

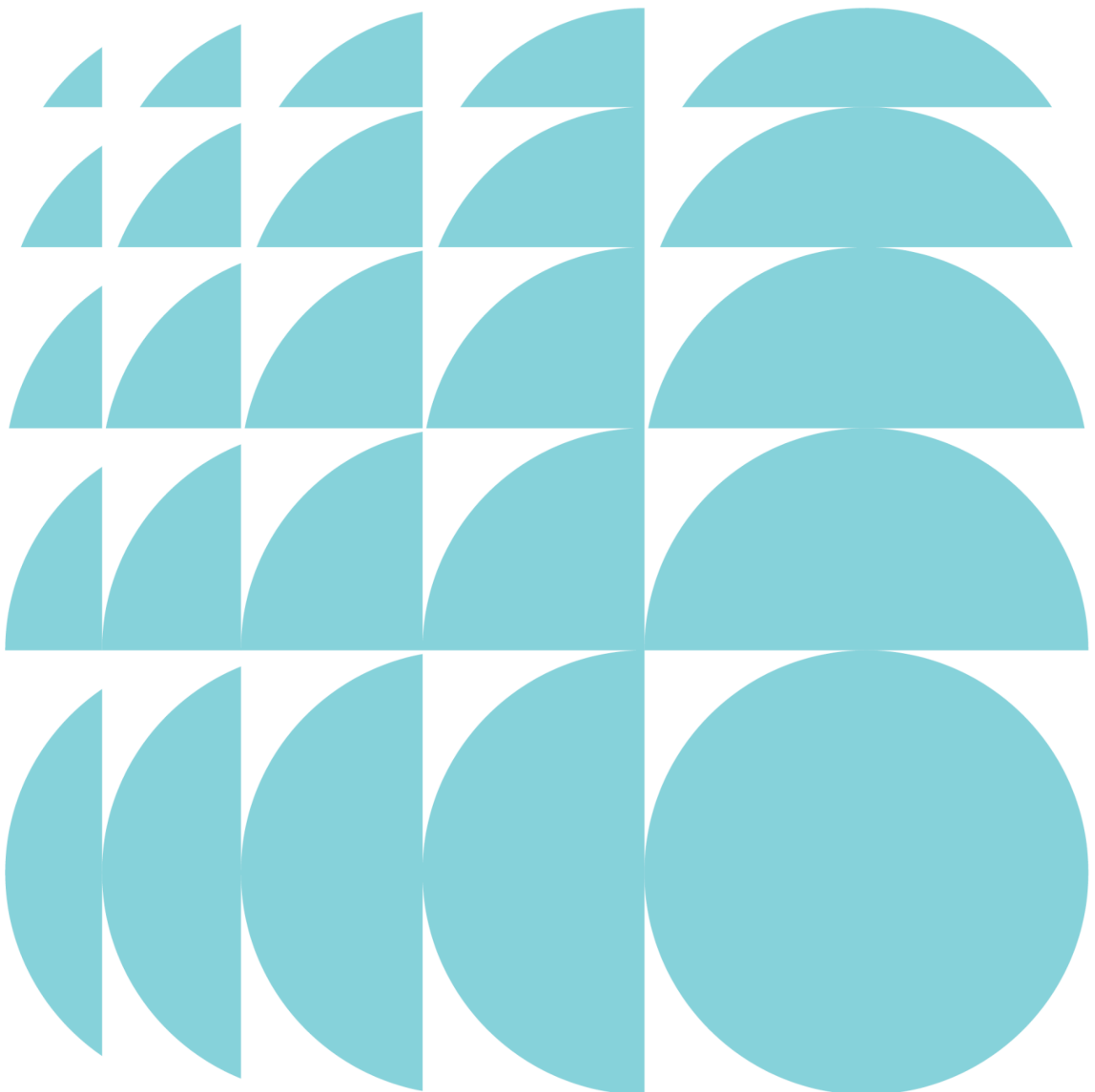
ETHOS URBAN

Amendment to Ryde LEP

4-14 Terry Road & 127 - 133 Ryedale Road,
Denistone

Submitted to Ryde City Council
On behalf of Ryde-Eastwood Leagues Club

11 October 2017, updated 25 June 2021 |
2210117



CONTACT

Gordon Kirkby Director gkirkby@ethosurban.com

Reproduction of this document or any part thereof is not permitted without prior written permission of ACN 615 087 931 Pty Ltd.

This document has been prepared by:



Rohan Graham and James McBride October 2018

This document has been reviewed by:



Brendan Hoskins 25 June 2021

Reproduction of this document or any part thereof is not permitted without prior written permission of Ethos Urban Pty Ltd. Ethos Urban operates under a Quality Management System. This report has been prepared and reviewed in accordance with that system. If the report is not signed below, it is a preliminary draft.

| VERSION NO. | DATE OF ISSUE | REVISION BY | APPROVED BY |
|-------------|---------------|--------------|-----------------|
| 1 | 11/10/2017 | Rohan Graham | James McBride |
| 2 | 30/11/2017 | Rohan Graham | James McBride |
| 3 | 01/10/2018 | Rohan Graham | James McBride |
| 4 | 30/04/2021 | Justin Tse | Brendan Hoskins |
| 5 | 21/06/2021 | Justin Tse | Brendan Hoskins |

Ethos Urban
ACN 615 087 931 Pty Ltd.
www.ethosurban.com
173 Sussex Street, Sydney
NSW 2000 t 61 2 9956 6952

Contents

| | |
|--------------------------|----------|
| Executive Summary | 1 |
| 1.0 Introduction | 2 |
| 1.1 Background | 3 |
| 1.2 Consultation | 3 |

| | |
|--------------------------------------|----------|
| 2.0 The Site | 5 |
| 2.1 Site Location and Context | 5 |
| 2.2 Site Description | 6 |
| 2.3 Surrounding Development | 7 |
| 2.4 Site Access and Public Transport | 9 |
| 2.5 Surrounding Facilities | 11 |
| 2.6 Site Opportunities | 12 |

| | |
|--|-----------|
| 3.0 Current Planning Controls | 14 |
| 3.1 Ryde Local Environmental Plan 2014 | 14 |
| 3.2 Ryde Development Control Plan 2014 | 16 |

| | |
|--------------------------------|-----------|
| 4.0 Development Concept | 17 |
| 4.1 Overview | 17 |
| 4.2 Built Form and Streetscape | 19 |
| 4.3 Site Access and Parking | 19 |
| 4.4 Traffic Impact | 19 |
| 4.5 Overshadowing | 20 |

| | |
|--------------------------------------|-----------|
| 5.0 Planning Proposal | 21 |
| 5.1 Objectives and Intended Outcomes | 21 |
| 5.2 Explanation of Provisions | 21 |
| 5.3 Mapping | 22 |
| 5.4 Indicative DCP Controls | 22 |

| | |
|--|-----------|
| 6.0 Strategic Justification | 25 |
| 6.1 The Need for a Planning Proposal | 25 |
| 6.2 Relationship with the Strategic Planning Framework | 26 |
| 6.3 Environmental, Social and Economic Impacts | 35 |
| 6.4 State and Commonwealth Interests | 35 |
| 6.5 Mapping | 36 |
| 6.6 Community Consultation | 36 |
| 6.7 Project Timeline | 36 |

