Whilst amenity and traffic issues would be comprehensively assessed at the DA stage, the proposal indicates that the proposed Dan Murphy's store will not have an adverse impact on the amenity of nearby residents through overshadowing, loss of parking or traffic generation.

The Concept Design shows that the proposed building is a single storey in height (max 9.5m) and the shadow diagrams submitted with the proposal indicate that the new building will cause minimal overshadowing impacts on adjacent properties.

ITEM 14 (continued)

The Traffic and Transport Assessment prepared by Cardno Victoria Pty Ltd presents the following conclusions:

- The anticipated post development peak parking demand for the site equates to 185 spaces and is comfortably accommodated by the proposed supply of 281 spaces on site.
- Turning movement surveys were undertaken at the intersection of Epping Road and Herring Road to measure the existing operational performance of the intersection and compare the post-development performance with the addition of the development generated traffic.
- The proposed Dan Murphy's store is expected to increase traffic activity to and from the site by up to 281 vehicle movements during the PM peak hour period.
- Analysis of the intersection of Epping Road and Herring Road (with additional traffic generation included) indicates that the intersection will continue to operate under similar conditions post development and that the proposed development will have no significant or discernible impact on the current operating conditions of that intersection.

Existing use rights

Under the planning proposal, the existing hotel accommodation use would continue to benefit from existing use rights for any future proposals. An existing use is a use that is lawfully commenced but subsequently becomes a prohibited use under a new local environmental plan.

In preparing a standard template LEP, DoPI guidelines encourage councils to, where feasible, identify development that would have existing use rights and include 'permitted additional uses' on that land in Schedule 1 of their LEP, so that the land use is no longer prohibited (in effect, remove existing use rights). It is therefore recommended that hotel accommodation activities on the subject land are identified in Schedule 1 – Additional Permitted Uses of Ryde LEP 2010.

It is recommended that the submission lodged with the Department on the planning proposal include a recommendation that hotel or motel accommodation is listed as an additional use on the site at 108 Herring Road, Marsfield.

Next Steps

Should Council resolve to support this planning proposal for the purposes of a gateway determination, the next step is to forward the planning proposal to the Department of Planning. Gateway determinations are issued by the Minister for Planning or delegate and are required before community consultation (public exhibition) on the planning proposal takes place.

Consultation

External consultation will be undertaken should a gateway determination be issued.

ITEM 14 (continued)

Community and public authority consultation will be undertaken in accordance with the statutory consultation provisions for rezoning. The Gateway Determination will define the consultation period. DoPI guidelines indicate that low impact proposals are generally for 14 days and others are for 28 days.

Financial Impact

Adoption of the recommendations in this report will have no financial impact.

Options

That the planning proposal to rezone the land at 108 Herring Road Marsfield to B1 Neighbourhood Centre under Ryde LEP 2010 not be forwarded to the Minister for Planning to receive a gateway determination.

There are no substantial planning reasons to reject the planning proposal as it is consistent with the local planning context. There is justification for Council to allow the planning proposal to proceed to gateway determination by the Minister for Planning. The recommendation to this report is therefore to proceed.

Should the Minister for Planning determine that the planning proposal can proceed to community consultation, Council has another opportunity to decide whether to proceed, vary or reject the proposal following community consultation.

EXTRACT FROM MINUTES OF COUNCIL MEETING
NO. 20/12 AT ITS MEETING HELD ON 23 OCTOBER 2012.

14 PLANNING PROPOSAL - 108 HERRING ROAD MARSFIELD

Note: Lisa Bella Esposito (representing ALH Group Pty Ltd) and Andrew O'Neill (representing Friends of North Ryde) addressed the meeting in relation to this Item.

Note: Councillor Chung disclosed a less than significant non-pecuniary interest in this Item for the reason that he has an industry association with the applicant business.

RESOLUTION: (Moved by Councillors Pickering and Etmekdjian)

- a) That Council note the planning proposal to rezone the land at 108 Herring Road Marsfield from R2 Low Density Residential to B1 Neighbourhood Business under Ryde LEP 2010 and the proposal be forwarded to the Minister for Planning to receive a gateway determination in accordance with Section 56 of the Environmental Planning and Assessment Act 1979.
- b) That Council include in the submission to the Department of Planning and Infrastructure that the planning proposal include hotel or motel accommodation at 108 Herring Road Marsfield in Schedule 1 – Additional Permitted Uses Ryde LEP 2010.
- c) That in the event of a gateway determination being issued pursuant to section 56 of the Environmental Planning and Assessment Act 1979, the proposal be placed on public exhibition and a further report be presented to Council as soon as practicable after the close of the community consultation period advising of the outcomes.
- d) That the applicant, should it lodge a development application with Council which would have any effect on traffic flows into the site, make favourable consideration for ingress and egress of traffic through Epping Road.

Record of Voting:

For the Motion: Unanimous



PLANNING PROPOSAL

108 HERRING ROAD, MARSFIELD

NOVEMBER 2012 – Revision A

Prepared by
Milestone (Aust) Pty Limited

Contacts
Lisa Bella Esposito
Alice Pettini

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APPENDICES

Appendix A:	Survey Plan prepared by G. K. Wilson and Associates.
Appendix B:	Concept Design Scheme prepared by i2C Design and Management.
Appendix C:	Shadow Diagrams prepared by i2C Design and Management.
Appendix D:	3D Mass Model prepared by i2C Design and Management.
Appendix E:	City of Ryde letter of preliminary support for the proposal, dated 16 April 2012.
Appendix F:	Employment Impact Report prepared by MacroPlan Dimasi Pty Ltd.
Appendix G:	Landscape Plan and Planting Schedule prepared by Elke Haege Landscape Architects.
Appendix H:	Traffic & Transport Assessment prepared by Cardno Victoria Pty Ltd.

1 INTRODUCTION

1.1 Introduction

This planning proposal has been prepared in accordance with the NSW Department of Planning and Infrastructure guidelines and the key planning considerations outlined within City of Ryde Council's (Council) letter of preliminary support dated 16 April 2012. It relates to a proposed single storey development comprising a Dan Murphy's Liquor Store and associated at grade and basement car parking on a site at 108 Herring Road, Marsfield. The site is zoned R2 Low Density Residential, and requires rezoning to facilitate the proposed development which is prohibited under the current zoning.

The 'Gateway' process which enables a Local Environmental Plan (LEP) to be made or revised is currently under review by the NSW Government.

This report details the objectives of the planning proposal and explains the proposed LEP provisions and provides the background to, and justification for the proposal. This planning proposal includes an analysis of the subject site and proposal, in context of the State and local planning policy and instruments and other relevant Gateway matters including integration with existing retail centres, land uses and infrastructure, and environmental matters.

2 THE SITE

2.1 Site Description

The site is known as 108 Herring Road, Marsfield (Lot 590 DP 656070) and shown in Figure 1. The site is irregularly shaped, with a frontage to Herring Road and Epping Road of 55.18 metres and 108.17 metres respectively. The site is occupied by a part one and two storey hotel building known as 'The Ranch' that comprises a bar, hotel, bistro and a BWS bottle shop. The total site area is 12,317m².

Vehicle access to the site is provided by separate entry and exit driveways to Herring Road. There is no vehicle access from Epping Road.

The site currently has 242 at grade car parking spaces.

The site comprises established landscaping along all of its boundaries. There are also some trees within the site car parking area. Hedging and small trees are located along the north-western and southern boundaries of the site. More significant trees and shrubs are located along the eastern and south-eastern boundaries.

Further details regarding the existing site can be found within the Survey Plan held at Appendix A.

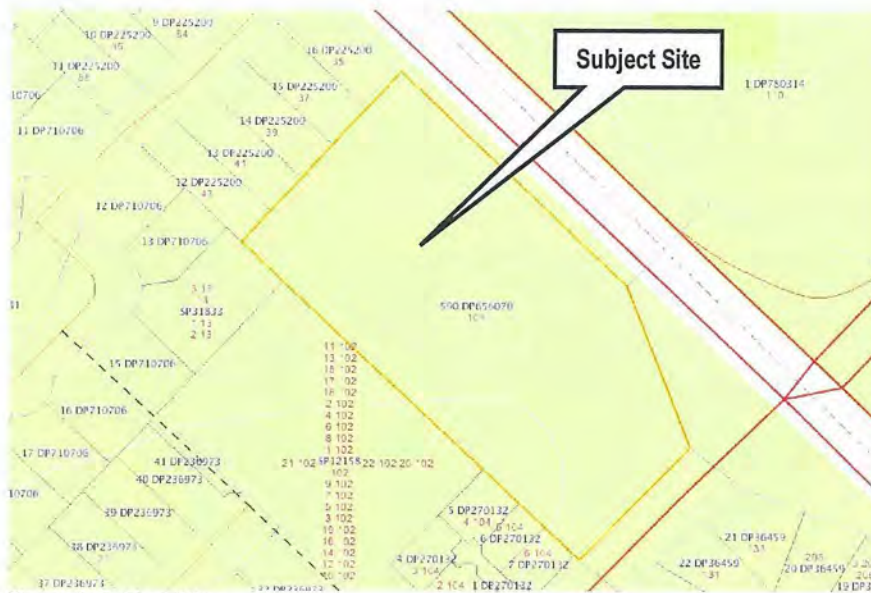


Figure 1: Subject Site
Source: SixViewer 2012



Photo 1: The existing site to comprise the proposed Dan Murphy's Liquor Store, view north.

3 SITE CONTEXT

3.1 Local Context

The site is located at the crossroads intersection with Herring Road and Epping Road. The site is located at the edge of a predominately residential area located to the south of Epping Road. Five detached dwellings directly abut the site along the north-western boundary with frontage to Waring Street. Residential development including townhouses and units are located along the site's southern boundary.

The north-western and southern boundaries of the site adjoin a R2 Low-Density Residential Zone and partially a R3 Medium-Density Residential Zone. These form part of the broader Marsfield residential neighbourhood. Directly opposite the site on the northern side of Epping Road is land zoned B4 Mixed Use Zone (under the current LEP 2010 and Draft Local Environmental Plan 2011 (dLEP 2011)), which is currently occupied by the Stamford Grand Hotel. At the northern end of Herring Road, approximately 650 metres from the subject site, is the Waterloo Road Entry Gate to Macquarie University and the Macquarie University Railway Station.

The northern side of Epping Road (opposite the site) comprises the Macquarie Park Corridor. Council's desired future character for this Corridor is mixed use development to provide a transition from the more intense development focused around the Macquarie University Railway Station to the peripheral area. It will be characterised by lower scale development and greater landscaped elements. Macquarie Park Corridor aims to enhance its sense of identity through providing better integrated residential and business areas.

The site's locational context is shown in Figure 2.



Figure 2: Locality Map
Source: NearMap 2012

3.2 Retail Context

The subject site sits approximately 700 metres south-west of Macquarie Shopping Centre, which contains Big W, Franklins, Woolworths and additional specialty shops. Macquarie Shopping Centre is zoned B4 Mixed Use and sits within the Macquarie Park Corridor. The site is also in close proximity to the B1 Neighbourhood Centre (approximately 440 metres north west of the site) comprising a Woolworths supermarket at the Epping Road and Balaclava Road intersection.



Figure 3: Retail Context
Source: NearMaps 2012

4 THE OBJECTIVES OF THE PLANNING PROPOSAL AND LEP AMENDMENT

The objective of this planning proposal is to amend the existing zoning of the site from R2 Low Density Residential Zone to B1 Neighbourhood Centre Zone to facilitate the proposed development of a Dan Murphy's Liquor Store (1,350m²) as a permissible use pursuant to Ryde Local Environmental Plan 2010 (LEP 2010) and Ryde draft Local Environmental Plan 2011 (dLEP 2011).

5 THE PROPOSAL AND EXPLANATION OF PROVISIONS

5.1 Proposed Dan Murphy's Liquor Store

Rezoning is sought because the proposed development is prohibited in the R2 Low Density Residential Zone within LEP 2010 and dLEP 2011. The proposed rezoning seeks the site to be rezoned to B1 Neighbourhood Centre as commercial premises are permitted with consent within this zone. The proposed LEP amendment provisions would apply **only** to the subject site, and not to any other parcel of land in the City of Ryde local government area.

The objective of the rezoning is to facilitate the development of a Dan Murphy's Liquor Store and associated at-grade and basement car parking on the subject site. The proposed development will strengthen and reinforce the underutilised car park within the site and increase the permissibility of future commercial uses in conjunction with the existing Ranch Hotel. More specifically, the proposed development incorporates:

- Removal of approximately 154 existing at-grade car parking spaces;
- Demolition of the existing BWS shop;
- Construction and fit out of a new Dan Murphy's Liquor Store (1,350m² Gross Floor Area (GFA)) and associated signage;
- Construction of a basement car park for 138 car spaces and re-line at-grade car parking area for 55 car spaces including 4 accessible car parking spaces;
- Loading dock at the southern end of the Dan Murphy's Liquor Store to accommodate 12.5 metre rigid vehicle; and
- Landscaping.

A new liquor licence is not required for the proposal as the existing liquor licence will be transferred from the existing BWS on the site connected to the Ranch Hotel (proposed to be demolished).

The hours of operation for the proposed Dan Murphy's Liquor Store are as follows:

- 9:00am – 9:00pm Mondays to Saturdays; and
- 10:00am – 8:00pm on Sundays.

The proposed loading dock operating hours are as follows:

- 6:00am – 10:00pm, 7 days.

Further details of the proposed development are contained within the Development Drawings within Appendix B, and 3D Mass Model at Appendix D (prepared by i2C Design and Management) as well as the Landscape Plan at Appendix G prepared Elke Haege Landscape Architects.

5.2 Existing Ranch Hotel

The existing hotel on the site (The Ranch) is defined as a "hotel or motel accommodation" and "pub" in LEP 2010 and dLEP 2011 and is also prohibited in the R2 Zone. The approved hours of operation for the Ranch (bistro, bar and bottle shop) range from 9am-3am Monday to Sunday. As part of this planning proposal, it is proposed to include hotel or motel accommodation in Schedule 1 – Additional Permitted Uses of Ryde LEP 2010.

6 JUSTIFICATION OF THE PROPOSAL

6.1 Section A – Need for the planning proposal

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

The planning proposal is not the result of any strategic study or report. Notwithstanding, the proposal has been subject of pre-application consultation with City of Ryde Officers. Detailed justification of the proposal is provided below.

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

The rezoning of the subject land is the preferred manner to achieve the intended outcome to permit retail premises on the land. It is an opportunity to better utilise a currently underutilised portion on the site associated with a non-conforming land use. To enable retail premises to be a permissible use, a spot rezoning is required.

6.1.3 *Is there a net community benefit?*

Yes, the planning proposal will facilitate the development of a Dan Murphy's Liquor Store, which would otherwise be prohibited in the current and proposed R2 Zone. The Employment Impact Report prepared by MacroPlan Dimasi Pty Ltd concludes that the proposed development will result in a "significant stimulus to local employment within the City of Ryde as well as across the broader NSW economy". It makes the following specific points in this regard:

- "Net employment resulting from the proposal is expected to total 23 net jobs;
- Based on ABS employment multiplier for the retail industry we [MacroPlan Dimasi] estimate this would also lead to a further 9 multiplier induced jobs".

Therefore, the proposal addresses employment targets. In addition, the planning proposal will anchor an existing site which comprises commercial uses and will therefore enhance retail choice and competition within a highly concentrated existing market as well as the provision of a local and convenient retail premise with shorter associated trips for local residents and workers. There is no other suitable location for the proposed Liquor Store in a nearby existing centre and trade impacts on existing surrounding centres as a result of the proposal will be minimal. Further, the proposed development will also have significant public domain improvements for the currently underutilised site in addition to streetscape improvements for the Epping Road Precinct, which is in the public interest.

6.2 Section B - Relationship to Strategic Planning Framework

6.2.1 *Is the planning proposal consistent with the objectives and actions contained within the applicable regional or subregional strategy (including the Metropolitan Plan for Sydney 2036 and exhibited draft strategies)?*

Metropolitan Plan for Sydney 2036

Macquarie Park has been identified as a specialised centre within *Strategic Direction B – Growing and Renewing Centres* within the Metropolitan Plan for Sydney 2036 (Metro Plan). Specialist centres are defined within the Metro Plan as "areas containing major airports, ports, hospitals, universities, research and/or business activities that perform vital and economic and employment roles across the metropolitan area". The Metro Plan identifies a walking catchment area of 1 kilometre from any specialist area. The site proposed for a spot rezoning is located within the identified catchment area.

The proposal for a new retail premise satisfies the relevant objectives and Actions B1.1 and B1.2 in the following ways:

- It is proposed within the walking catchment of the Macquarie Park specialised centre;
- Although it is not within the central part of the specialised centre, it is opposite an existing commercial area (Stamford Hotel) and therefore complements the surrounding uses;
- It is considered to be an appropriate location for commercial development due to the site's history, accessibility of the site and the location along a main road corridor (Epping Road); and
- It provides more sustainable growth as it better utilises the development potential of a non-residential site and assists in avoiding pressure for out-of-centre development.