Contents

| | | |
|-----|------------|----|
| 7.0 | Conclusion | 37 |
|-----|------------|----|

Contents

Figures

| | |
|--|----|
| Figure 1 – Site Context Map | 5 |
| Figure 2 – Aerial Image | 6 |
| Figure 3 – Site Survey | 7 |
| Figure 4 – Looking South towards Ryde- Eastwood Leagues Club | 8 |
| Figure 5 – View South-West along Terry Road | 8 |
| Figure 6 – View of the corner of Terry Road and Ryedale Road | 9 |
| Figure 7 – Site Context and Distance Analysis from West Ryde Railway Station | 10 |
| Figure 8 – Walking Distance to West Ryde Railway Station | 11 |
| Figure 9 – Land Use Zone | 14 |
| Figure 10 – Height of Building | 15 |
| Figure 11 – Floor Space Ratio | 16 |
| Figure 12 – Envelope Massing from above the corner of Ryedale and Terry Roads | 18 |
| Figure 13 –Envelope Massing when viewed along Terry Road | 18 |

Tables

| | |
|---|----|
| Table 1 – Legal Allotments and Zone | 7 |
| Table 2 – Numerical Overview | 17 |
| Table 3 – Summary of Proposed Amendments to Ryde LEP | 21 |
| Table 4 – Assessment of Consistency with A Plan for Growing Sydney | 27 |
| Table 5 –Consistency with State Environmental Planning Policies | 32 |
| Table 6 –Consistency with Section 9.1 Directions | 33 |
| Table 7 - Proposed Project Timeline | 36 |

Appendices

- A** Concept Plan
Turner Hughes Architects
- B** Urban Design Analysis
Turner Hughes Architects

Contents

- C** Envelope Massing
AWTD Studio
- D** Site Survey
LTS Lockley
- E** Transport Report
Colston Budd Rogers & Kafes Pty Ltd (CBRK)
- F** Site Specific DCP
Ethos Urban
- G** Access Review
Function
- H** Draft LEP Maps
Ethos Urban

Executive Summary

This Planning Proposal has been prepared on behalf of Ryde-Eastwood Leagues Club (RELC) and seeks to amend the *Ryde Local Environmental Plan 2014* (Ryde LEP) through changes to the Height of Buildings Map and Floor Space Ratio (FSR) Map, as well as include a Schedule 1 Additional Permitted Use for Seniors Housing.

This Planning Proposal has been prepared in accordance with Section 55 of the *Environmental Planning and Assessment Act 1979 (NSW)* (EP&A Act), and includes the requirements as set out in *A guide to preparing planning proposals* published by the then Department of Planning and Environment in August 2016.

- **Part 1** – A statement of the objectives and intended outcomes of the proposed instrument
- **Part 2** – An explanation of the provisions that are to be included in the proposed instrument
- **Part 3** – The justification for those objectives, outcomes and the process for their implementation
- **Part 4** – Maps, where relevant, to identify the intent of the planning proposal and the area to which it applies
- **Part 5** – Details of the community consultation that is to be undertaken on the planning proposal
- **Part 6** – Details of the project timeline

This Planning Proposal describes the site and the proposed LEP amendments. It is supported by an indicative scheme of how the site might be developed in light of the proposed changes. This Planning Proposal should be read in conjunction with the Concept Plan prepared by Turner Hughes (**Appendix A**) and specialist consultant reports appended to this Proposal (refer to Table of Contents).

1.0 Introduction

This report has been prepared by Ethos Urban on behalf of Ryde-Eastwood Leagues Club (RELC) in support of a Planning Proposal to amend the *Ryde Local Environmental Plan 2014* (Ryde LEP). The Planning Proposal seeks to amend the Height of Buildings Map and Floor Space Ratio (FSR) Map, as well as include a Schedule 1 Additional Permitted Use for Seniors Housing.

The objective of this Planning Proposal is to seek amendments to the Ryde LEP 2014 to facilitate the development of Seniors Housing on the site. This will be achieved through the inclusion of site specific controls for the addition of a Seniors Housing development on the subject site.

Should the Planning Proposal be supported, the proponent proposes to redevelop the site with a Seniors Housing development that suitably caters for the ageing population in the surrounding area and that has a direct synergy to Ryde-Eastwood Leagues Club. The process would require a future DA approval and be subject to additional requirements at that stage.

The site, located in a highly accessible location, close to rail infrastructure in addition to necessary amenities and services, does not currently realise its full potential as a low density residential site. The indicative scheme, provided in support of this Planning Proposal, demonstrates that redevelopment for the purpose of Seniors Housing presents a highly desirable use and built form given the attributes of the site.

This Planning Proposal has been prepared in accordance with Section 55 of the *Environmental Planning & Assessment Act, 1979* (EP&A Act), and '*A Guide to Preparing Planning Proposals*' prepared by the NSW Department of Planning and Environment. Section 5.0 provides the objectives and explanation of the provisions. Section 6.0 sets out the strategic justification for the Planning Proposal and provides an assessment of the relevant strategic plans, state environmental planning policies, ministerial directions and the environmental, social and economic impacts of the proposed amendment.

This Planning Proposal describes the site and the proposed LEP amendments. It is supported by an indicative scheme of how the site might be developed in light of the proposed changes. This Planning Proposal should be read in conjunction with the indicative scheme prepared by Turner Hughes (**Appendix A**) and specialist consultant reports appended to this Proposal (refer to Table of Contents).

1.1 Background

The subject site occupies a corner of land at Ryedale and Terry Road, Denistone. The site borders the West Ryde Town Centre and is located only 450 metres walk from West Ryde Railway Station. At 8,596m² in total land area, the site is of a scale that lends itself to a reconsideration of the applicable planning controls in order to deliver the best possible outcome and to leverage the site's highly accessible location.

Ryde-Eastwood Leagues Club has purchased the subject site, with the exception of 129 Ryedale Road, Denistone, over a period of time, with the intent of developing a seniors housing development on site. Seniors housing is considered to have direct synergies with the leagues club, with the club offering numerous community services on-site.

Therefore, this Planning Proposal presents a unique opportunity to influence the evolution of the West Ryde Town Centre through the provision of Seniors Housing in a highly accessible and well serviced location.

1.2 Consultation

1.2.1 Ryde City Council

A pre-application meeting was held with Ryde City Council staff on the 19th January 2017. The meeting was an opportunity for the proponents to present the site, landholdings and intent of the proposed amendment to the Ryde LEP.

On the 21st March 2017, a formal letter response was received from Ryde City Council that stated that the Council was willing to consider the Planning Proposal subject to the following information and fees being submitted:

- Planning Proposal Report in accordance with the Department of Planning and Environment's '*Planning Proposals – A Guide to Preparing a Planning Proposal*';
- Maps identifying floor space ratio and height of buildings proposed on the site in accordance with the Department's '*A Guide to Preparing a Planning Proposal*'. In this regard it is considered that any amendment to the Ryde LEP 2014 Height of Building Map should be in the form of an RL in response to topography and transitioning to lower scaled adjoining development;
- Concept Plan of the size and nature of development proposed;
- Traffic Report detailing the traffic impact from the proposed development on the surrounding area and detailed information on the proposed pedestrian access and movements to and from the site

This must consider the amounts of vehicular traffic generated by the additional FSR / height afforded to the site and the location / preliminary design of access points. Focus on pedestrian access and movement from the site will be of key concern, as will any impacts on the following intersections: -

- Victoria Road / Chatham Road / Station Street
- Victoria Road and West Parade
- Victoria Road and Hermitage Road

You are requested to contact Council's City Planning Department prior to commencement of any traffic study to discuss the extent of the study required and assessed criteria to be used.

- Site Specific Development Control Plan (DCP) provisions for inclusion in Council's existing Ryde DCP. The DCP will be assessed separately to the Planning Proposal after the PP has been considered by Council
- Fees in accordance with Council's Fees and Charges Schedule totalling \$30,000 (for the LEP amendment). A further administration fee of \$17,000 will be required for consideration of the DCP.

Between 2017 and 2021, there have been substantial ongoing engagement and consultation with Council staff.

1.2.2 129 Ryedale Road, Denistone

The property known as 129 Ryedale Road is the one allotment that is not within the ownership of Ryde-Eastwood Leagues Club. Leading up to the lodgement of this Planning Proposal, steps have been taken to ensure that the land owners have been involved in the process. This includes:

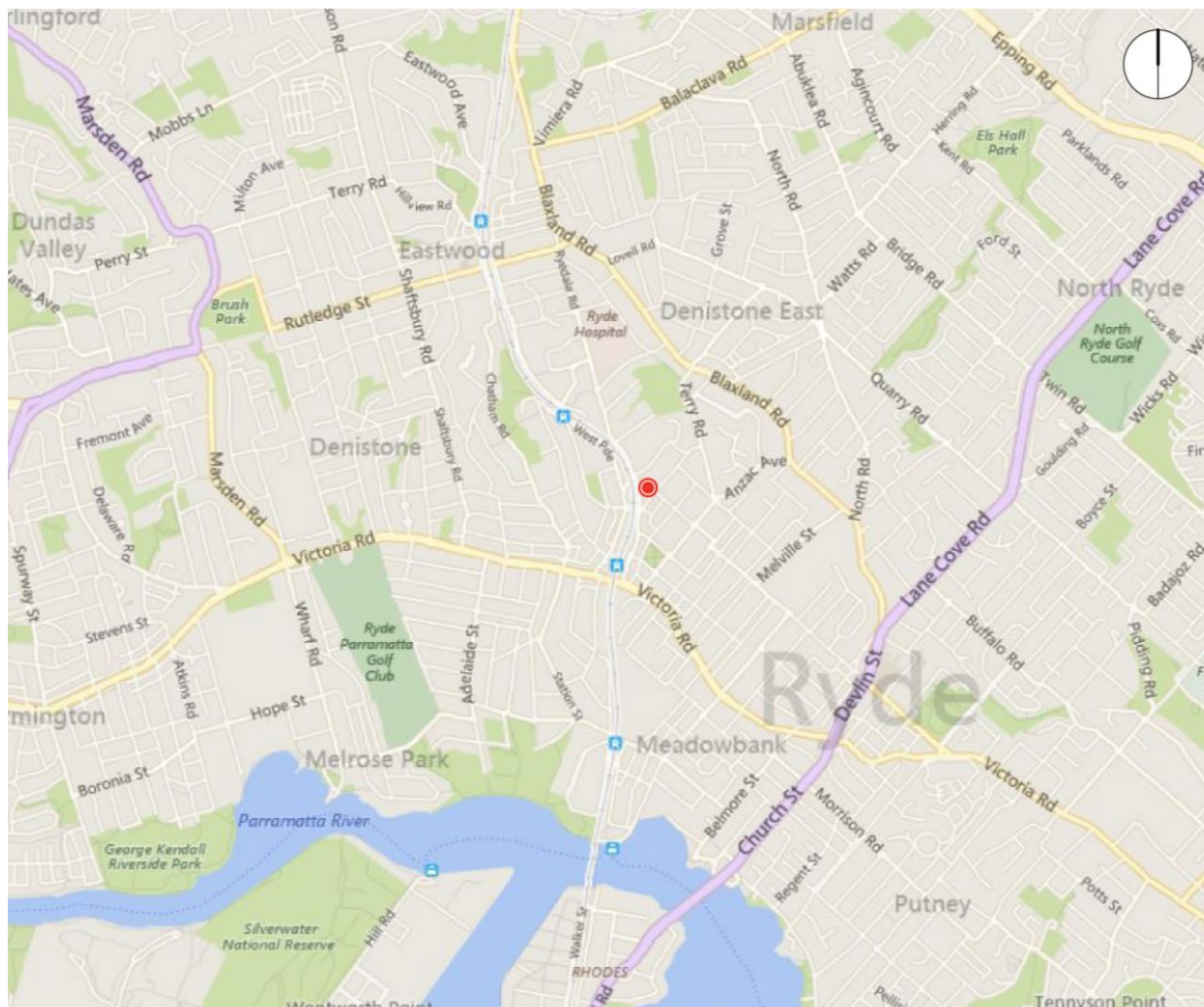
- Briefing the land owner(s) and family in late 2016 and informing them of the intended changes to the Ryde LEP in order to permit seniors housing on the subject site. Subsequent to this briefing, the land owner(s) sought their own independent planning advice; and
- A formal meeting with the landowner and their family was undertaken in June 2017. This meeting outlined the process that had been undertaken to date and the planning process moving forward.

We note that RELC have sought to regularly communicate and provide updates to the landowner and family of 129 Ryedale Road and this has been ongoing.

2.0 The Site

2.1 Site Location and Context

The site is located on the corner of Terry Road and Ryedale Road, Denistone. It is situated approximately 15km to the north-west of the Sydney Central Business District (CBD), 3km to the north-west of Ryde Town Centre and 350 metres from West Ryde Station. It is located within the City of Ryde Local Government Area (LGA) (see **Figure 1**).



Legend



The site

Figure 1 – Site Context Map

Source: Google Maps & Ethos Urban

The site is located on the northern side of Terry Road, the eastern side of Ryedale Road and is directly situated opposite the T1 Northern railway line. The site is situated on the northern periphery of the West Ryde Town Centre.

The town centre includes land on the southern side of Terry Road including the Ryde-Eastwood Leagues Club. The retail core of West Ryde Town Centre has recently undergone transformation with the construction of a 7 storey mixed-use development known as West Ryde Urban Village. An aerial image outlining the site location is provided in **Figure 2**.