The site already contains a non-conforming land use (Ranch Hotel) which has been approved since 1967. As a result, the proposal is considered to be appropriate given the history of the site, site context and current use.

Strategic Direction E – Growing Sydney's Economy identified Macquarie Park as being part of the Global Economic Corridor. The employment capacity targets outlined for the draft Inner North Subregion are for an

additional 62, 000 jobs to be provided between 2006 and 2036 (increase of 26%). The proposal is considered to satisfy the relevant objectives and Actions E1.1, E2.1, E2.2 and E4.1 in the following ways:

- It provides job opportunities closer to home and within a highly accessible area;
- It increases job diversity within the subregion;
- It improves access to retail which plays a critical role in the functioning of a city; and
- It enables people to carry out more activities in one location.

The planning proposal will therefore accompany the outcomes of the identified specialised centre and further strengthen the retail and employment opportunities as well as contributing to the sustainable growth of Sydney and its centres.

Draft Inner North Subregional Strategy

The site is located within the draft Inner North Subregion of the Metro Plan that includes Hunters Hill, Lane Cove, Mosman, North Sydney, Ryde and Willoughby local government areas. As stated previously, the site has been identified as being located within the Macquarie Park Specialised Centre (refer to Figure 4 below).



Figure 4: Location of subject site within Macquarie Park Specialised Centre
Source: Draft Inner North Subregional Strategy 2007

Table 1 – Compliance of the Proposal with the relevant parts of the draft Inner North Subregional Strategy

Action	Response
A – ECONOMY AND EMPLOYMENT	
A1.1 Provide a framework for accommodating jobs across the Subregion.	The proposed rezoning will permit commercial/retail uses on the land. As the Employment Impact Report prepared by MacroPlan Dimasi Pty Ltd outlined (refer to Appendix F), the proposal will result in on-going supportable employment. Further, the location of the site also assists in strengthening the importance of the Macquarie Park section of the Global Economic Corridor.
A1.2 Plan for sufficient zoned land and infrastructure to achieve employment capacity targets in employment lands.	The proposal provides additional employment opportunities within an area that currently comprises other concentrations of strategically important Employment Lands.
B – CENTRES AND CORRIDORS	
B1 Provide places and locations for all types of economic activity and employment across the Sydney region.	Given the location of the site along a main road, within the identified specialist area and on the edge of the Macquarie Park Corridor, the site is considered suitable for commercial uses. The proposed use of the site will also contribute to the Employment Capacity Target for the area.
B2 Increase densities in centres whilst improving liveability.	The draft strategy identifies a target of 44,000 new homes between 2006 and 2036. Although the site is currently zoned R2 Low Density Residential, it contains a long standing non-conforming land use (The Ranch) since 1967. Given the history and location of the site, it is considered that the site is more suitable for rezoning to B1 Neighbourhood Centre. As a result, although the proposal does not contribute to the increase of residential dwellings, it is considered that it will result in providing additional services to the new and existing population and the Dan Murphy's Liquor Store provides an appropriate land use to complement the hotel use on the site.
B4 Concentrate activities near public transport	As outlined within the Traffic & Transport Assessment prepared by Cardno Victoria Pty Ltd (refer to Appendix H), the site has an "excellent level of accessibility to public transport services".

6.2.2 Is the planning proposal consistent with the local council's Community Strategic Plan, or other local strategic plan?

The City of Ryde 2021 Community Strategic Plan is Council's long term strategy for the greater Ryde community. The strategy aims to address community aspirations, whilst meeting the challenges of the future.

The planning proposal is consistent with the following relevant City of Ryde 2021 Community Outcomes and relevant key directions:

- **Creating Liveable Neighbourhoods** – The planning proposal assists in providing a variety of uses within the neighbourhood, which contribute to a desirable lifestyle. The planning proposal also enables the appropriate identification of a non-residential site to a business zone, which provides convenient services and employment locally.
- **City of Prosperity** – The proposal provides additional employment opportunities and utilises land that already comprises a commercial/business use. This subsequently contributes to the reduced time and travel costs and improves the overall amenity of this underutilised site as well as the streetscape along Epping Road.

6.2.3 *Is the planning proposal consistent with applicable state environmental planning policies?*

The State Environmental Planning Policies (SEPPs) that are relevant to the proposal are:

- SEPP (Infrastructure) 2007;
- SEPP 55 – Remediation of Land; and
- SEPP 64 – Advertising Signage.

Compliance with the relevant SEPPs is considered able to be achieved. The site is located adjacent to a classified road (Epping Road) and pursuant to the SEPP (Infrastructure) 2007 the proposed development will be referred to the Roads and Maritime Services (RMS) for concurrence. The proposed development is considered able to achieve compliance with these requirements. .

The proposal is also able to achieve compliance with SEPP 55 and SEPP 64. These matters will be addressed during the development application process.

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

The Ministerial Directions, issued on 1 July 2009, to planning authorities under section 117(2) of the EPAA, 1979 that are relevant to this planning proposal include Direction 1.1 Business and Industrial Zones and Direction 3.4 Integrating Land Use and Transport. Direction No. 7.1 issued on 1 February 2010 requires planning proposals to implement the vision, land use strategy, policies, outcomes and actions of the Metro Plan.

Direction 1.1

The planning proposal and proposed developed are consistent with the intent and specific provisions of Direction 1.1 Business and Industrial Zones that seeks to:

- a) *"Encourage employment growth in suitable locations;*
- b) *Protect employment land in business and industrial zones; and*
- c) *Support the viability of identified strategic centres."*

In this regard the proposal will contribute to the achievement of these objectives, as it provides further employment growth within an existing underutilised site and non-conforming land use. The additional employment opportunity provided by the proposal is in accordance with the draft Inner North Subregional Strategy.

Direction 3.4

The planning proposal and development proposal are consistent with the intent and specific provisions of Direction 3.4 Integrating Land Use and Transport that seeks to:

"Ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:

- a) *Improving access to housing, jobs and services by walking, cycling and public transport, and*
- b) *Increasing the choice of available transport and reducing dependence on cars, and*
- c) *Reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and*
- d) *Supporting the efficient and viable operation of public transport services, and*
- e) *Providing for the efficient movement of freight."*

The proposed development will provide a local convenient retail premise with shorter associated vehicle trips and good accessibility to public transport services and to local residents and workers. The co-location of a Dan Murphy's Liquor Store with the existing hotel on site in addition to the commercial premises situated within the Macquarie Park Corridor will also enhance the retail competitiveness within the area. This provides important synergies of use and will facilitate shared vehicle trips.

Direction 7.1

The planning proposal is consistent with the vision, land use strategy, policies, outcomes and actions of the Metro Plan. Refer Section 6.2.1 for further discussion on the Metro Plan.

6.3 Section C – Environmental, Social and Economic Impacts

6.3.1 *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?*

The planning proposal and proposed development would not result in any adverse impact on critical habitat or threatened species, populations or ecological communities, or their habitats.

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

Traffic and Transport

The Traffic & Transport Assessment prepared by Cardno Victoria Pty Ltd (held at Appendix H), outlines car parking and traffic related impacts of the proposed development.

The analysis concludes that the proposed development will result in an increase in traffic activity to and from the site, especially during peak periods (by up to 281 vehicle movements) and identifies that:

"Analysis of the intersection of Epping Road and Herring Road (with additional traffic generation included) indicates that the intersection will continue to operate under similar conditions post development and that the proposed development will have no significant or discernible impact on the current operating conditions of that intersection or the surrounding road network".

The proposed number of car parking spaces (as a result of the increased densification of the site) will comfortably accommodate the anticipated post development peak parking demand of 185 spaces. The additional traffic generated from the proposed development will not result in any adverse impacts at the intersection of Epping Road and Herring Road, nor the neighbouring residential community.

Built Form

The proposed development will significantly improve the built form presentation within the site by inclusion of high quality urban design solutions and implementation of a streetscape that incorporates planning of native trees, shrubs and groundcover.

The proposed height of the development complies with maximum height restrictions outlined within LEP 2010 and dLEP 2011. Further, the Shadow Diagrams held at Appendix C indicate that the proposal will not result in any adverse overshadowing of the adjoining residential properties. The proposed bulk and scale of the proposal appropriately maintains human scale adjacent to residential zones.

In addition, the proposed building footprint is considered to assist in helping shield the residential properties located to the northwest from noise impacts associated with the Hotel use (including noise associated with patrons in the car park).

Landscaping

The Landscape Proposal Plan (Drawing No. L_101, Issue A) and the Landscaping Calculations, Notes and Planting Schedule (Drawing No. L_102, Issue A) prepared by Elke Haege Landscape Architects (refer to Appendix G) outlines the landscaping to be removed or retained as part of the proposed development as well as proposed additional planting. Thirty-two (32) trees are proposed for removal. However, the majority of these trees (17 trees) are consistent with Council's Noxious Weeds List. Further, 21 trees will be planted in accordance with Council's recommended planning list as part of the proposal to improve the streetscape along Epping Road and to ensure a vegetation buffer along the residential boundaries is retained.

The Landscape Plan also indicates that the site will result in a net overall gain of 14.8m² of landscaped area on the site. It is noted that deep soil planting comprises 49% of the identified increase in landscaping.

Although, some landscaping is to be removed (specifically the car park tree pits), it is considered that the proposed landscaping will improve the amenity of the site, in particular the streetscape along Epping Road. This will complement Council's desired outcome for the Macquarie Park Corridor opposite the site. Further, landscaping

along the boundaries adjoining residential properties will also be retained, and in some areas intensified, to ensure a vegetation screening is maintained.

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

Social Effects

Dan Murphy's is an established retail business which has specific management policies in place for their stores to ensure that alcohol is not sold to persons underage. Such management policies include the ID 25 and "Don't buy it for them". The planning proposal will not result in an additional liquor retail premise for the area as the liquor licence is to be transferred from the existing BWS Store that will be demolished as part of the proposal.

In addition, surveillance and security measures including CCTV cameras, appropriate lighting, signage, maintenance and locking devices will also be provided within the proposal.

Potential negative impacts of the proposed development may include:

- The loading operations; and
- Increased vehicle noise and from patrons coming and going in the car park.

However, the proposed hours of operation for the Dan Murphy's Liquor Store and the loading dock (outlined previously within Section 5.1) are considered to assist in eliminating noise and anti-social behaviours that could potentially arise if late night trading was permitted. Further, it is important to note, the proposed hours of operation are shorter than the existing hours of operation for the existing BWS Store on the site.

Overall, the proposed development has been designed to optimise the achievement of potential social benefits, including those related to access, security and safety and community structure. The detailed design of the project will incorporate appropriate consideration at the north western and southern boundaries to ensure that amenity of the neighbouring residential properties is reasonably preserved. It is considered that the proposed development will have predominantly a positive impact for the local area.

Economic Effects

The Employment Impact Report prepared by MacroPlan Dimasi Pty Ltd outlines the various employment opportunities that the proposed development will provide. The report stated that the proposed development will *"result in additional on-going supportable employments as well as jobs through the supply chain, across industries servicing the retail tenant at the site such as transport works, wholesalers and the like"*.

The proposal will also contribute to significant site and streetscape improvements with flow on economic benefits related to the function and attractiveness of the site.

6.3.4 *Other Environmental Effects*

Suitability of the Site for Residential Uses

It is considered that the site is ideally suited to a retail land use given the existing significant infrastructure and commercial investment already on the site. The site already contains a non-conforming land use which has been in operation for a significant time. The site is currently underutilised and the proposal will modernise and substantially revitalise it. It enjoys a high level of both local and regional road accessibility, and access to public transport is available within close proximity to the site. Further, given the location of the site along a main road (Epping Road) and the adverse noise impacts associated with this proximity, the site offers less residential amenity and is not of a suitable size or depth to provide generous setbacks to buildings from the site boundaries, particularly in context of the hotel building footprint on the site.

Ryde LEP 2010 and dLEP2011

In addition to the abovementioned environmental effects, the key development controls relating to the current R2 zoning of the site are outlined within the Table 2 below:

Table 2: Current and Draft LEP Compliance Table

Control	Comment	Compliance
Current LEP 2010		
Height = 9.5 metres	The proposed height of the Dan Murphy's Liquor Store is 8.7 metres.	Yes
FSR = 0.5:1	The proposed FSR of the Dan Murphy's Liquor Store is approximately 0.36:1.	Yes
Draft LEP 2011		
Height = 9.5 metres	The proposed height of the Dan Murphy's Liquor Store is 8.7 metres.	Yes
FSR = 0.5:1	The proposed FSR of the Dan Murphy's Liquor Store is approximately 0.36:1.	Yes

The proposed development complies with the relevant controls under the current R2 zoning. Overall, the planning proposal is considered to satisfy Council's relevant current and draft development standards.

6.3.5 *Statement of Measures*

The following commitments are made by the proponent to maximise the positive benefits and manage and ensure minimal potential impacts arise from the proposal during the detailed design of the development:

- Integrate the built form to provide a high quality architecturally designed economically viable development with no adverse overshadowing to surrounding residential properties, appropriate transition of scale and improvements to the landscape amenity and presentation of the site.
- Undertake a detailed Social Impact Assessment to accompany the DA.
- Undertake an Acoustic Assessment of the proposed operation of the proposal to ensure residential amenity is reasonably preserved.
- Preparation of a Management Plan for the proposed use outlining security and safety measures, appropriate lighting, signage and maintenance.
- Preparation of a Stormwater Management Plan which considers the stormwater and drainage issues including water sensitive urban design and drainage infrastructure.
- Preparation of a Construction Management Plan and notification system to ensure the safety and amenity of customers using the car park and hotel use will be maintained during the construction phase as well as to ensure surrounding residents are aware of likely impacts.

6.4 **Section D – State and Commonwealth Interests**

6.4.1 *Is there adequate public infrastructure for the planning proposal?*

The existing public infrastructure is considered adequate for the planning proposal. As concluded within the Traffic & Transport Assessment, the site has good accessibility to public transport. Bus services are provided along both Epping Road and Herring Road. These bus services provide connections to Macquarie Centre, Macquarie University Railway Station, Epping and Sydney City. In addition the Macquarie University Railway Station is located 650 metres north-east of the site.

The site is located in an established urban area and is already provided with adequate utility connections.

6.4.2 *What are the views of the State and Commonwealth public authorities consulted in accordance with the gateway determination?*

This section of the planning proposal will be completed following consultation with the State and Commonwealth Public Authorities identified in the Gateway determination and will detail any issues raised by public authorities and address those issues as appropriate.

7 PART 4 – COMMUNITY CONSULTATION

Community and public authority consultation is to be undertaken in accordance with the statutory consultation provisions for rezoning and development applications. It is anticipated that a 28 day public exhibition period will be required.

8 CONCLUSION

This planning proposal has assessed the LEP amendment and proposed development in light of the relevant State and local planning policy and statutory requirements. The proposal has also been assessed in accordance with Council's key planning considerations outlined within Council's letter dated 16 April 2012. The proposal provides a suitable integration with existing land uses and will have minimal environmental impacts including traffic impacts on the surrounding road network. This assessment demonstrates environmental planning merits in association with the proposed development of a Dan Murphy's Liquor Store and subsequently better utilisation of a currently underutilised portion of the site. The planning proposal and proposed development have been considered in accordance with the relevant policies of Council, both current and draft, and is considered able to sufficiently satisfy the requirements of these policies.

This planning proposal has also identified issues to be the subject of further investigations to inform the detailed design of the development.

The site is zoned R2 Low Density Residential, and requires rezoning to facilitate the proposed development which is currently prohibited within the R2 Zone. The planning proposal also proposes the existing Ranch Hotel be included in Schedule 1 – Additional Permitted Uses within LEP 2010 for any future proposals. This planning proposal and the accompanying documents demonstrate the need for the LEP amendment and the justification for proceeding with the spot rezoning at this time. In this regard, the implications of not proceeding include the underutilisation of an existing site that already comprises commercial uses as well as not contributing to the further employment opportunities. The planning proposal and subsequent proposed development also makes good use of the existing infrastructure including public transport. It also improves the overall amenity of the site and streetscape presentation along Epping Road, which is in the public interest.

MILESTONE (AUST) PTY LIMITED

EPPING

BALACLAVA ROAD

EPPING ROAD

MACQUARIE UNIVERSITY
SP2

EXISTING WOOLWORTHS
B1

ROAD

R2

HERRING ROAD

MACQUARIE CENTRE
B4

SYDNEY CBD (17.6km)

LEGEND

- NEIGHBOURHOOD CENTRE (B1)
- COMMERCIAL CORE (B3)
- MIXED USE (B4)
- BUSINESS PARK (B7)
- ENVIRONMENTAL CONSERVATION (E2)
- LOW DENSITY RESIDENTIAL (R2)
- MEDIUM RESIDENTIAL (R3)
- PUBLIC RECREATION (RE1)
- INFRASTRUCTURE (SP2)
- SUBJECT SITE

The subject site is located along the busy Epping Road.