Figure 2 – Aerial Image

Source: Nearmap, July 2017

2.2 Site Description

The site consists on ten (10) allotments at the corner of Terry Road and Ryedale Road, Denistone. These lots are predominantly owned by Ryde-Eastwood Leagues Club, with the exception of 129 Ryedale Road (Lot 2 DP 9350). See **Table 1** for legal allotments and addresses.

The allotments have a combined area of 8,596m² with a frontage of 88 metres to Ryedale Road to the south-west and 175 metres to Terry Road to the east. The site has a cross fall of approximately 15 metres with a high point of around RL 45 on the north-east corner of the site and RL 30.5 on the corner of Terry and Ryedale Road.

The site is currently occupied by low density residential development and ancillary structures. The site benefits from multiple points of access to both Terry Road and Ryedale Road.

A site survey has been prepared by LTS Lockley is shown at **Figure 3** and has been attached at **Appendix B**.

Table 1 – Legal Allotments and Zone

| Lot/DP | Address |
|-----------------------------------|-----------------------------|
| Lot 21 DP 9350 | 14 Terry Road, Denistone |
| Lot 22 DP 9350 | 12 Terry Road, Denistone |
| Lot 23 DP 9350 | 10 Terry Road, Denistone |
| Lot Y DP 393480 | 8 Terry Road, Denistone |
| Lot X DP 393480 | 6 Terry Road, Denistone |
| Lot 25 DP 9350 | 4 Terry Road, Denistone |
| Lot 1 DP 9350 | 127 Ryedale Road, Denistone |
| Lot 2 DP 9350 (Not owned by RELC) | 129 Ryedale Road, Denistone |
| Lot 3 DP 9350 | 131 Ryedale Road, Denistone |
| Lot C DP 367067 | 133 Ryedale Road, Denistone |

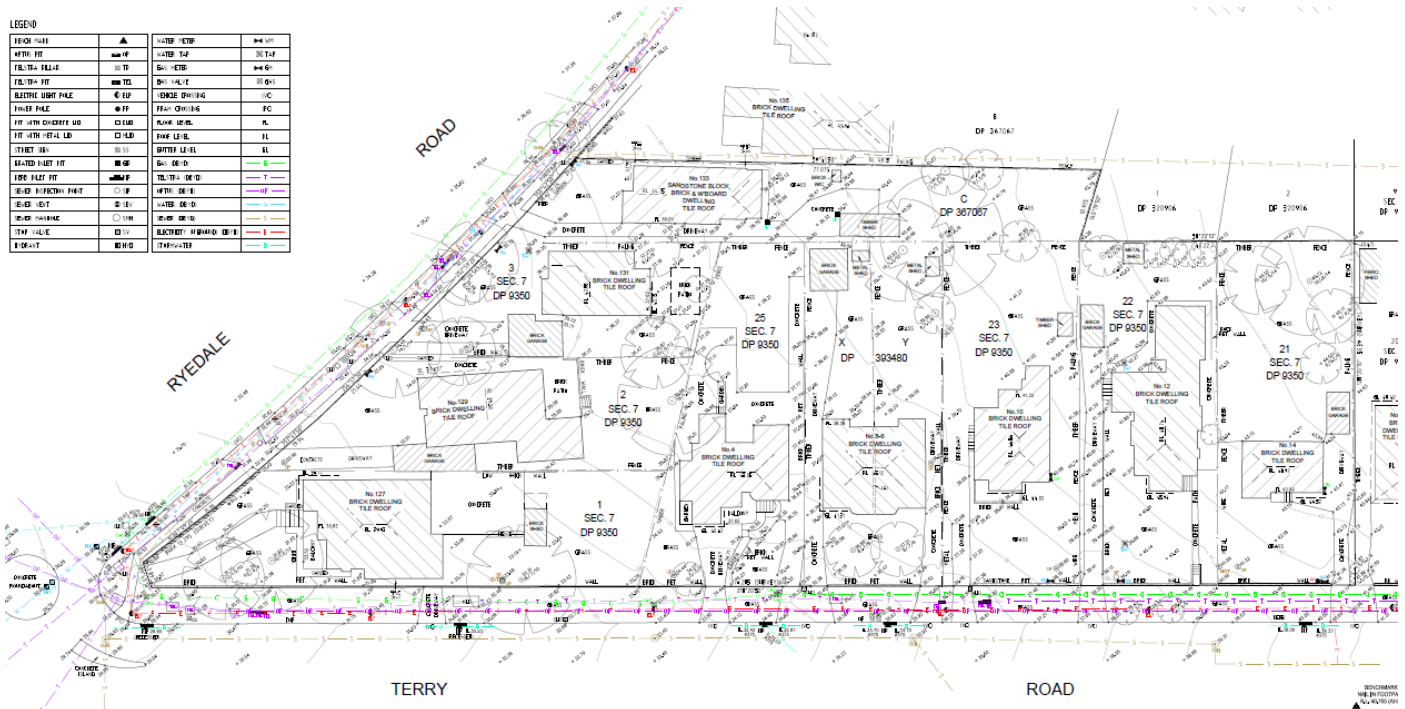


Figure 3 – Site Survey

Source: LTS Lockley

2.3 Surrounding Development

The development surrounding the site to the north and north-west generally comprises buildings of a similar scale to the subject site, being low density residential dwellings of one to two storeys in height. Development to the south-west on the opposite side of Terry Road comprises of numerous 3-4 storey residential flat buildings bounded by Orchard Street and Forster Lane. Ryde Eastwood Leagues Club is located further to the south-west of the site; on the corner of Terry and Ryedale Road. The surrounding site is illustrated in **Figures 4, 5 and 6**.



Figure 4 – Looking South towards Ryde- Eastwood Leagues Club

Source: Ethos Urban



Figure 5 – View South-West along Terry Road

Source: Ethos Urban



Figure 6 – View of the corner of Terry Road and Ryedale Road

Source: Ethos Urban

2.4 Site Access and Public Transport

Surrounding Road Network

The road network in the vicinity of the site includes Terry Road, Ryedale Road, Orchard Street and Marlow Avenue. Terry Road and Ryedale Road combine to form a north-south link through the local area east of the T1 Northern Line and an optional connection between Victoria Road to the south and Blaxland Road to the north.

Rail

The site is located approximately 450 metres of walking distance from West Ryde Railway Station. West Ryde Railway Station is located on the T1 Northern Line and comprises three platforms (two city bound and one Epping bound).

Figure 7 illustrates the proximity of the site to West Ryde Railway Station. **Figure 8** shows the walking distance to the station.