It is zoned as R2 low density residential according to the Ryde Council LEP 2010.



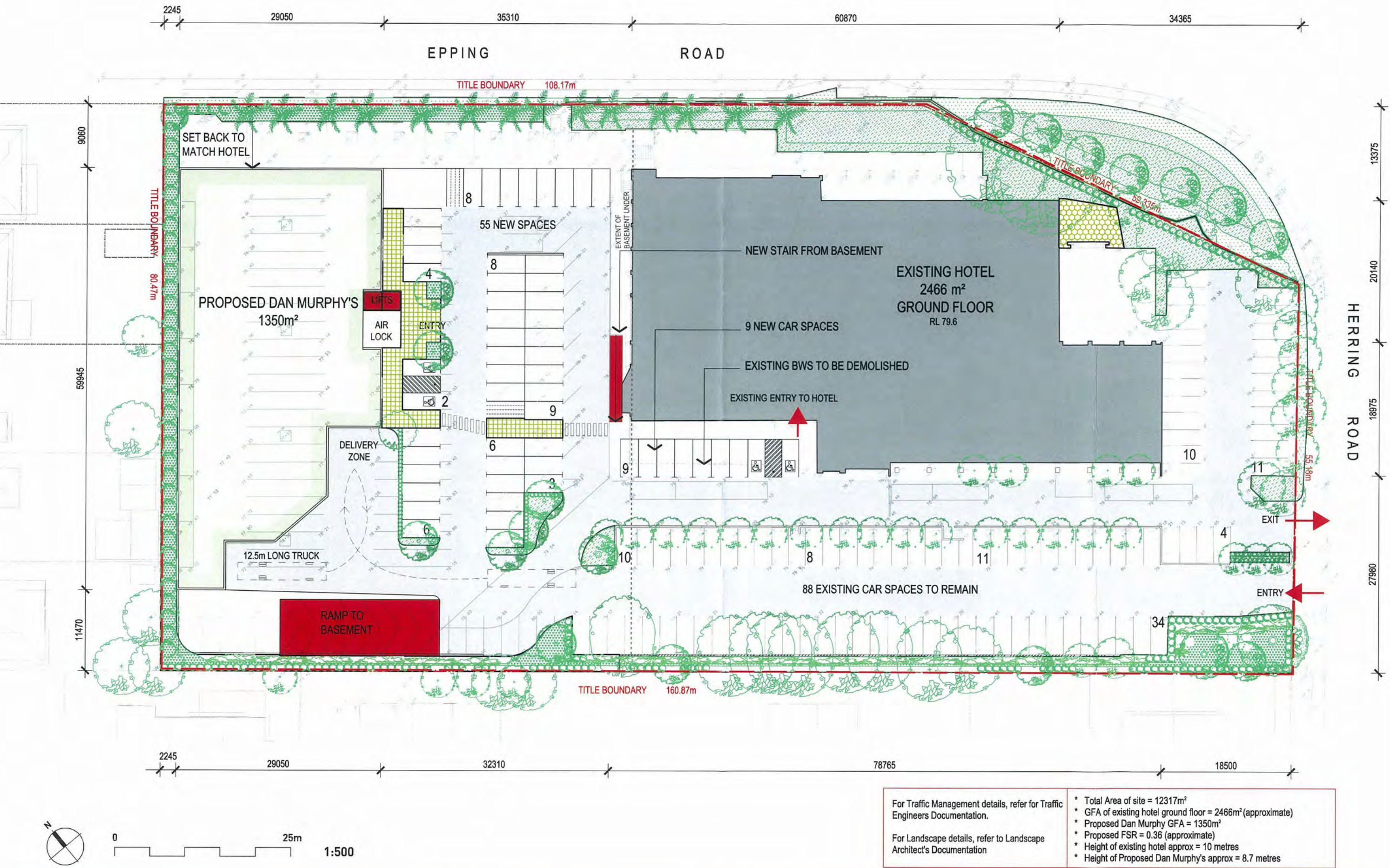
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EASTWOOD - THE RANCH

Dan Murphy's
Site Analysis

N11-056 15.06.2012
SK-04.1 SYD MEL PER
i2C.COM.AU





For Traffic Management details, refer for Traffic Engineers Documentation.

For Landscape details, refer to Landscape Architect's Documentation

- * Total Area of site = 12317m²
- * GFA of existing hotel ground floor = 2466m² (approximate)
- * Proposed Dan Murphy GFA = 1350m²
- * Proposed FSR = 0.36 (approximate)
- * Height of existing hotel approx = 10 metres
- * Height of Proposed Dan Murphy's approx = 8.7 metres

EASTWOOD - THE RANCH

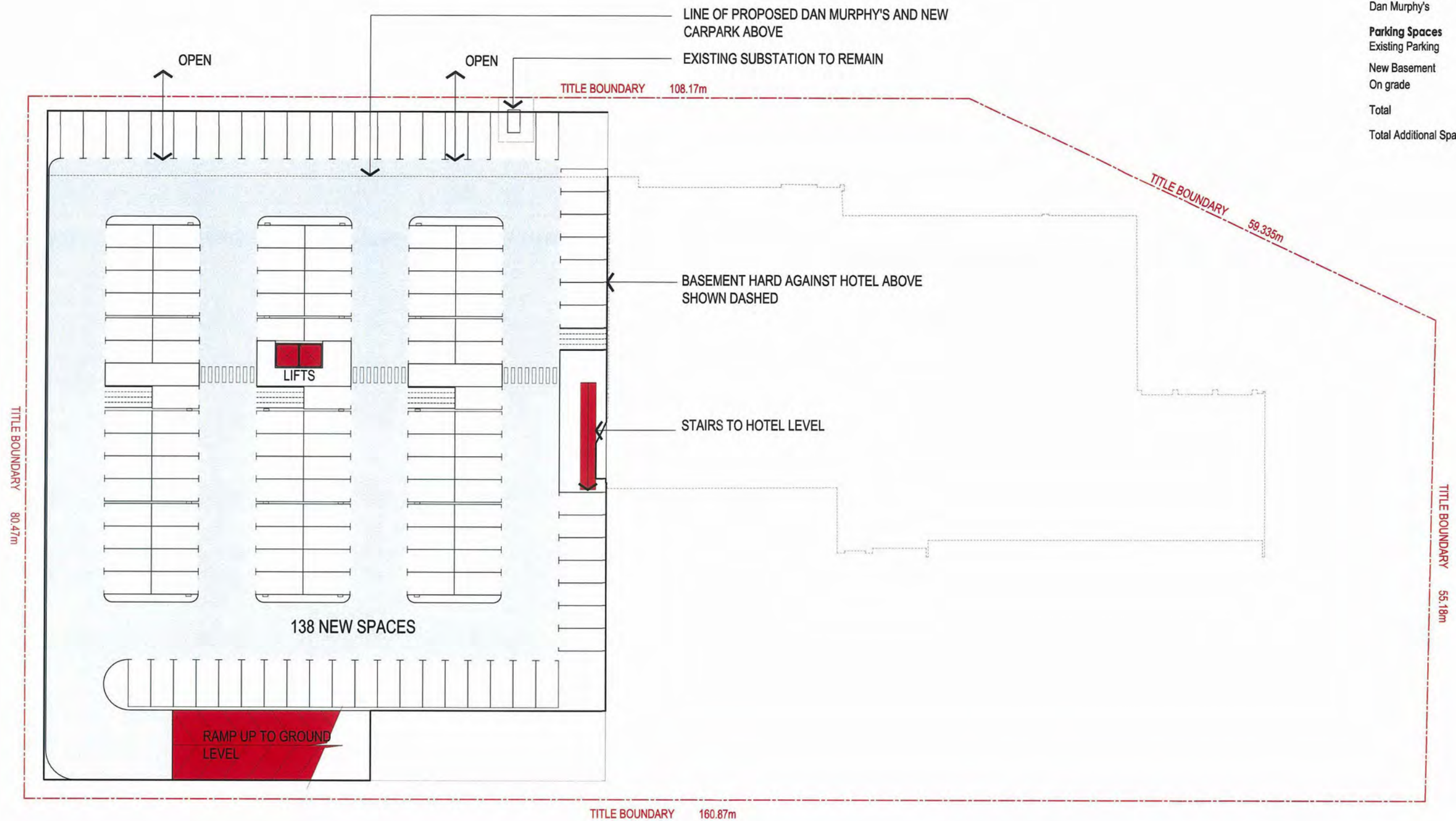
Dan Murphy's
Ground Floor Plan

N11-056 15.06.2012
SK-04.2 SYD MEL PER
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Site Analysis

Proposed Areas	
Dan Murphy's	1350 sq.m.
Parking Spaces	
Existing Parking	242 spaces
New Basement	138 spaces
On grade	143 spaces
Total	281 spaces
Total Additional Spaces	39 spaces

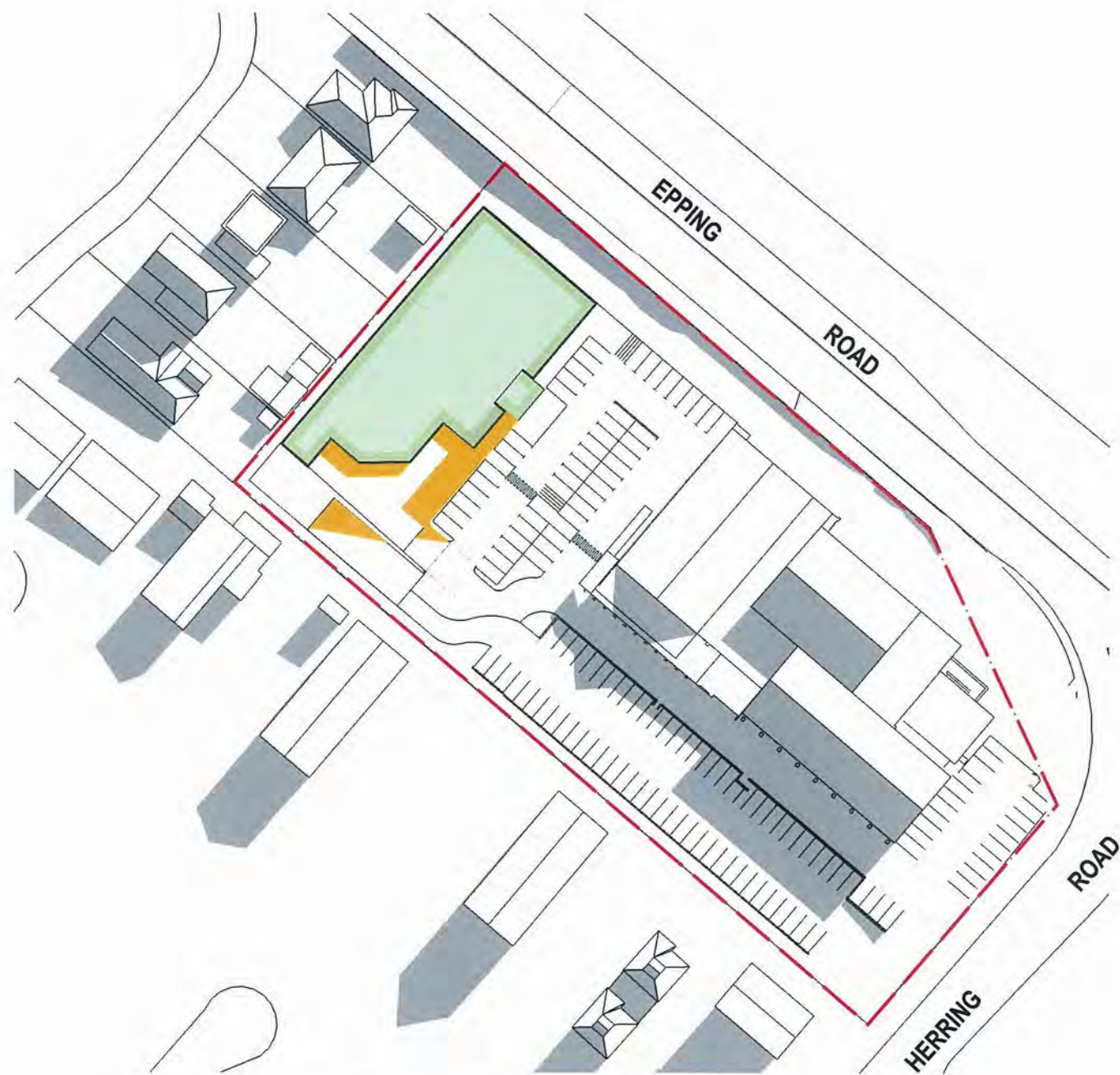


EASTWOOD - THE RANCH

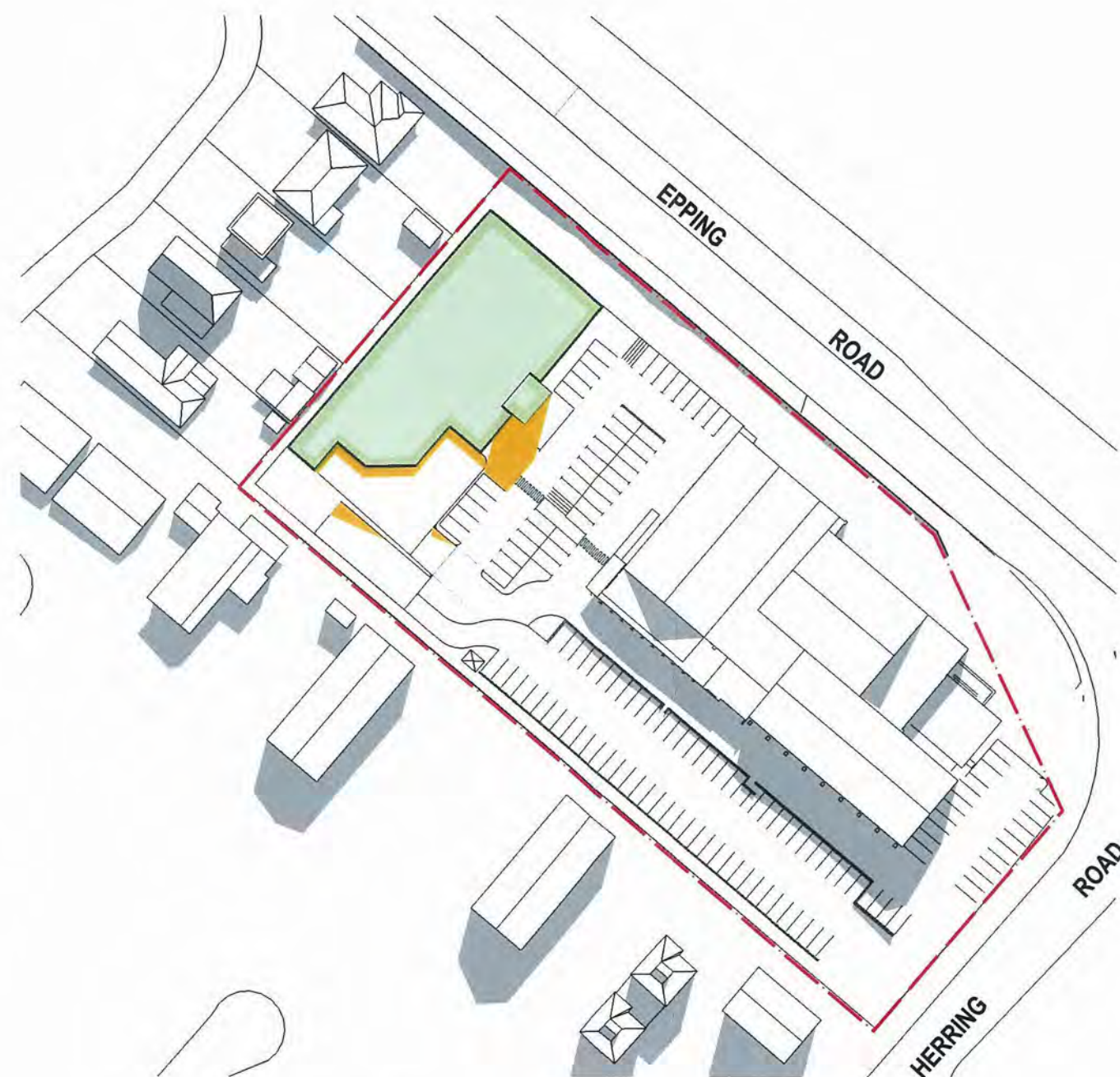
Dan Murphy's
Basement Plan

N11-056 | 15.06.2012
SK-04.3 | SYD MEL PER
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9AM WINTER SOLSTICE (JUNE 21ST)



11AM WINTER SOLSTICE (JUNE 21ST)



ADDITIONAL SHADOWS



PROPOSAL



BOUNDARY LINE

EASTWOOD - THE RANCH

Dan Murphy's

Shadow Diagram - 9am & 11am Winter Solstice

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SK-04.4 | SYD MEL PER
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1PM WINTER SOLSTICE (JUNE 21ST)



3PM WINTER SOLSTICE (JUNE 21ST)



ADDITIONAL SHADOWS



PROPOSAL



BOUNDARY LINE

EASTWOOD - THE RANCH

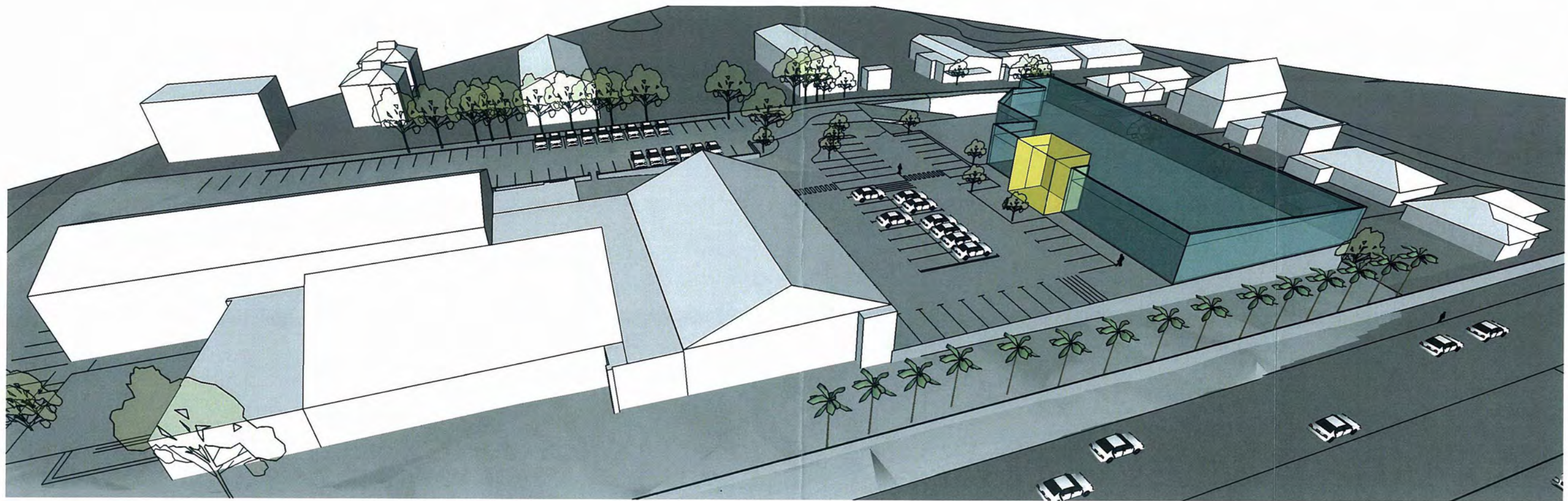
Dan Murphy's

Shadow Diagram - 1pm & 3pm Winter Solstice

N11-056 | 15.06.2012

SK-04.5 | SYD MEL PER
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AERIAL VIEW OF SITE



VIEW FROM EPPING ROAD



VIEW FROM EPPING ROAD

EASTWOOD - THE RANCH

Dan Murphy's
3D Mass Modelling

N11-056 | 15.06.2012
SK-04.6 | SYD MEL PER
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Ms Lisa Esposito
Director
Milestone
PO Box 288
Leichhardt NSW 2040

16 April 2012

Our ref: PCA2005/283

Dear Ms Esposito

108 Herring Road Marsfield (The Ranch) Lot 590 DP 656070

I refer to your meeting on the 21st March 2012 with council staff regarding the amendment to the planning provisions that relate to the above site. The proposed development includes:

- Alterations to the existing hotel and at-grade car park to remove the existing BWS drive through bottleshop
- Construction of a new Dan Murphy's Liquor Store (1,350sqm) with associated basement car parking and loading dock
- New business identification signage for the proposed Dan Murphy's Liquor Store

The proposed amendment to the planning control would require the land to be rezoned to a business zone, which would allow the development of part of the land for the purpose of a liquor store. A liquor store is defined as a commercial premise under the City of Ryde LEP 2010.

The planning amendment would be undertaken via a planning proposal and would specify the proposed new zoning for the site. Justification for the proposed new zoning and assessment of net community benefit should be considered. A submitted planning proposal should aim to ensure compliance with the provisions of the City of Ryde LEP 2010. In this regard the use of the site as a hotel should be permissible in any submitted planning proposal.

To undertake an assessment of the planning proposal the following documentation would be required:

Concept Plans

Concept plans are required for council staff and the public to determine the built form of the proposed rezoning. Along with a site plan, shadow diagrams should be included that assess the impacts of overshadowing on the properties in Waring St that back the site. Information regarding any signage to be placed at the site should also be included.

Operational Issues

Information regarding the hours of operation of the store

Environmental, Economic and Social Impact

The submission should refer to any relevant Ryde Local Planning Strategy studies. Specific issues that should be addressed include:

- employment opportunities that the rezoning will provide
- suitability of the site for residential uses which is a permissible use under the current zoning
- any negative impacts on the residential community should also be accompanied by a statement of measures to mitigate such impacts.

Traffic Analysis

A traffic analysis will be required to assess the impact of any increase in traffic resulting from the development. Specific issues to be addressed include the increase in traffic at the intersection of Herring Road and Epping Road as well as the effects on the neighbouring residential community.

Application Fee

Applications of this scale to amend Planning Instruments including planning proposals attract the following fees:

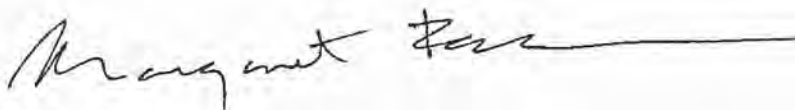
- Application fee - minor application \$8,230.00
- Advertising fee - minor application \$2,350.00

Can you please pay a total fee of \$10,580.00 when submitting the planning proposal.

Further information regarding these fees can be found at
<http://www.ryde.nsw.gov.au/Documents/Management+Plans/Fees+2011-12.pdf>

If you have any enquires please contact me on 9952 8226

Yours sincerely



Margaret Fasan
Team Leader – Design and Development

11 May 2012

ALH Group Pty Ltd
c/- Mr Anthony Merlin
Director
i2C Design and Management
PO Box 677
Glebe NSW 2037

Dear Anthony

EMPLOYMENT IMPACTS – PROPOSED DAN MURPHY’S, 108 HERRING ROAD, MARSFIELD

The proposed Dan Murphy’s development location at 108 Herring Road, Marsfield will result in additional on-going supportable employment as well as jobs through the supply chain, across industries servicing the retail tenant at the site such as transport workers, wholesalers and the like.

Furthermore, the construction phase of the project will support temporary construction employment as well as additional jobs through the broader economic supply chain (i.e. multiplier impacts).

The proposed Dan Murphy’s will entail the following:

- Alterations to the existing hotel and at-grade car park to remove the existing BWS drive-through bottle shop.
- Construction of a new Dan Murphy's Liquor Store (1,350 sq.m) with associated basement car parking and loading dock.

We are informed that the existing BWS drive-through bottle shop comprises some 200 sq.m and therefore the net increase in retail floorspace at the site will be some 1,150 sq.m GLA.

Table 1.1 illustrates the estimated net increase in direct employment that would be created if a new Dan Murphy's were to be developed at the subject site.

As shown the total employment created by the proposed development is expected to be in the order of 27 jobs. Accounting for the net loss of employment from the existing BWS, the net increase in employment at the subject site is expected to be 23 jobs.

Table 1.1 Estimated Net Additional Employment Proposed Dan Murphy's			
Type of use	Estimated employment per '000 sq.m	Dan Murphy's	
		GLA (sq.m)	Employment (persons)
BWS	20	200	-4
<u>Dan Murphy's</u>	<u>20</u>	<u>1,350</u>	<u>27</u>
Net Increase¹		1,150	23

1. Excludes non-retail components
Source: MacroPlan Dimasi, ALH,

Table 1.2 provides an estimate of the total additional employment that would be created as a result of the proposed Dan Murphy's, including indirect (i.e. multiplier induced) employment and temporary direct and indirect employment from the construction phase of the project.

To calculate the likely total economic stimulus that can be attributed to the proposed development, both due to the direct retail employment which it will create, and also due to its construction, we have relied upon ABS Australian National Accounts Input/output multipliers.

ABS Input/output multipliers measure general economic flows between industry sectors. There are several types of input/output multipliers that can be relied upon and we consider for the basis of estimating fairly small scale, and localised impacts, that employment multipliers are most suitable for estimating the employment effects of the proposed expansion.

We have been informed that the likely construction costs of the project will be in the order of \$6 million, which is influenced by the costs of excavation required for under-ground car-parking.

Based upon estimated construction costs of \$6 million, which is expected to occur over one year, estimated employment resulting from the construction of the project is expected to be 67 jobs per year, including 26 created directly and a further 41 resulting from multiplier induced effects.

As previously estimated, net employment resulting from the proposed expansion is expected to total 23 net jobs. Based upon the ABS employment multiplier for the retail industry we estimate this would also lead to a further 9 multiplier induced jobs.

The proposed expansion will therefore result in a significant stimulus to local employment within the City of Ryde as well as across the broader NSW economy.

Table 1.2
Indirect and Direct Employment
Proposed Dan Murphy's

Original stimulus	Estimated capital costs (\$M)	Direct employment	Supplier employment multiplier effects	Total	
Construction of project	6.0	26	41	67	Job years ¹
Centre employment ²		23	9	32	

* Employment totals include both full-time and part-time work

1. Indicates the estimated number of jobs over the life of the construction project, for the equivalent of one year

2. Indicates the estimated number of net additional ongoing jobs as a result of the proposed development

Source: ABS, Rawlinsons; MacroPlan Dimasi

Yours sincerely



Tony Dimasi
Managing Director
Retail

LANDSCAPE NOTES 108 HERRING ROAD, MARSFIELD:

SITE AND LEVELS UNDERSTANDING AND OTHER INFORMATION HAS RELIED UPON SURVEY AND ARCHITECTURAL PLANS.

FULL SITE INVESTIGATION IS RECOMMENDED FOR DA PHASE INCLUDING SOIL TESTING. SPECIFICATIONS TO INCLUDE PROTECTION OF ALL EXISTING RETAINED TREES ACCORDING TO AS 4970 INCLUDING HAND TOOLS AND HAND PLANTING TO BE USED WITHIN DRIP LINE OF EXISTING TREES.

PROPOSED PLANT SCHEDULE TO BE ADAPTED FROM COUNCIL'S RECOMMENDED LIST AND NOMINATED SPECIES. QUANTITIES AND EXACT LOCATIONS WILL NEED TO BE DETERMINED AT CC STAGE DUE.

SOIL TESTING WILL BE REQUIRED BEFORE DETERMINATION OF USE OF SOIL APPROACH METHOD, STOCKPILING, USE OF EXISTING SITE SOIL (PREFERRED), IMPROVED OR IMPORTED SOIL.

108 HERRING ROAD, MARSFIELD
LANDSCAPE NOTES AND CALCULATIONS:

TOTAL NUMBER OF TREES PROPOSED FOR REMOVAL: 32
OF THAT:

12 x *Platanus x hybrida* - London Plane Tree
3 x *Prunus* sp
9 x *Syagrus romanzoffianum* - Cocus Palm
3 x *Ligustrum* spp - Privet
3 x *Populus* spp, *deltoides* - Poplar Tree
1 x *Grevillea robusta* - Silky Oak
1 x *Ficus benjamina* - Indoor fig.

OF THAT

TOTAL NUMBER OF TREES ON RYDE COUNCIL DCP 2010, (NOXIOUS WEED LIST, P.5, TABLE: 9.6.01): 17
DECIDUOUS EXOTIC SPECIES FOR REMOVAL: 15
TOTAL REPLACEMENT/ADDITIONAL TREES: 21

TOTAL NET GAIN OF LANDSCAPE AREA: 14.8m²
OF THAT: LOSS OF LANDSCAPE AREA: 32m²
(ALL 2x2m CAR PARK TREE PITS)
PROPOSED NEW LANDSCAPE PLANTING AREA: 46.8m²
OF THAT PROPOSED: 23.8m² ON SLAB AND 23m² ON GRADE.

NOTE: ADDITIONAL LANDSCAPE INCLUDES UPGRADE OF EXISTING SHRUBS AND UNDERSTOREY PLANTING AND REPLACEMENT OF EXISTING EXOTIC AND TURF SPECIES AS NOTED ON PLANS.

LANDSCAPE PACKAGE INCLUDES DRAWINGS:
L_101 LANDSCAPE PLAN AT A1 SIZE AND
L_102 LANDSCAPE CALCULATIONS AND NOTES AT A3 SIZE

Proposed Plant Schedule - for Rezoning Application only
108 Herring Road, Marsfield