Figure 7 – Site Context and Distance Analysis from West Ryde Railway Station

Source: Nearmap & Ethos Urban

Bus

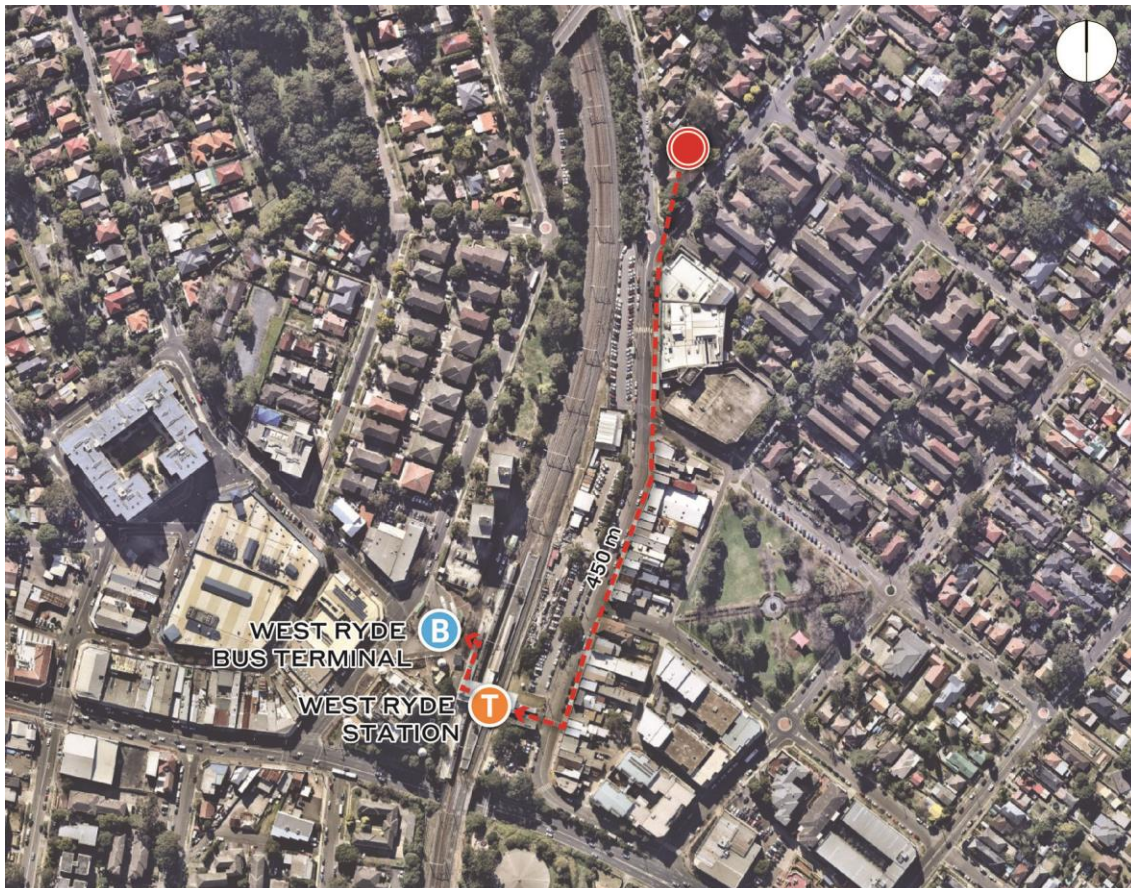
The site is located alongside the 'Ryedale Road (after Marlow Avenue), Denistone' Bus Stop. It is also located only a 450 metre walk from the West Ryde Bus Terminal (see **Figure 8**). This puts it within close proximity to four major bus routes, being:

- 501 (to Central Pitt Street)
- 534 (to Chatswood)
- 523 (to Parramatta)
- 543 (to Eastwood)

Pedestrian

The site is located adjacent to the West Ryde Town Centre, with direct pedestrian connections along Ryedale Road towards West Ryde Railway Station. Pedestrian footpaths are generally provided along at least one side of the surrounding local streets. Such provision facilitates good connections to and from key public transport facilities and other local area destinations, including Ryde Eastwood Leagues Club and West Ryde Town Centre.

Figure 8 shows the walking distance to West Ryde Railway Station and West Ryde Bus Terminal.



 The Site

Figure 8 – Walking Distance to West Ryde Railway Station

Source: Nearmap & Ethos Urban

2.5 Surrounding Facilities

The site is well positioned, being within close proximity of a number of necessary services and facilities. Public transport options will provide ease of access to these services for future occupants.

The Ryde-Eastwood Leagues Club (RELC) is located adjacent to the site less than 30 metres to the south on the opposite side of Terry Road. The RELC offers a range of facilities and services equivalent to a normal registered club. Facilities and services include:

- Restaurant and café;
- Indoor pool;
- Gymnasium and fitness related activities; and
- Barber.

The co-location of seniors housing with registered clubs is an ongoing trend that helps provide facilities and services within close proximity to seniors. The synergy of registered clubs and seniors housing is envisaged under the State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 (Seniors Housing SEPP) given that land being used for the purpose of an existing registered club is specifically prescribed as being land capable of accommodating seniors housing. Moreover, the benefit of co-location is further re-enforced given that any future senior's housing development will be facilitated by the RELC.

West Ryde Town Centre is approximately 600 metres away, on the other side of the T1 Northern Line. This local centre includes two full line supermarkets, banking facilities, medical facilities, chemists, restaurants, assorted specialty retail and other business premises.

Top Ryde City Shopping Centre is approximately 1.8 kms north-east of the site, located on Ryde Road. It includes over 50 specialty stores including a Chemmart Pharmacy, ALDI and Woolworths, fresh food outlets, the Roads and Maritime Services and various banking facilities. There are seven (7) medical practitioners and medical centres in close proximity to the Rockdale Town Centre.

Ryde Hospital is located approximately 1km to the north of the site and offers a wide range of medical services. The bus stop located immediately adjacent to the site on Ryedale Road provides access to Ryde Hospital.

The proximity of the site to nearby services and facilities has been identified as:

- Ryde-Eastwood Leagues Club: 30 metres
- Ryedale Road Bus Stop (Before Marlow Ave): 40 metres
- West Ryde Station: 350 metres
- Anzac Park: 350 metres
- West Ryde Marketplace: 600 metres
- West Ryde Urban Village: 700 metres
- Ryde Hospital: 1km
- Denistone Park: 800 metres
- Denistone Station: 850 metres
- Top Ryde City Shopping Centre: 1.8km
- Meadowbank Wharf: 2.3km
- Concord Hospital: 4.2km

2.6 Site Opportunities

Through this site analysis, it is clear that the subject site is unique given it is a significant landholding, adjacent to a town centre, railway station, bus stops and suitable services. Land ownership of this extent is rare in West Ryde and presents an excellent urban renewal opportunity.

The site opportunities can be identified as follows:

- Access to multiple forms of public transport;
- Provides a transition in height down from the West Ryde Town Centre to the low density residential area to the north;
- Topography of the site minimises the impact on land to the north;
- Site orientation further minimises any potential overshadowing impact; and
- Opportunity to suitably cater for the ageing population in Ryde LGA in a location that has direct synergies with the Ryde-Eastwood Leagues Club.

3.0 Current Planning Controls

3.1 Ryde Local Environmental Plan 2014

The *Ryde Local Environmental Plan 2014* (Ryde LEP) is the primary environmental planning instrument that applies to the site. The key statutory controls under the Ryde LEP are discussed below.