Symbol	Botanic Name	Common Name	approx. size in Context (height x width) (m)	Pot Installation Size	Native	form	size / features
Trees							
Abak	<i>Angophora bakeri</i>	Narrow leafed apple box	8 x 3	100L	Native*	tree	small
Acost	<i>Angophora costata</i>	Smooth bark apple	5 x 3	45L	Native*	tree	med
Bmar	<i>Banksia marginata</i>	silver banksia	4 x 1.5	40L	Native	tree	small
Csal	<i>Callistemon salignus</i>	Willow bottlebrush, cream	6 x 2.5	40L	Native	tree	sm-med
Eglob	<i>Eucalyptus globoides</i>	White stringybark	16 x 3.5	75L	Native*	tree	tall
Ehaem	<i>Eucalyptus haemostoma</i>	scribbly gum	9 x 3	75L	Native*	tree	med
Epunc	<i>Eucalyptus punctata</i>	Grey gum	16 x 4	75L	Native*	tree	tall
Erace	<i>Eucalyptus racemosa</i>	Snappy Gum, Scribbly	12 x 3	100L	Native*	tree	med-tall
Mquin	<i>Melaleuca quinquinervia</i>	Paperbark tree	12 x 4	75L	Native	tree	med to larg
Msty	<i>Melaleuca styphelioides</i>	Prickly paperbark	6 x 2	75L	Native	tree	sm-med
Melin	<i>Melaleuca linariifolia</i>	flax leafed paperbark	8 x 3	45L	Native*	tree	small
Meaf	<i>Melastome affine</i>	Native Lassandra tibouchina	4 x 2	45L	Native	tree	small
Ssin	<i>Stenocarpus sinuatus</i>	Fire wheel tree	6 x 2.8	75L	Native	tree	med
Tall Shrubs and Screen Planting							
Acfalc	<i>Acacia falcata</i>	sickle wattle	2.5 x 1	150mm	Native*	shrub	revegetatio
Aclin	<i>Acacia linifolia</i>	white wattle	1.8 x 1.5	150mm	Native*	shrub	med
Aurh	<i>Auranticarpa rhombifolium</i>	rough fruited pittosporum	4 x 1.6	300mm	Native*	tall shrub	screen/sm
Bani	<i>Backhousia anisata</i>	Anise myrtle	3 x 1.8	300mm	Native	tall shrub	tall
Bspi	<i>Banksia spinulosa</i> var. <i>spinulosa</i>	haripin banksia	3 x 1.5	300mm	Native cv.	shrub	tall
CalC	<i>Callistemon 'Candelabra'</i>	yellow bottlebrush	2.5 x 1.5	45L	Native	shrub	med
CWA	<i>Callistemon 'White Anzac'</i>	White bottlebrush	2.8 x 2	300mm	Native	shrub	tall
Cgum	<i>Ceratopetalum gummiferum</i>	NSW Christmas Bush	6 x 3	45L	Native	tall shrub	tall
GreWC	<i>Grevillea 'White Candelabra'</i>	fastigate grevillea	3 x 0.9	200mm	Native	tall slender	fastigate
laus	<i>Indigofera australis</i>	Austral Indigo	2 x 1.5	45L	native	shrub	med-tall
LepA	<i>Leptospermum 'Aphrodite'</i>	Pink and White tea tree	2.5 x 1.5	300mm	Native	shrub	screen
LepCh	<i>Leptospermum 'Chenish'</i>	White tea tree shrub	2 x 1.4	300mm	Native	shrub	screen
MeICT	<i>Melaleuca linariifolia 'Claret Tops'</i>	Clarets top paperbark	1.5 x 1	200mm	Native cv.	shrub	med
Posam	<i>Polyscias sambucifolia</i>	elderberry panax, ornamental ash	4 x 2	300mm	Native*	shrub	screen
Low Shrubs							
Dtri	<i>Dodonaea triquetra</i> (and cvs.)	native hop bush	0.8 x 1	300mm	Native*	tall shrub	med
Kuamb	<i>Kunzea ambigua</i>	Tick Bush	2.5 x 1.5	300mm	Native	shrub	med
LepF	<i>Leptospermum 'Freya'</i>	upright pink tea tree	1.5 x 0.9	200mm	Native cv.	shrub	med
LME	<i>Leptospermum 'Mesmer Eyes'</i>	Pink/White Tea tree	1.2 x 1	300mm	Native cv.	shrub	med
LoLB	<i>Leptospermum obovatum 'Lemon Bun'</i>	tea tree compact hedge	0.8 x 0.8	300mm	Native cv.	shrub	low
Mthy	<i>Melaleuca thymifolia</i>	thyme Honey Myrtle	1 x 1.2	200mm	Native	shrub	low
MeiWL	<i>Melaleuca thymifolia 'White Lace'</i>	Thyme leaved Honey Myrtle	1.5 x 1.2	200mm	Native cv.	shrub	low-med
PsEW	<i>Pimelia sylvestris 'Edna Walling Rice Flower'</i>	Rice Flower	0.4 x 0.3	150mm	Native cv.	low shrub	groundcove
RhPT	<i>Rhodanthe anthemoides 'Paper Trail'</i>	Rhodanthe white daisy	0.3 x 0.4	150mm	Native cv.	low shrub	groundcove
Sfla	<i>Sticherus flabellatus</i>	Umbrella fern	0.5 x 1	200mm	Native	low shrub	shade fern
Groundcovers, trailing plants and combination ground dwelling + twining climbers							
Brub	<i>Bauera rubioides</i>	Dog Rose	1.5 x 2	200mm	Native	low shrub	groundcove
Hobt	<i>Hibbertia obtusifolia</i>	Climbing Guinea Flower	climber/ground trailer	200mm	Native	gcove	climber
Hsun	<i>Hibbertia 'Sun Drops'</i>	Climbing Guinea Flower	climber/ground trailer	200mm	Native cv.	gcove	climber
Hsca	<i>Hibbertia scandens</i>	Climbing Guinea Flower	climber/ground trailer	200mm	native	groundcove	climber
KambPF	<i>Kunzea ambigua 'Prostrate Form'</i>	prostrate kunzea tick bush	0.3 x 1.2	200mm	Native cv.	low shrub	groundcove
LWW	<i>Leptospermum 'White Wave'</i>	White Tea Tree cascading	0.5 x 1	200mm	Native	groundcover	spillover
Ppan	<i>Pandorea pandoreana</i>	Wonga wonga vine	climber/ground trailer	150mm	Native	climber	climber
Accent and Feature 2nd tier canopy plants							
Bnud	<i>Blechnum nudum</i>	undulating fern	0.6 x 0.4	200mm	Native	fern	accent
Dexc	<i>Doryanthes excelsior</i>	Gynea Lilly	1.5-3 x 1.5	45L	native	accent	nsw
Kuva	<i>Kniphofia uvaria</i>	Red Hot Poker	0.4 x 0.4	200mm	exotic	accent	perennial
Sjun	<i>Strelitzia juncea</i>	Bird of Paradise	0.5 x 0.25	300mm	exotic	accent	boarder
Sreg	<i>Strelitzia reginae</i>	Bird of Paradise	0.8 x 0.3	300mm	exotic	accent	mass
Sedges, rushes, and ornamental Grasses							
DKA	<i>Dianella 'King Alfred'</i>	rhizomatous Dianella	0.6 x 0.6	150mm	Native cv.	trappy gras. cultivar	
Fnod	<i>Ficinia nodosa</i> syn. <i>Issolepis</i>	knobby club rush	0.4 x 0.3	150mm	Native	grass	biofiltration
Fnod	<i>Ficinia nodosa</i> syn. <i>Issolepis</i>	knobby club rush	0.4 x 0.3	150mm	Native	grass	stabilisatio
Llon	<i>Lomandra longifolia 'Tanika'</i>	Matting Lomandra	1.1 x 1.1	200mm	Native	grass	stabilisatio
Taus	<i>Themeda australis</i>	kangaroo grass (Mingo)	0.8 x 0.6	tube	Native cv.	grass	seedhead

* Native* denotes species that are listed as being locally native to the site area.

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Registered Landscape Architect A/LA (R011510)

The contractor shall check and verify all work on site (including work by others) before commencing the landscape installation. Any discrepancies are to be reported to the Project Manager or Landscape Architect prior to commencing work. Do not scale this drawing. Any required dimensions not shown must be referred to the Landscape Architect for confirmation. The Contractor must not construct from this drawing unless it is marked 'Issue for Construction'. The Contractor acknowledges this drawing may be one of a number of drawings which together document the landscape design and works.

LEGEND

Issue	Revision Description	Drawn	Check	Date
A	Landscape - Rezoning Application	EDH	EDH	15.06.12



H A E G E
LANDSCAPE ARCHITECTS

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REZONING APPLICATION

Client: ALH Group Pty. Ltd

Architect: i2C Design + Management

Project: 108 Herring Road, Marsfield
'The Ranch'. Proposed Dan Murphy's

Drawing Name: Landscape Calculations, Notes and Planting Schedule
Plan 2 of 2 (A3 size)

Scale: na

Scale bar:

Drawn by: EDH
Job Number: 1206_a

Approved: EDH
Drawing Number: L_102
Issue: A



Rezoning of Land Feasibility Analysis, 108 Herring Road, Marsfield

Traffic & Transport Assessment

Job Number: CG120315
Prepared for ALH Group
15 June 2012



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Document Control

Version	Date	Author	Reviewer
F01	15 June 2012	Scott Davis	Ernie Mensforth

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Annexes

Annex 1:	Turning Movement Survey Results
Annex 2:	Loading Swept Path Analysis

1 Introduction

Cardno has been engaged by ALH Group to prepare a report on the car parking and traffic related impacts of the proposed rezoning of the land addressed 108 Herring Road, Marsfield from R2 Low Density Residential zone to B1 Neighbourhood Centre, to enable the development of a Dan Murphy's Liquor Store (1,350m²) with associated loading dock and basement parking, in lieu of the bottle shop with drive-through services facility that currently exists as part of The Ranch Hotel development at the site.

In preparing this report, the subject site and environs have been inspected, plans of the development reviewed and car parking and vehicle movement surveys undertaken and analysed.

2 Existing Conditions

2.1 Location and Land Use

The subject site is a rectangular shaped lot covering an area of approximately 12,317m² with frontages of approximately 162 metres and 80 metres to Epping Road and Herring Road respectively.

The Ranch Hotel is located on the subject site which comprises bar and lounge areas along with a bistro, 14 hotel rooms, a TAB and a BWS drive-through bottle shop.

The subject site has an existing at-grade car park with a total supply of 242 spaces which is accessed via fully directional crossovers to Herring Road.

The proposed Dan Murphy's store is to be established at the north-western end of the site as a separate building.

The surrounding area is predominantly residential, with a hotel and church opposite the site over Epping Road, the Macquarie University located further north along with the Macquarie Shopping Centre and the Macquarie Centre business park is located to the east along Epping Road.

The location of the subject site is shown Figure 1.

Figure 1: Site Locality



2.2 Road Network

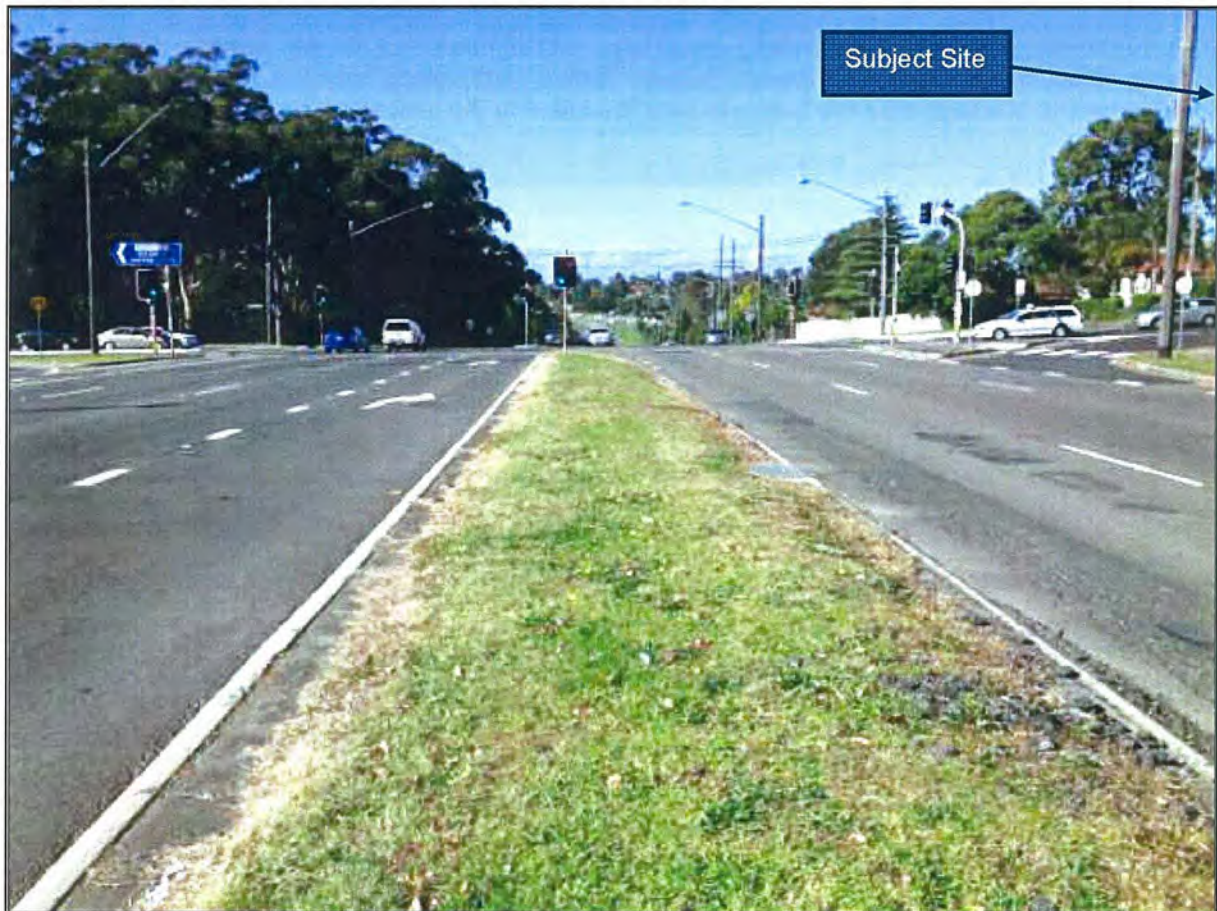
Epping Road is a declared main road extending from Beecroft Road in Epping through to the Pacific Highway in Lane Cove.

Epping Road operates with a dual carriageway with a wide median strip and three trafficable lanes in each direction flared at intersections to provide auxiliary turning lanes.

In the vicinity of the site Epping Road operates with a posted speed limit of 80 km/h. Clearway restrictions apply between the hours of 6am-10am and 3pm-7pm Monday to Friday on both carriageways.

Figure 2 shows Epping Road facing east adjacent the frontage of the subject site.

Figure 2: Epping Road facing east adjacent the subject site



Herring Road is a major local road that extends from Bridge Road in the south through to Talavera Road in the north.

In the vicinity of the site Herring Road operates with a posted speed limit of 60 km/h.

At the site's access point, Herring Road operates with one wide trafficable lane in each direction which generally allows for vehicles to pass those waiting to turn into the subject site or other surrounding properties. 'No Stopping' parking restrictions apply across the entire Herring Road frontage of the subject site.

Figure 3 shows Herring Road, facing south adjacent the subject site.

Figure 3: Herring Road facing south adjacent the subject site



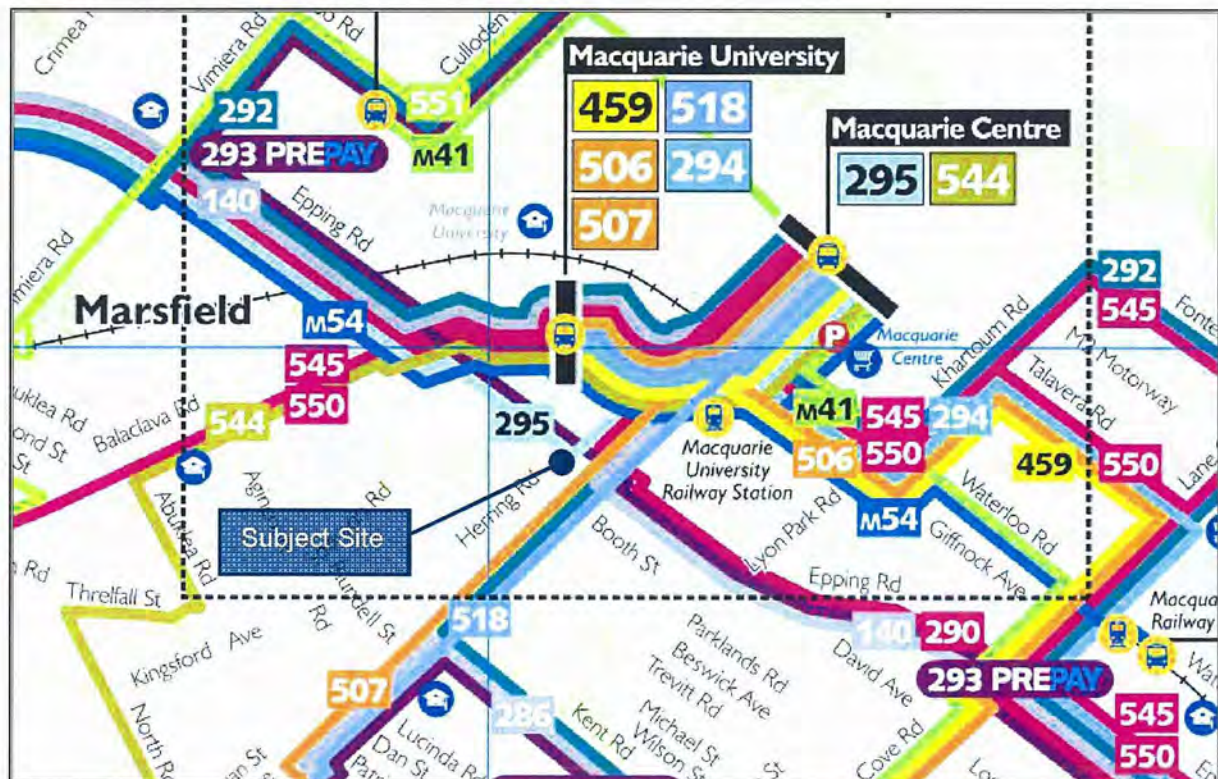
2.3 Public Transport

The site has an excellent level of accessibility to public transport services with several bus routes accessible from the frontage of the site. The Macquarie University railway station is located approximately 650 metres northeast of the site, providing access to the city and beyond. The services immediately available to the site are summarised in Table 1 and illustrated in Figure 4.