3.1.1 Zoning

Under the Ryde LEP the site is zoned R2 Low Density Residential as depicted in **Figure 9**. The Planning Proposal seeks to retain the existing R2 Low Density Residential zone and incorporate an additional permitted use pursuant to Schedule 1 of the LEP.

The site is predominately surrounded by land zoned R2 Low Density Residential to the north and north-east and borders land zoned B4 Mixed Use to the south which is located within the West Ryde Town Centre. The land to the west, forming the land within the T1 Northern Line is zoned SP2 Infrastructure.

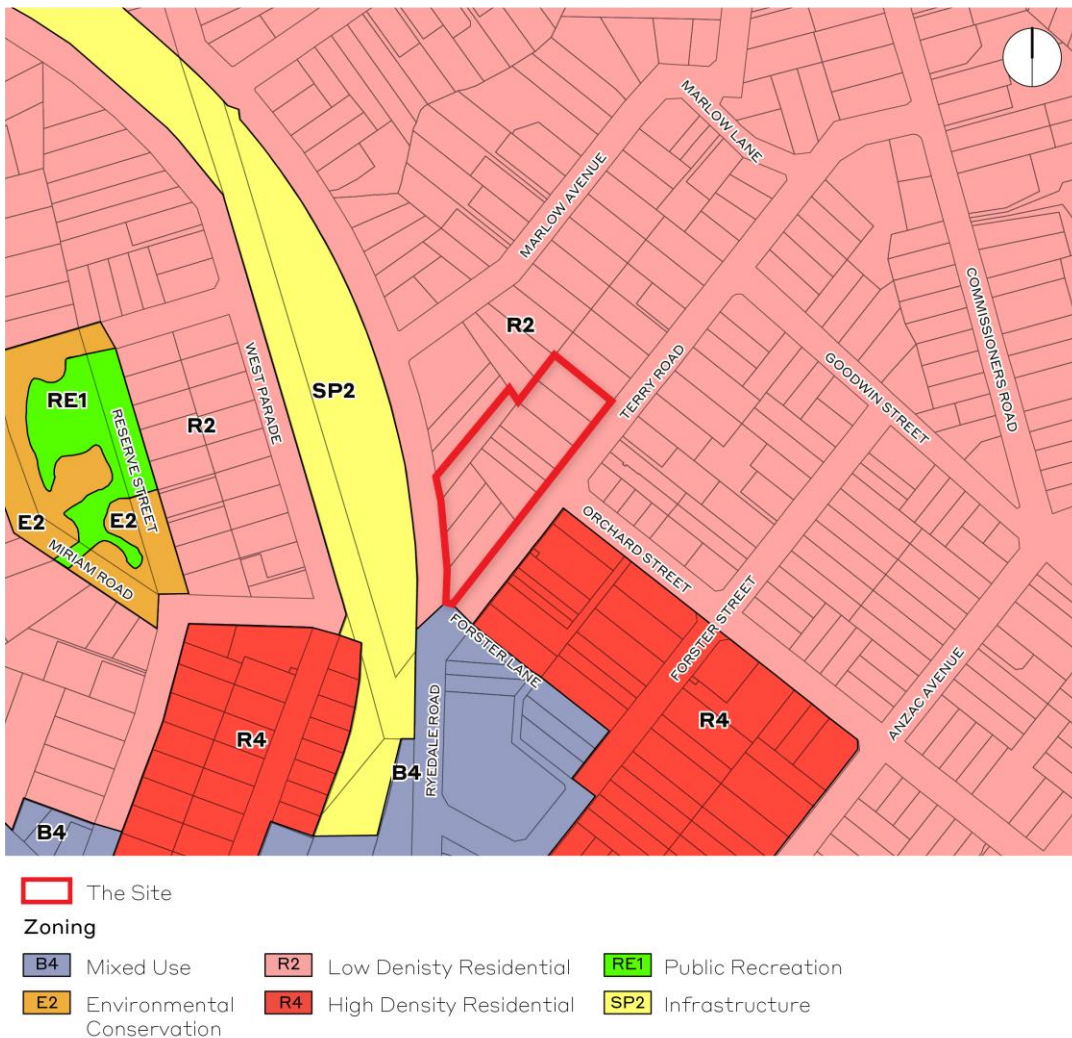


Figure 9 – Land Use Zone

Source: Ryde LEP & Ethos Urban

3.1.2 Height of Buildings

The Ryde LEP allows a maximum building height of 9.5 metres as depicted in **Figure 10** below.

It is noted that the land directly to the south of the subject site, within the West Ryde Town Centre, has a height limit of between 11.5 metres and 23 metres.



Figure 10 – Height of Building

Source: Ryde LEP & Ethos Urban

3.1.3 Floor Space Ratio

As depicted in **Figure 11**, the Ryde LEP allows for a permissible FSR of 0.5:1.

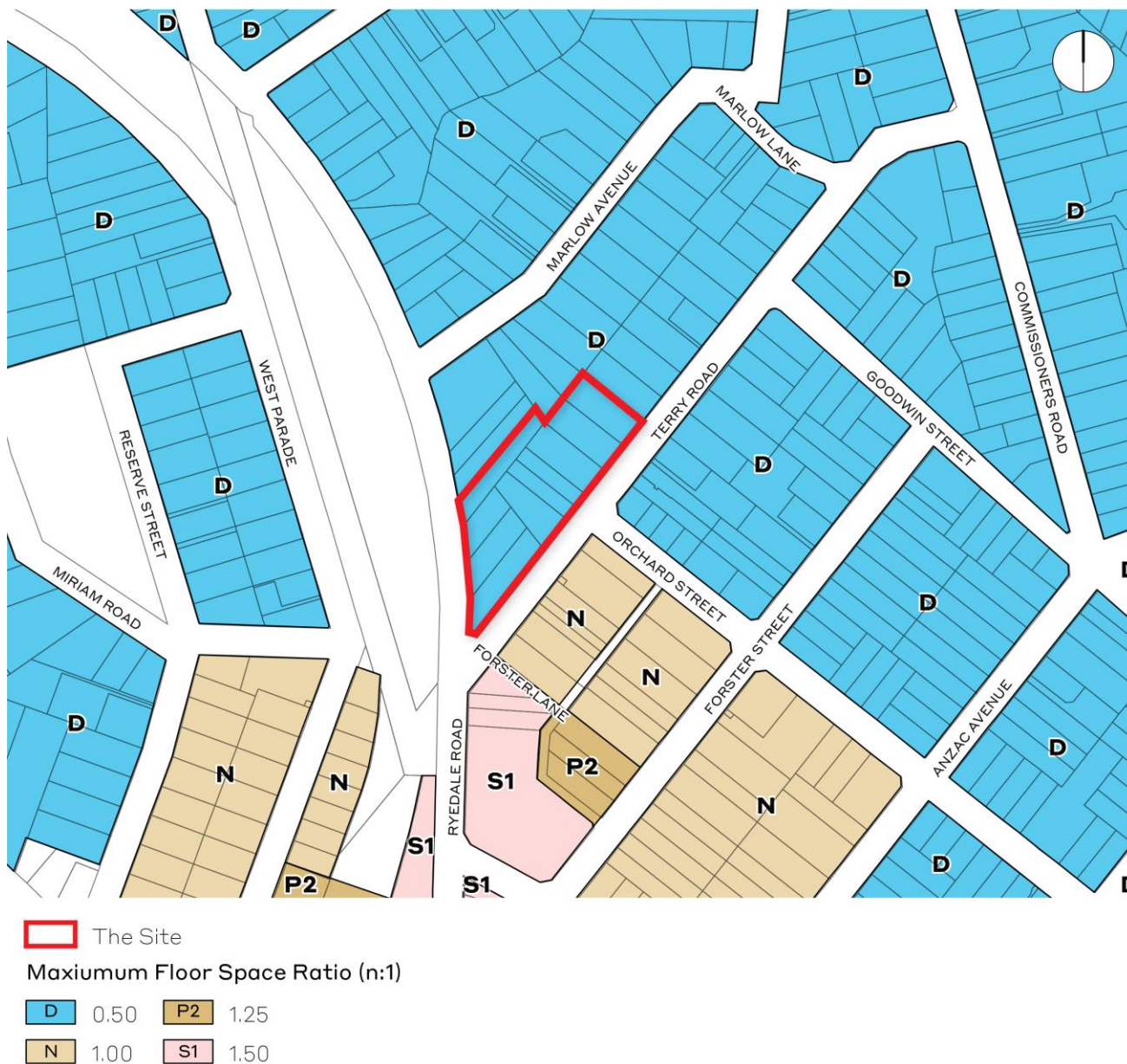


Figure 11 – Floor Space Ratio

Source: Ryde LEP & Ethos Urban

3.2 Ryde Development Control Plan 2014

The Ryde Development Control Plan 2014 (Ryde DCP) builds upon and provides more detailed provisions than those contained within the Ryde LEP.

The subject site falls outside of the area designated as the West Ryde Town Centre. There are no specific area controls applying to the site.

4.0 Development Concept

A development concept has been prepared by Turner Hughes Architects, as detailed in **Appendix A** and **Appendix B** and as illustrated within the perspectives at **Figures 12 & 13**. This concept relates to the land owned by RELC, being the entire site identified above other than 129 Ryedale Road which currently remains in separate ownership.

4.1 Overview

This planning proposal aims to facilitate the redevelopment of the site, through the staging of development across the site. Stage 1 relates to the north-eastern land adjoining Terry Road. Stage 2 includes the land adjoining Ryedale Road including the land that is not within the ownership of RELC.

The key numeric development information is summarised in **Table 2**.

Table 2 – Numerical Overview

| Aspect | Stage 1 | Stage 2 | Overall |
|----------------------------|---------------------|---------------------|----------------------|
| Site Area | 5,548m ² | 3,048m ² | 8,596m ² |
| GFA | 5,548m ² | 4,876m ² | 10,424m ² |
| FSR | 1:1 | 1.6:1 | 1.2:1 |
| Seniors Housing Apartments | 34 | 50 | 84 |
| Apartment Mix | | | |
| 1 Bedroom | 7 | 28 | 35 |
| 2 Bedroom | 23 | 16 | 39 |
| 3 Bedroom | 4 | 6 | 10 |
| Seniors Housing Jobs* | 6 | 1 | 7 |
| Aged Care Beds* | 31 | Zero | 31 |
| Aged Care Jobs* | 13 | N/A | 13 |
| Car Spaces | 25 | 58 | 83 |
| Height (storeys) | 5 | 4 | 4-5 |

* subject to further investigation



Figure 12 – Envelope Massing from above the corner of Ryedale and Terry Roads

Source: AWT Studio



Figure 13 – Envelope Massing when viewed along Terry Road

Source: AWT Studio

4.2 Built Form and Streetscape

The built form presented within the indicative Concept Plan reflects the scale of the Planning Proposal. The massing of the proposal is defined by a number of factors including allowing for reduced scale adjoining the low density residential land. The provision of the RL52 height datum ensures that the built form will 'fall' in height as it moves back. This would result in a built form of a maximum of four (4) storeys for development in Stage 1 and five (5) storeys for development in Stage 2.

The detailed design of the built form, including further design development, will form part of a future development application. However, it is noted that Ryde Council will require the preparation of a Development Control Plan (DCP). This DCP will ensure the built form and urban design outcomes illustrated within the scheme are achieved by any future development application, and a draft is provided at **Appendix F**.

4.3 Site Access and Parking

Vehicular access to the site as part of the indicative concept proposal will occur from Terry Road. The driveways, as proposed in the Concept Plan, would provide access to the on-site parking area for use by residents, staff and service vehicles.

With regards to the Ryde DCP, the indicative concept would need to provide the following parking:

- 73 residential spaces for independent living units;
- Three (3) spaces for the high dependency beds;
- 10 staff spaces; and
- One (1) ambulance space.

The indicative concept plan provides parking in accordance with the above requirement for a total of 86 on-site spaces, plus loading and ambulance spaces.

The final details of site access and parking provision will be determined in association with any future development application.

4.4 Traffic Impact

A Transport Report has been prepared for the Planning Proposal by Colston Budd Rogers & Kafes (CBRK) and is provided at **Appendix E**. It analyses the potential traffic impact from the indicative concept plan.

Surveys completed by the RMS have found a typical traffic generation of between 0.1 and 0.2 vehicles per seniors living dwelling per hour during weekday peak periods. These figures have been agreed with City of Ryde Council engineers.

On the basis of these rates, the proposed development would have a traffic generation of between 18 and 22 vehicles per hour two-way during any weekday peak period. Such a low generation would not have a noticeable impact on the operation of the surrounding road network. Intersections would continue to operate at their existing, good levels of service, with similar average delays per vehicle.

4.5 Overshadowing

Turner Hughes Architects have prepared Shadow Studies analysing the indicative development concept (refer to **Appendix B**). The additional density has been modelled to determine the overshadowing impact on surrounding properties.

As illustrated within the Urban Design Report at **Appendix B**, the overshadowing resulting from the indicative concept predominantly falls on the public road to the west and south of the site. No adjoining residences will be overshadowed between 9am and 12 noon on 21 June. The northern aspect of a number of the residential flat buildings on the south side of Terry Road will experience some overshadowing at 3pm on June 21.

The indicative development concept is considered suitable from an overshadowing perspective given the limited potential for overshadowing of adjoining residences which is in part due to the orientation of the land.

5.0 Planning Proposal

This Planning Proposal has been prepared in accordance with Section 55 of the *Environmental Planning & Assessment Act, 1979* (EP&A Act), and 'A Guide to Preparing Planning Proposals' prepared by the NSW Department of Planning and Environment, which requires the following matters to be addressed:

- The objectives and intended outcomes of the amendment to the LEP;
- explanation of provisions;
- justification, including:
 - relationship to strategic planning frameworks;
 - environmental, social and economic impact;
 - State and Commonwealth interests;
- Maps; and
- Community consultation.