Table 1: Public Transport

Service	Route No.	Description	Stop Location
Bus	288	Epping – Macquarie Centre – Freeway - City	Herring Road (site frontage)
	507	Macquarie University – Ryde – Putney – City	Herring Road (site frontage)
	518	Macquarie University – Ryde – Drummoyne – City	Herring Road (site frontage)
	140	Manly – Macquarie University – Epping	Epping Road (50m)
	290	Epping – Macquarie Centre – Pacific Hwy - City	Epping Road (50m)
	293 (prepay)	Marsfield – Lane Cove Tunnel - City	Epping Road (site frontage)
	295	North Epping – Macquarie Centre	Epping Road (site frontage)
Train		Northern Line	Macquarie University Railway Station (650m northeast of site)

Figure 4: Surrounding Public Transport Services

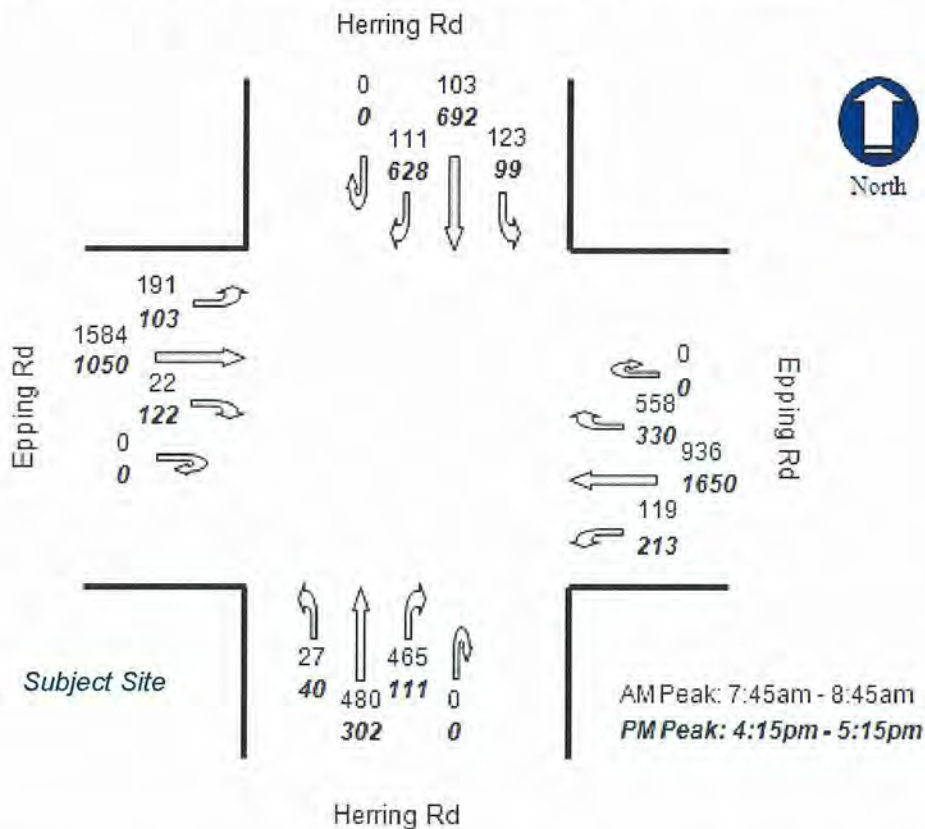


2.4 Existing Traffic Volumes

Traffic turning movement counts were commissioned by Cardno at the intersection of Epping Road and Herring Road on Friday 1st June 2012 from 7:30am – 10:00am and 3:00pm – 6:30pm. These surveys were scheduled to quantify the total traffic activity at the intersection during the commuter peak periods.

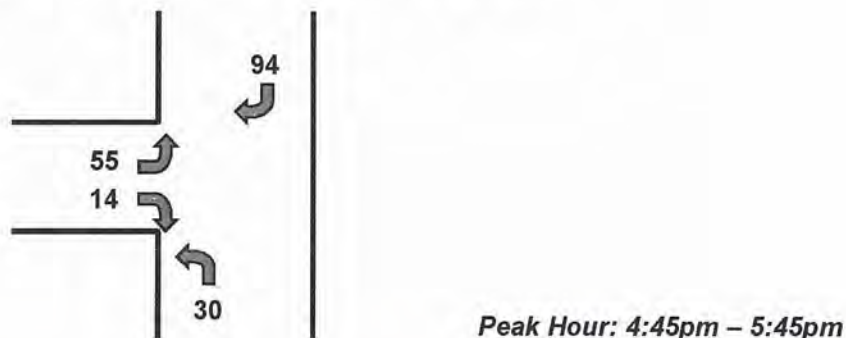
The morning and evening peak hours for this intersection were found to occur between the hours of 7:45am – 8:45am and 4:15pm – 5:15pm respectively, the results of which are illustrated in Figure 5 (Refer Annex 1 for full turning movement results).

Figure 5: Epping Road / Herring Road - Existing Peak Traffic Volumes



Vehicle movement counts were also undertaken at the existing site access point to/from Herring Road between the hours of 10:00am – 11:00pm. The peak hour for site ingress/egress movements was recorded between 4:45pm and 5:45pm, at which time 197 vehicles utilised the existing crossover, comprising of 124 entering vehicles and 73 exiting vehicles, as shown in Figure 6.

Figure 6: Site Access - Existing Peak Traffic Volumes



2.5 Intersection Performance

SIDRA Intersection is a computer program developed to aid in the design and analysis of both signalised and unsignalised intersections. One of the major performance measures calculated by Sidra Intersection is the Level of Service (LoS), which is a comparative measure which provides an indication of the operating performance of an intersection in accordance with the average delay per vehicle as outlined in Table 2.

Table 2: Intersection Performance - Level of Service

Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabout
A	less than 14	Good operation
B	15 to 28	Good with acceptable delays and spare capacity
C	29 to 42	Satisfactory
D	43 to 56	Operating near capacity
E	57 to 70	At capacity: at signals incidents will cause excessive delays Roundabouts require other control mode
F	More than 70	Unsatisfactory and requires additional capacity

SIDRA Intersection was utilised to analyse the intersection of Epping Road and Herring Road in conjunction with typical parameters for signalised intersections, as set out in the Austroads Roadway Capacity Manual. The intersection has been modelled with existing geometry and network peak hour traffic volumes. Commercial vehicle ratios of 2% have been applied.

A summary of the SIDRA Intersection performance results for the current traffic operations are shown in Table 3.

Table 3: Pre Development Intersection Performance

Intersection	Approach	AM Peak Hour		PM Peak Hour	
		Average Delay (seconds)	LoS	Average Delay (seconds)	LoS
Epping Road / Herring Road (Signalised)	North	L	18.4	B	13.5
		T	39.8	C	131.0
		R	60.3	E	142.2
	East	L	8.3	A	16.1
		T	43.9	D	161.5
		R	131.1	F	173.2
	South	L	12.0	A	27.5
		T	74.0	F	41.8
		R	60.6	E	69.6
	West	L	7.6	A	7.6
		T	145.9	F	52.3
		R	57.1	E	86.5

A review of Table 3 indicates that several specific movements at the intersection of Epping Road and Herring Road current operate with undesirably long delays and generally unsatisfactory operating conditions. During the AM peak hour specific movements that operate at LoS F include the Through movements from the south along Herring Road and from the West along Epping Road. Additionally, the right turn movements from all 4 approaches to the intersection operate at LoS E or F.

Similarly, during the PM peak hour the Through movements from the north along Herring Road and from the east along Epping Road operate at LoS F as do the Right turn movements from all approaches other than the Herring Road (south) approach which provides LoS E.

These results are in line with the findings of the Macquarie Park Traffic Study, July 2008.

Notwithstanding, it is emphasised that the most relevant use of this analysis is to compare the relative change in the performance parameters as a result of the proposed development as discussed further in Section 5.3 of this report.

2.6 Existing Parking Generation

The number of cars parked within the existing car park at the subject site, was recorded just prior to commencement of the site access turning movement counts (9:59am) and immediately following the counts at 11:01pm. This enabled the total accumulation of cars within the site to be calculated throughout the day of the traffic counts (Friday 1st June 2012) that recorded movements to and from the site. (N.B. – Conservatively assumes all cars within the site are occupying parking spaces).

The peak occupancy was recorded at 1:15pm at which time 143 vehicles were parked within the site, which equates to a peak utilisation ratio of 59% occupancy of the available on-site parking spaces, for a typical Friday.

The parking demand within the site as it varies with the time of day during the survey is shown in Figure 7.

Figure 7: Existing Car Parking Demand (Friday 1st June 2012)



The survey reveals that no fewer than 99 car parking spaces were vacant at all times throughout the survey period. This suggests an existing surplus supply of parking at the site.

3 Proposed Development

3.1 General

It is proposed to demolish the existing BWS drive through bottle shop and construct a 1,350m² Dan Murphy's liquor store as a separate building on the northwest portion of the site, with basement level car parking.

Review of architectural plans dated 15th June 2012 indicate the car parking layout and access provisions are to be modified in order to provide improved circulation and parking facilities within the site.

The proposed modifications to the on-site car park will result in a net gain of 39 spaces, bringing the overall supply to 281 spaces. The new basement car parking area is to account for 138 spaces of the total supply. Four (4) disabled bays are also proposed as part of the overall supply.

3.2 Design Considerations

The proposed access / car park layout has been designed to meet the minimum dimensional requirements of the Australian Standards AS2890.1, with 6.6 metre aisle widths and all parking spaces 5.4 metres long and 2.6 metres wide, making it functional for User Class 3 as appropriate.

Disabled parking bays have also been designed with a shared area in accordance with the layout requirements of AS2890.1. for 'disabled' parking spaces.

3.3 Loading Arrangements

Loading for the proposed Dan Murphy's store will occur on the southern side of the building within a designated loading area away from pedestrian entry points. The largest anticipated vehicle utilised by the Dan Murphy's store will be a 12.5 metre rigid vehicle.

Trucks will access the site via the existing crossover on Herring Road and are provided with a turnaround facility to enable entry and exit in a forwards direction.

Swept path analyses have been undertaken to demonstrate that a 12.5 metre rigid truck can adequately access the loading area, entering and exiting the site in a forwards direction. The swept path analyses is provided in Annex 2 to this report.

4 Car Parking Considerations

4.1 Statutory Parking Requirements

The car parking requirements of the proposed Dan Murphy's Liquor Outlet are outlined in the Ryde DCP 2010 which stipulates a car parking provision for "retail premises" at the following rates:

- One space per 25m² of Gross Floor Area, with 3% of spaces to be wide bays suitable for the use of motorists with 'disabled' parking permits.

Application of the abovementioned rate to the proposed 1,350m² yields a statutory requirement for 54 spaces, including 2 'disabled' bays.

4.2 Empirical Assessment

Cardno has undertaken car parking surveys at a number of existing Dan Murphy's liquor outlets. These surveys indicate peak parking demands ranging from 2.3 to 3.3 with an average of 2.8 spaces per 100m². The peak hour was found to occur towards the late afternoon.

If, for the purpose of a conservative assessment, a slightly higher parking generation rate of 3.5 spaces / 100m² is assumed for the Dan Murphy's liquor outlet proposed at the subject site, the peak parking demand generated would be 47 car parking spaces.

4.3 Parking Credit

The removal of the existing BWS bottle shop (126m²) results in a parking credit of 5 spaces in accordance with the Ryde DCP car parking rates.

4.4 Adequacy of Parking Provision

The proposed car parking layout will provide a total of 281 spaces, a net increase of 39 spaces, including 138 spaces located in the basement car park below the Dan Murphy's store. The proposed Dan Murphy's store is anticipated to generate a peak parking demand no greater than 47 spaces.

The car parking occupancy surveys detailed in Section 2.6 of this report indicate that the peak demand for the existing uses on-site is currently around 143 spaces, which includes the demand generated by staff and customers of the existing BWS liquor store.

Therefore the anticipated peak parking demand for the site equates to 185 spaces (143 + 47 - 5).

It is therefore concluded that the proposed car parking provision is more than sufficient to satisfy the additional peak parking demand likely to be generated by staff and patrons of the proposed 1,350m² Dan Murphy's store.

5 Traffic Considerations

5.1 Anticipated Traffic Generation

The RTA Guide to Traffic Generating Developments does not stipulate a land use traffic generation rate for Drive-in liquor stores (Section 3.6.6).

The aforementioned case study undertaken at existing Dan Murphy's outlets, also recorded all traffic activity to and from an outlet in Rowville, Victoria which is comparable in size to the proposed store 1,380m². These surveys recorded a peak traffic generation rate equivalent to 22.2 traffic movements per 100m² coinciding with evening peak periods. The traffic generated by the proposed store during the morning commuter peak period is expected to be negligible.

For the purpose of this analysis a peak traffic generation rate of 23 vehicle movements per hour per 100m² of retail floor area is adopted.

Application of this rate to the 1,350m² floor area proposed equates to a peak traffic generation of 310 vehicle movements during the peak hour which can be expected to be split equally between movements to and from the site.

Application of the 50/50 split equates to an anticipated peak hour traffic generation of 155 inbound movements and 155 outbound movements.

The drive-through bottle shop component of the BWS liquor store which is to be demolished would have generated a peak of 29 vehicle movements to and from the site adopting the equivalent rates.

A comparison of the traffic activity generated to and from the subject site by the existing BWS store with that likely to be generated by the proposed Dan Murphy's store, during the Friday evening peak, is provided in Table 4.

Table 4: Traffic Volumes – Typical Friday PM peak hour

	Inbound (vph)	Outbound (vph)	Total (vph)
Existing BWS	15	14	29
Proposed Dan Murphy's	155	155	310
Net Change	+140	+141	+281

A review of the Table 4 comparison reveals that the proposed Dan Murphy's outlet can be expected to generate in the order of an additional 281 vehicle movements to or from the site per hour during the Friday evening peak hour.

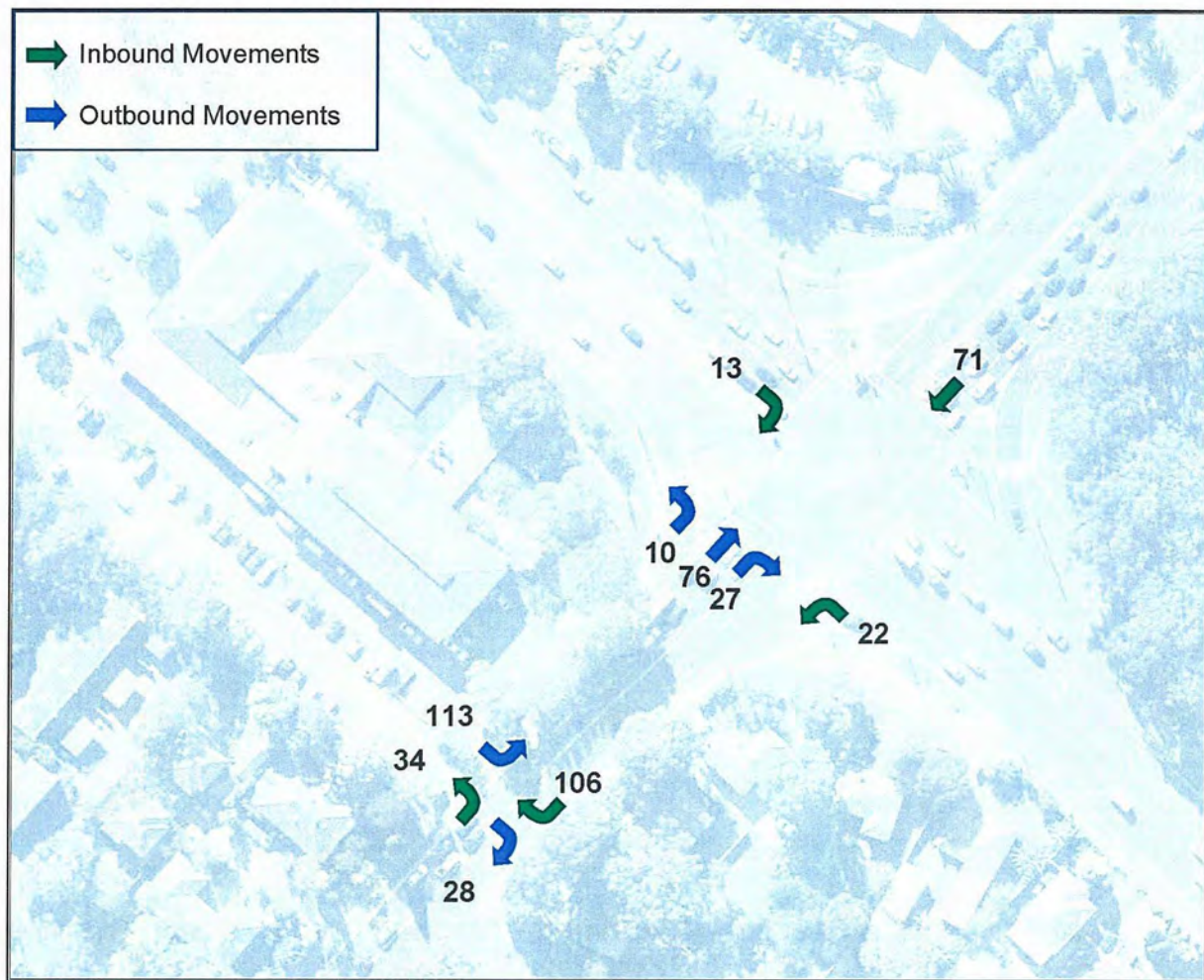
It is however likely that some of this anticipated traffic activity generated to and from the Dan Murphy's outlet will be traffic already using Epping Road or Herring Road that is diverted into the site. Accordingly, such traffic is NOT new to the Epping Road / Herring Road intersection.

5.2 Traffic Distribution

For the purposes of this assessment, the distribution of the estimated 281 additional traffic movements, generated to and from the site by the proposed Dan Murphy's store, is assumed to be the same as the current distribution of movements to and from the site and at the Epping Road / Herring Road intersection as recorded by the aforementioned traffic surveys.

The resulting assignment of anticipated additional traffic movements into and out of the site and at the intersection of Epping Road and Herring Road as shown in Figure 8.

Figure 8: Additional Traffic Distribution



5.3 Traffic Impact

To assess the impact of the proposed development on the surrounding road network, SIDRA has been used to analyse the post development traffic volumes with the proposed road network, as shown in Figure 8.

The intersection has been analysed during the PM peak period to coincide with the peak traffic generation of the proposed Dan Murphy's outlet, and compared with the existing conditions, with a summary of the results shown in Table 5.

Table 5: Post Development Intersection Performance

Intersection	Approach		Existing Conditions PM Peak Hour		Post Development PM Peak Hour	
			Average Delay (seconds)	LoS	Average Delay (seconds)	LoS
Epping Road / Herring Road (Signalised)	North	L	13.5	A	13.5	A
		T	131.0	F	141.4	F
		R	142.2	F	160.5	F
	East	L	16.1	B	17.2	B
		T	161.5	F	183.3	F
		R	173.2	F	173.2	F
	South	L	27.5	B	26.1	B
		T	41.8	C	40.7	C
		R	69.6	E	70.6	F
	West	L	7.6	A	7.6	A
		T	52.3	D	53.3	D
		R	86.5	F	92.3	F

A review of Table 5 indicates that the intersection will operate with virtually unchanged operating conditions from those currently experienced during the evening peak hour.

The moderate increase in average delays shown in Table 5 are low in traffic engineering terms and it is therefore considered that the proposed development will have a negligible impact on the surrounding road network.

6 Summary & Conclusions

Based on the preceding investigations and analyses it is concluded that:

- It is proposed to rezone the land addressed as 108 Herring Road Marsfield to demolish the existing BWS drive-through bottle shop located at the Ranch Hotel, and construct a Dan Murphy's liquor store with a total floor area of 1,350m² on the northern portion of the site.
- Modifications are proposed to the on-site car park that will improve circulation within the site and provide a net gain of 39 spaces, bringing the overall supply for the Ranch Hotel site to a total of 281 spaces.
- An empirical assessment of the car parking demand suggests that a peak demand for no more than 47 spaces is expected to be generated by the Dan Murphy's store.
- A parking accumulation survey was carried out on-site on Friday 1st June 2012 between the hours of 10am – 11pm to ascertain the parking demands associated with the current use of the site during the busiest operating times of the combined uses.
- The peak parking demand was found to occur at 1:15pm, at which time 143 of the 242 existing spaces were occupied, equating to an occupancy rate of 59%. This resulted in a minimum of 99 spaces which remained vacant and available for use at all times throughout the survey period. The demand associated with the existing BWS drive-through liquor store which is to be demolished was conservatively estimated at 5 spaces.
- Therefore the anticipated post development peak parking demand for the site equates to 185 spaces (143 + 47 - 5) and is comfortably accommodated by the proposed supply of 281 spaces on-site.
- Turning movement surveys were undertaken at the intersection of Epping Road and Herring Road to measure the existing operational performance of the intersection and compare the post-development performance with the addition of the development generated traffic.
- The proposed Dan Murphy's store is expected to increase traffic activity to and from the site at times coincident with the PM peak hour on surrounding roads, by up to 281 vehicle movements.
- Analysis of the intersection of Epping Road and Herring Road (with additional traffic generation included) indicates that the intersection will continue to operate under similar conditions post development and that the proposed development will have no significant or discernible impact on the current operating conditions of that intersection or the surrounding road network.

Annex 1: Turning Movement Survey Results

Turning Movement Surveys: Seaford Road / Frankston-Dandenong Road - Friday 5th November 2010

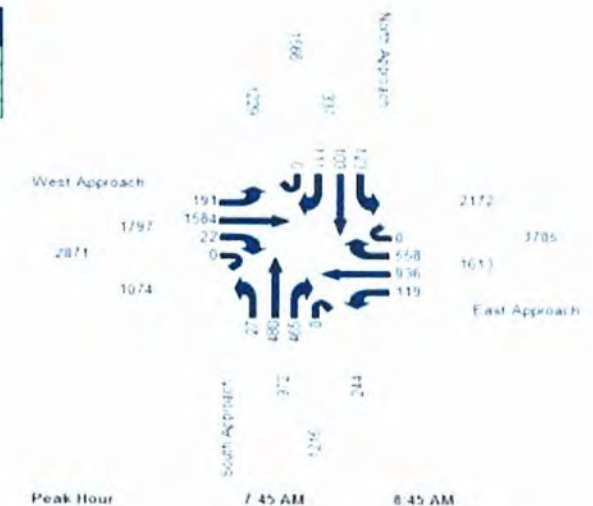
Table 3: Hourly Traffic Volumes

Time		Herring Rd				Epping Rd				Herring Rd				Epping Rd				Int. Total	Peak Start
		U	R	T	L	U	R	T	L	U	R	T	L	U	R	T	L		
7:30 AM	8:30 AM	0	106	115	108	0	534	990	86	0	479	462	27	0	29	1574	147	4657	7:30 AM
7:45 AM	8:45 AM	0	111	103	123	0	558	936	119	0	465	480	27	0	22	1584	191	4719	7:45 AM
8:00 AM	9:00 AM	0	125	105	117	0	558	876	143	0	447	490	31	0	22	1526	203	4643	8:00 AM
8:15 AM	9:15 AM	0	156	101	95	0	642	846	161	0	425	516	31	0	25	1532	172	4702	8:15 AM
8:30 AM	9:30 AM	0	164	111	95	0	708	792	153	0	398	528	32	0	23	1536	169	4699	8:30 AM
8:45 AM	9:45 AM	0	179	129	89	0	708	822	126	0	336	534	38	0	26	1564	149	4681	8:45 AM
9:00 AM	10:00 AM	0	173	130	75	0	667	810	102	0	276	498	36	0	26	1540	140	4462	9:00 AM
9:15 AM	10:15 AM	0	123	110	57	0	469	582	60	0	168	372	30	0	18	1144	125	3258	9:15 AM
9:30 AM	10:30 AM	0	76	73	33	0	277	384	30	0	90	234	22	0	13	724	80	2035	9:30 AM
9:45 AM	10:45 AM	0	30	31	15	0	115	180	12	0	36	102	10	0	6	336	40	913	9:45 AM
10:00 AM	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10:00 AM
10:15 AM	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10:15 AM
10:30 AM	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10:30 AM
10:45 AM	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10:45 AM
11:00 AM	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11:00 AM
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11:45 AM	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11:45 AM
12:00 PM	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:00 PM
12:15 PM	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:15 PM
12:30 PM	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:30 PM
Maximum		0	179	130	123	0	708	990	161	0	479	534	38	0	29	1584	203	4719	
7:45 AM	8:45 AM	0	111	103	123	0	558	936	119	0	465	480	27	0	22	1584	191	4719	

Table 4: Peak Flow Factor

No	Interval	
	Rank	Volume
1	2	1188
2	3	1165
3	1	1226
4	4	1140

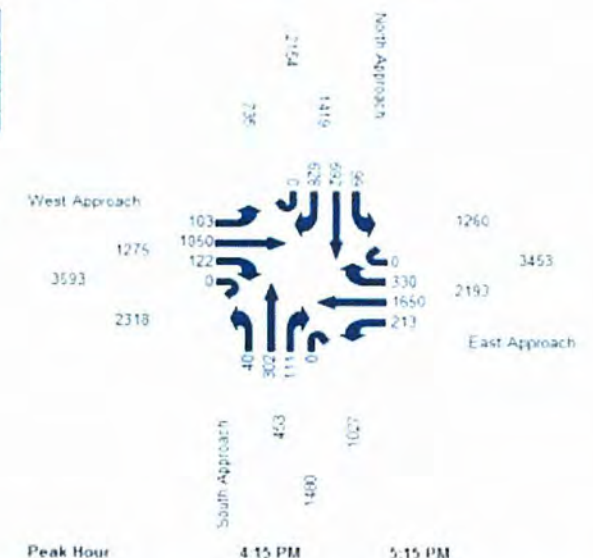
Peak Flow Factor
98%
(peak flow period = 30 min)



Time		Herring Rd				Epping Rd				Herring Rd				Epping Rd				Int. Total	Peak Start
		U	R	T	L	U	R	T	L	U	R	T	L	U	R	T	L		
3:00 PM	4:00 PM	0	548	398	129	0	288	1632	144	0	127	352	39	0	75	747	142	4621	3:00 PM
3:15 PM	4:15 PM	0	554	396	121	0	300	1848	148	0	122	349	32	0	89	883	129	4971	3:15 PM
3:30 PM	4:30 PM	0	559	430	131	0	306	1896	172	0	126	307	26	0	94	964	123	5134	3:30 PM
3:45 PM	4:45 PM	0	569	526	129	0	294	1824	180	0	114	285	32	0	96	1046	123	5218	3:45 PM
4:00 PM	5:00 PM	0	610	636	111	0	300	1710	203	0	104	269	32	0	107	1080	122	5284	4:00 PM
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4:30 PM	5:30 PM	0	600	698	84	0	324	1572	195	0	125	363	46	0	152	984	103	5246	4:30 PM
4:45 PM	5:45 PM	0	546	632	77	0	324	1746	210	0	130	395	54	0	174	936	114	5336	4:45 PM
5:00 PM	6:00 PM	0	518	584	77	0	306	1734	212	0	140	413	66	0	167	822	114	5153	5:00 PM
5:15 PM	6:15 PM	0	476	542	83	0	282	1632	192	0	156	381	71	0	138	752	126	4831	5:15 PM
5:30 PM	6:30 PM	0	452	492	82	0	288	1614	207	0	150	344	71	0	105	708	116	4629	5:30 PM
5:45 PM	6:45 PM	0	356	366	61	0	204	1116	142	0	114	234	51	0	63	486	75	3268	5:45 PM
6:00 PM	7:00 PM	0	228	226	43	0	132	720	87	0	84	144	33	0	38	336	50	2121	6:00 PM
6:15 PM	7:15 PM	0	108	100	19	0	72	354	51	0	36	78	12	0	22	156	20	1028	6:15 PM
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7:45 PM	8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7:45 PM
8:00 PM	9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8:00 PM
Maximum		0	628	698	131	0	330	1896	213	0	156	413	71	0	174	1080	142	5340	
4:15 PM	5:15 PM	0	628	692	99	0	330	1650	213	0	111	302	40	0	122	1050	103	5340	

No	Interval	
	Rank	Volume
1	3	1324
2	4	1269
3	2	1332
4	1	1415

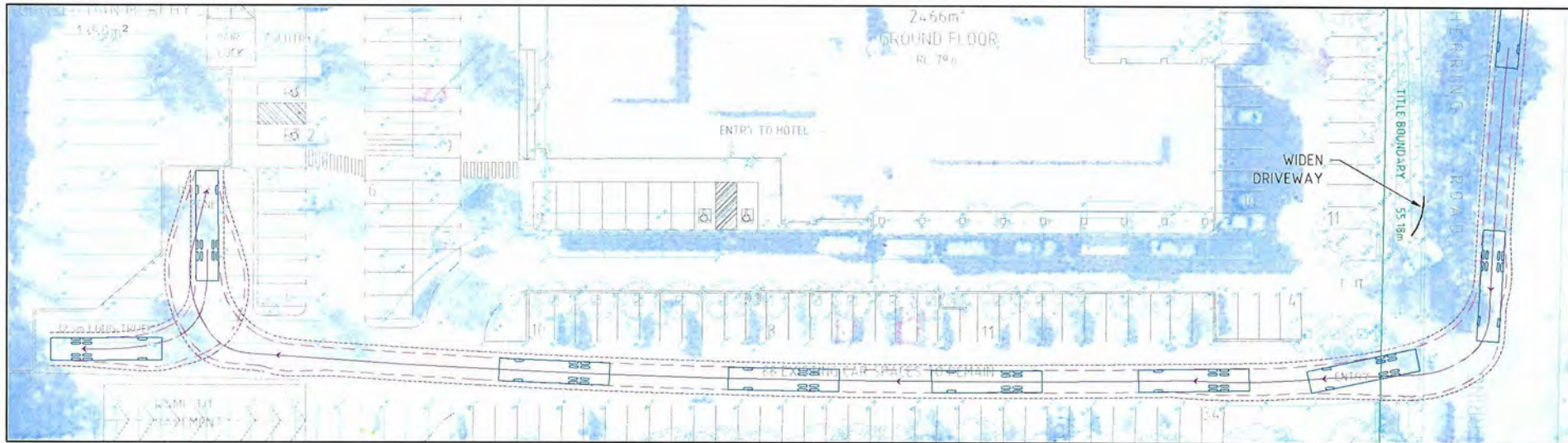
Peak Flow Factor
97%
(peak flow period = 30 min)



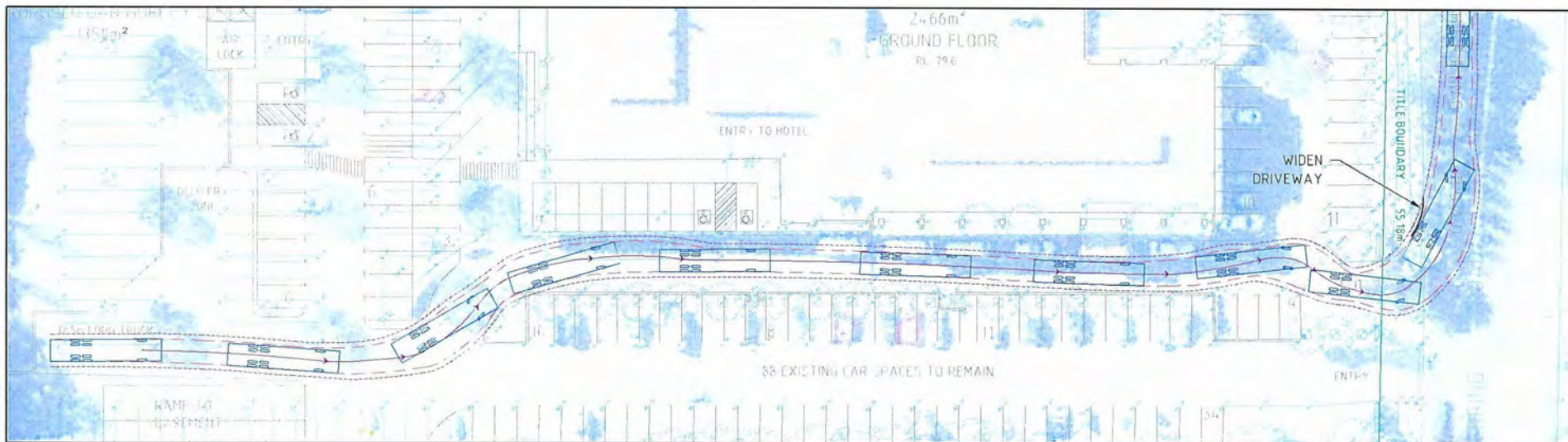
Trans Traffic Survey Car Park Capacity 248
Vehicle Survey @ 9:59 am 19
Date: 1 June 2012 @ 11:01 pm 19

Time		Vehicle movement				Total	Hourly Accumulation	Time	Occupancy
From	To	Left In	Left Out	Right In	Right Out				
10:00	10:15	0	3	3	3	9		10:15	16
10:15	10:30	4	2	2	1	9		10:30	19
10:30	10:45	1	1	2	0	4		10:45	21
10:45	11:00	2	3	3	1	9	31	11:00	22
11:00	11:15	1	3	9	1	14	36	11:15	28
11:15	11:30	1	3	4	1	9	36	11:30	29
11:30	11:45	4	3	10	2	19	51	11:45	38
11:45	12:00	11	4	20	2	37	79	12:00	63
12:00	12:15	6	3	28	2	39	104	12:15	92
12:15	12:30	2	9	21	2	34	129	12:30	104
12:30	12:45	8	8	26	2	44	154	12:45	128
12:45	13:00	3	15	27	2	47	164	13:00	141
13:00	13:15	4	19	18	1	42	167	13:15	143
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14:15	14:30	4	22	10	5	41	129	14:30	80
14:30	14:45	1	27	7	3	38	137	14:45	58
14:45	15:00	4	26	23	10	63	170	15:00	49
15:00	15:15	3	22	13	2	40	182	15:15	41
15:15	15:30	7	18	15	3	43	184	15:30	42
15:30	15:45	2	17	7	1	27	173	15:45	33
15:45	16:00	2	7	11	1	21	131	16:00	38
16:00	16:15	3	4	12	3	22	113	16:15	46
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16:30	16:45	3	11	16	7	37	125	16:45	52
16:45	17:00	10	19	20	5	54	158	17:00	58
17:00	17:15	10	11	25	4	50	186	17:15	78
17:15	17:30	4	15	23	4	46	187	17:30	86
17:30	17:45	6	10	26	5	47	197	17:45	103
17:45	18:00	7	13	23	4	47	190	18:00	116
18:00	18:15	10	15	14	7	46	186	18:15	118
18:15	18:30	6	14	21	7	48	188	18:30	124
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18:45	19:00	3	20	15	5	43	186	19:00	108
19:00	19:15	6	17	12	8	43	183	19:15	101
19:15	19:30	4	16	14	9	43	178	19:30	94
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19:45	20:00	7	17	19	3	46	170	20:00	94
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20:45	21:00	3	10	9	4	26	121	21:00	75
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21:15	21:30	2	7	6	2	17	98	21:30	62
21:30	21:45	4	14	1	3	22	97	21:45	50
21:45	22:00	4	11	3	3	21	92	22:00	43
22:00	22:15	4	18	7	5	34	94	22:15	31
22:15	22:30	0	8	4	3	15	92	22:30	24
22:30	22:45	0	8	3	1	12	82	22:45	18
22:45	23:00	4	9	6	1	20	81	23:00	18

Annex 2: Loading Swept Path Analysis



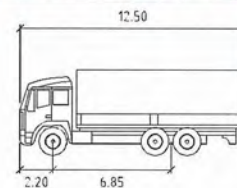
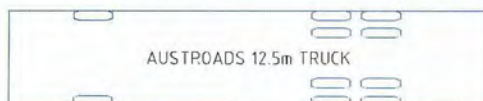
INGRESS



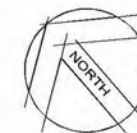
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VEHICLE LEGEND

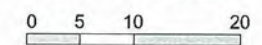
- 12.5m TRUCK 600mm CLEARANCE
- 12.5m TRUCK OVERHANG
- ←←← 12.5m TRUCK CENTRELINE



SU TRUCK	meters
Width	2.50
Track	2.50
Lock to Lock Time	6.00
Steering Angle	36.60



CG120315 SK001
 AUSTRADS 12.5m TRUCK
 SITE AND LOADING
 INGRESS/EGRESS MANOEUVRE
 C.I. 14.06.2012



H 1:500

• A3

Part of Map Tiles:

6700_CON_LZN_004_010_20100526

 Subject Land

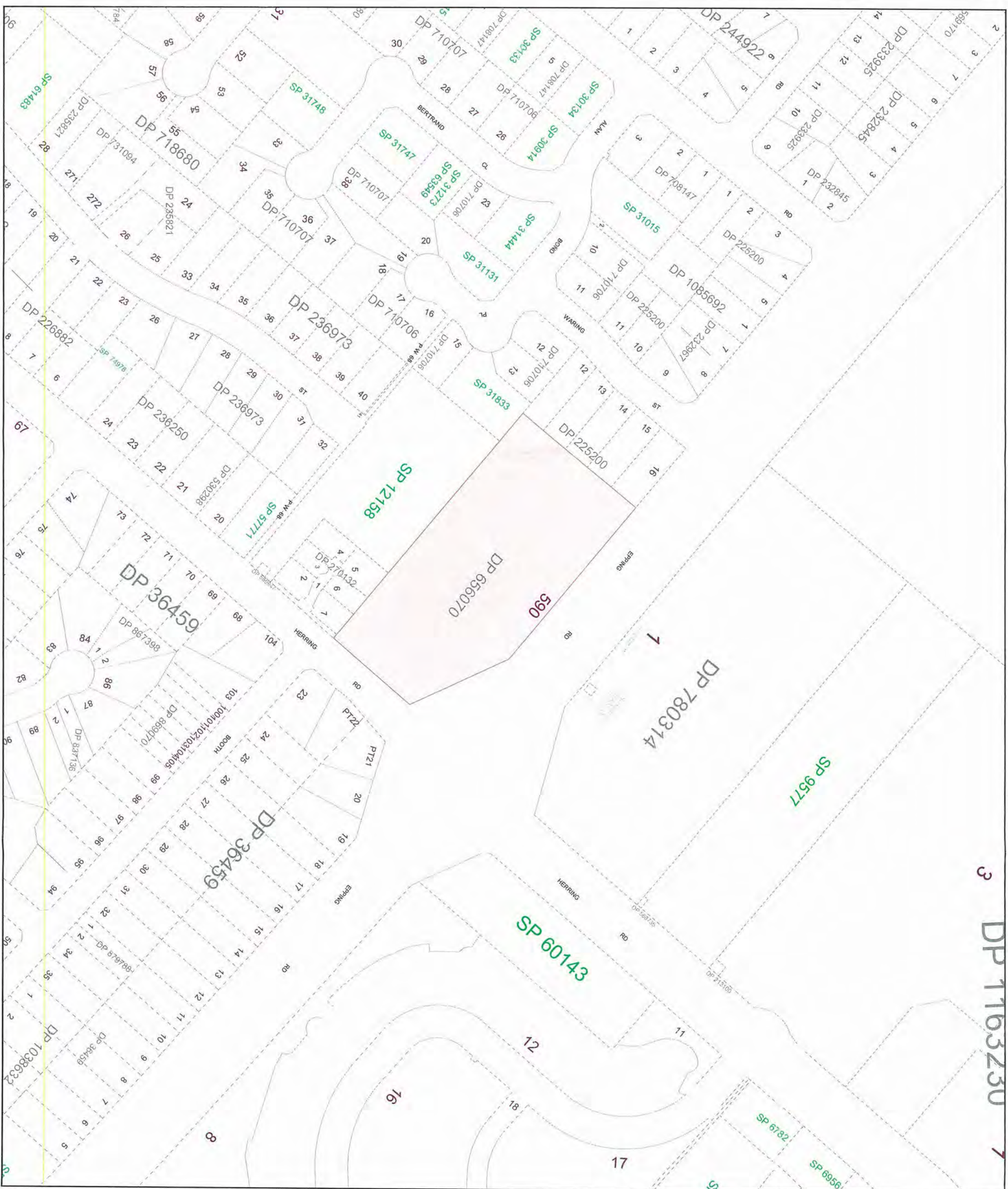
Cadastrre 01/11/2012 © City of Ryde



Projection: MGA Zone 56
Datum: GDA 94

Scale: 1:2,000 @ A3

Map identification number:
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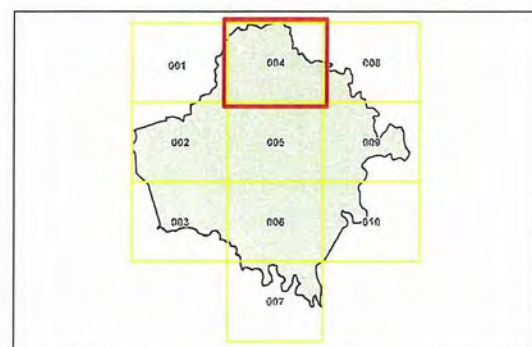
Land Zoning Map - Sheet LZN_004

Zone

- B1 Neighbourhood Centre
- B3 Commercial Core
- B4 Mixed Use
- B5 Business Development
- B7 Business Park
- E1 National Parks and Nature Reserves
- E2 Environmental Conservation
- IN2 Light Industrial
- IN4 Working Waterfront
- R1 General Residential
- R2 Low Density Residential
- R3 Medium Density Residential
- R4 High Density Residential
- RE1 Public Recreation
- RE2 Private Recreation
- SP1 Special Activities
- SP2 Infrastructure
- UL Unzoned Land
- DM Deferred Matters

Cadastre

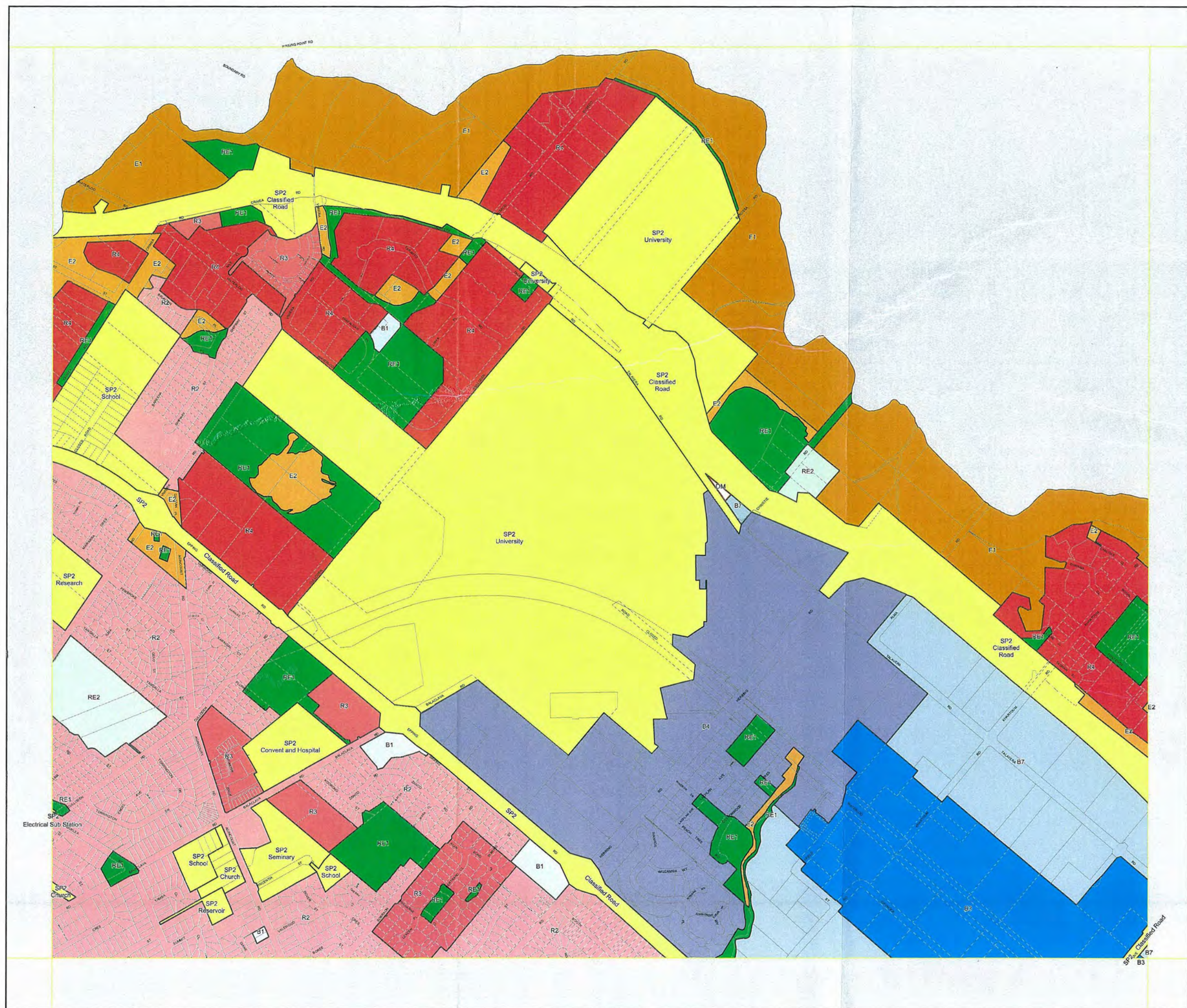
Cadastre 01/11/2012 © City of Ryde



Projection: MGA Zone 56
Datum: GDA 94

Scale: 1:10,000 @ A3

Map identification number:
6700_CON_LZN_004_010_20121105



TRUE NORTH

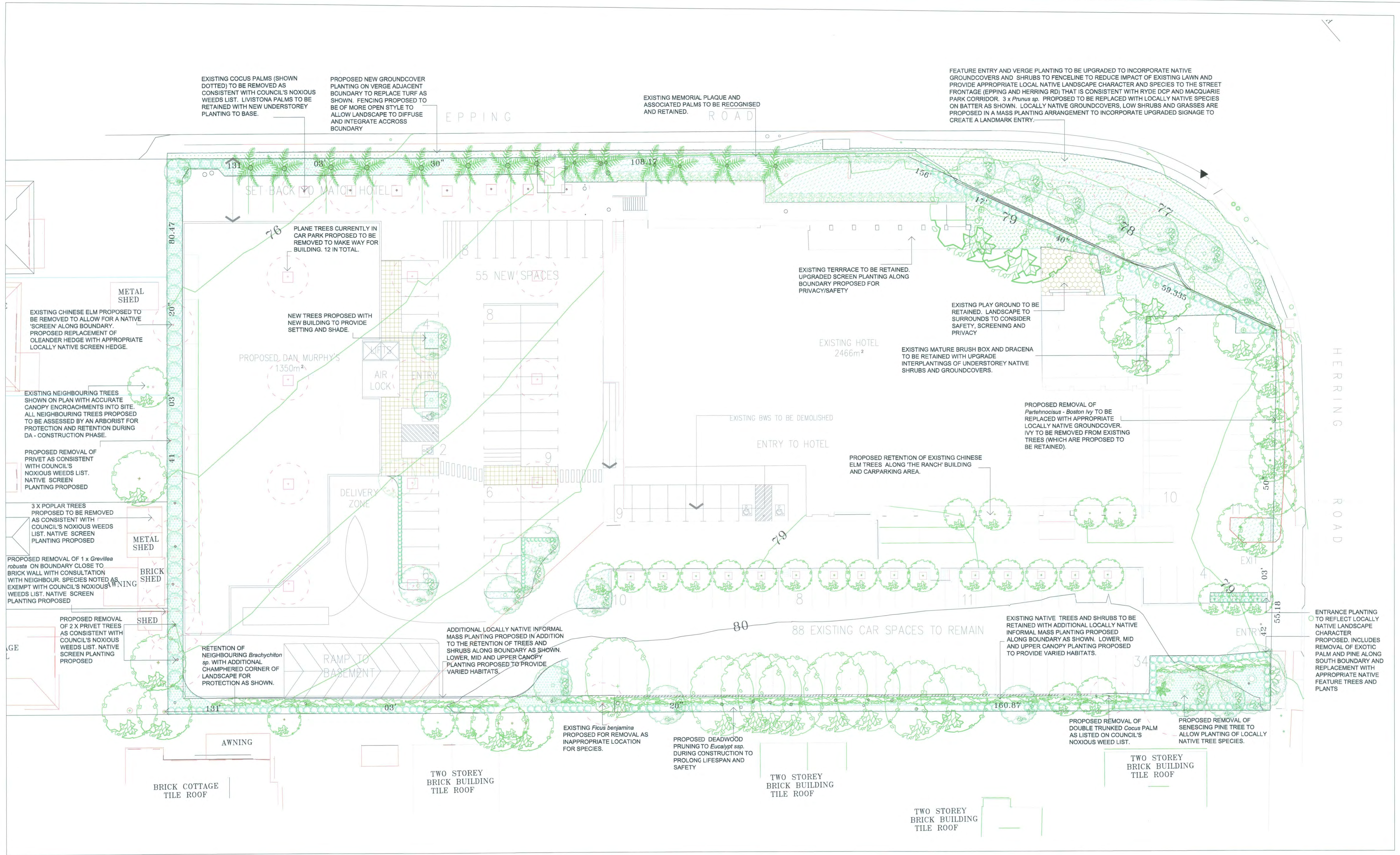


AMMENDMENTS:

- (C) COPYRIGHT G.K. WILSON & ASSOCIATES

PLAN	1: 250
LONGITUDINAL SECTION - HOR.	1:
- VERT.	1:
CROSS SECTION	1:
CONTOUR INTERVAL	
LEVELS ARE ON AUST HEIGHT DATUM	

CLIENT :	
DATE : 12/6/2012	PLAN No : 15505



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Registered Landscape Architect AILA (#001539)

The contractor shall check and verify all work on site (including work by others) before commencing the landscape installation. Any discrepancies are to be reported to the Project Manager or Landscape Architect prior to commencing work. Do not scale this drawing. Any required dimensions not shown must be referred to the Landscape Architect for confirmation. The Contractor must not construct from this drawing unless it is marked 'Issue for Construction'. The Contractor acknowledges this drawing may be one of a number of drawings which together document the landscape design and works.

Issue	Revision Description	Drawn	Check	Date
A	Landscape Plan for Rezoning	EDH	EDH	15.06.12

LEGEND

Existing tree to be retained (Refer survey and landscape spec)

Existing tree to be removed (Refer to survey/landscape spec)

Proposed tree (Refer to Plant Schedule)

Screen Planting & Shrubs (Refer Plant Schedule)

Proposed low shrub Planting (Refer to plant schedule)

Proposed Groundcovers (Refer Plant Schedule)

Climbers and trailing plants (Refer to plant schedule)

Accent/Feature Plants & Pots (Refer to Plant Schedule)

Gravel or Pebbles

Turf - e.g. couch (Refer Plant Schedule)

Paving type A and B

Mulch

Planning: Milestone
Surveyor: GK Wilson and Associates

elke
H A E G G E
LANDSCAPE ARCHITECTS
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2/17 Kestell St, Kings Cross, NSW 2011
www.elkeh.com.au

REZONING APPLICATION

Client:
ALH Group Pty Ltd

Architect:
i2C Design and Management

Project:
**108 Herring Road, Marsfield
Eastwood - The Ranch**

Drawing Name:
**Landscape Proposal Plan
for Rezoning**

Scale: 1: 250 @A1

Scale bar: 0 1 2 4 6 8 10m

Drawn: **EDH** Approved: **EDH**

Job Number: **1206_a** Drawing Number: **L_101** Issue: **A**