The following Section outlines the objectives and intended outcomes and provides an explanation of provisions in order to achieve those outcomes, including relevant mapping. The justification and evaluation of impacts is set out in Section 6 of this report.

5.1 Objectives and Intended Outcomes

The objective of this Planning Proposal is to facilitate the development of Seniors Housing at 4 – 14 Terry Road and 127 – 135 Ryedale Road, Denistone.

5.2 Explanation of Provisions

The Planning Proposal incorporates a number of general amendments to the RLEP 2014 as it relates to the site at Ryedale and Terry Roads, Denistone. These amendments are shown in **Table 3**.

Table 3 – Summary of Proposed Amendments to Ryde LEP

| | Existing | Proposed |
|--------------------------|----------------------------|---|
| Land Use Zone | R2 Low Density Residential | R2 Low Density Residential |
| Building Height | 9.5 metres | RL 52 for the purposes of Seniors Housing |
| Floor Space Ratio | 0.5:1 | 1:1 in Stage 1 and 1.6:1 in Stage 2 for the purposes of Seniors Housing |
| Schedule 1 | N/A | Schedule 1 amendment permitting Seniors Housing |

5.2.1 Height of Buildings

The Height of Buildings Map is proposed to be amended to designate the datum level of RL 52 as the maximum building height for the site. Draft mapping is provided at **Appendix H**.

The use of a datum level rather than a maximum building height allows for a level that is consistent with the maximum roof heights for the dwellings that adjoin the site to the north.

5.2.2 Floor Space Ratio

The Floor Space Ratio (FSR) Map is proposed to be amended to designate the FSR for the site to be 1:1 in Stage 1 and 1.6:1 in Stage 2. Draft mapping is provided at **Appendix H**.

5.2.3 Additional Permitted Use

Within Schedule 1 of the Ryde LEP it is proposed to include a provision that allows for the development of Seniors Housing on land at 4 – 14 Terry Road and 127 – 135 Ryedale Road, Denistone. The proposed addition to Schedule 1 will state:

Use of certain land at 4 – 14 Terry Road and 127 – 135 Ryedale Road, Denistone

1. *This clause applies to land at 4 – 14 Terry Road and 127 – 135 Ryedale Road, Denistone, being identified as the following land:*

- a) *Lot 21 DP9350;*
- b) *Lot 22 DP9350;*
- c) *Lot 23 DP9350;*
- d) *Lot Y DP939480;*
- e) *Lot X DP939480;*
- f) *Lot 25 DP9350;*
- g) *Lot 1 DP9350;*
- h) *Lot 2 DP9350;*
- i) *Lot 3 DP9350*
- j) *Lot C DP367067*

2. *Development for the purposes of Seniors Housing is permitted with development consent.*

This wording is consistent with the wording used in Schedule 1 of the Ryde LEP for similar additional permitted uses.

5.3 Mapping

This Planning Proposal seeks to amend the Height of Buildings Map and Floor Space Ratio Map of the Ryde LEP. Draft mapping is provided at **Appendix H**.

5.4 Indicative DCP Controls

The initial advice prepared by the Ryde City Council, dated 21 March 2017, indicates a requirement for the preparation of a Site-Specific Development Control Plan (DCP) for inclusion within Council's existing Ryde DCP.

A site specific DCP has been prepared by Ethos Urban and is included at **Appendix F**.

General Objectives

To provide for the future development of a seniors housing development in a scale and form envisaged in the indicative Concept Report (**Appendix A**).

Density

To establish a density on site that is compatible with the surrounding bulk.

Dwelling Mix

The dwelling mix will ensure the development provides for a mix of units that is commensurate with the demand for seniors housing.

Streetscape

Streetscape controls will seek to ensure that the development appropriately addresses each frontage, especially the corner of Ryedale and Terry Roads.

Building Height

The building height control seeks to provide for a height that transitions with the topography of the land.

Setbacks

Will establish the streetscape through a uniform setback from Ryedale and Terry Road.

Communal Open Space

Aims to provide useable and functional communal open space for residents.

Private Open Space

Provides minimum standards for private open space for each unit within the development.

Landscaping & Tree Preservation

Development controls which will seeks to enhance, through landscaping, the appearance of the development, particularly when viewed from the public domain.

Design Quality

The design quality of the development will be guided by the DCP to ensure a high-quality development underpinned by durable and attractive materials.

Ancillary Support Uses

An additional commercial allied health use is proposed to be incorporated into the ground floor of the development, activating the corner of Ryedale and Terry Roads.

Services

Services will be provided in a manner that has minimal impact on the built form.

Solar Access & Overshadowing

Development objectives to maximise sunlight to key areas of the development whilst minimising the overshadowing impact to adjoining residential properties.

Visual and Acoustic Privacy

The DCP will seek to minimise the impact of the proposed development on the visual and acoustic privacy for adjoining residents.

Car Parking and Vehicular Access

The DCP will seek to guide the car parking requirements and minimise the impact of the vehicular cross overs on the public domain.

Accessibility

Controls have been incorporated into the DCP to ensure that the development meets the needs of future occupants.

Stormwater Management

Ensure a Stormwater Management Plan is provided as part of any future DA.

Waste Minimisation and Management

Will seek to minimise adverse impacts of waste collection on the surrounding public domain.

The provisions of the DCP will be developed by the proponent in close consultation with Council, ensuring that the intent of the development concept can be reflected within any future development application.

6.0 Strategic Justification

6.1 The Need for a Planning Proposal

Q1 – Is the Planning Proposal a result of any strategic study or report?

The Planning Proposal is not the result of any specific strategic study or report. Rather, the proposal has sought to address a shortcoming of the zoning in allowing seniors housing at a reasonable density and scale that will facilitate development for this use. This is considered to be consistent with the Metropolitan Plan, District Plan and local strategic planning documents, including the Local Housing Strategy, in providing for housing diversity and increased housing for seniors.

The proposal, therefore seeks to provide for development controls that facilitate this specific land use to encourage a housing typology and sector that is identified within key strategic planning documentation.

Q2 – Is the Planning Proposal the best means of achieving the intended outcome?

Yes.

In preparing this Planning Proposal, four options were considered to facilitate the intended outcomes as set out in **Section 5.1**. These are listed and discussed below:

- Option 1: Do nothing.
- Option 2: Incorporate Seniors Housing as a permissible use within the land use table of the R2 Low Density Residential zone.
- Option 3: Rezone the land to R3 Medium Density Residential or R4 High Density Residential.
- Option 4: Amend Schedule 1 of the Ryde LEP to incorporate an additional permitted use in addition to amendments to the height and FSR standards (as mapped) on the site to facilitate the development of seniors housing.
- Option 5: Amend Schedule 1 of the Ryde LEP to incorporate an additional permitted use for Seniors Housing. Additionally, provide for an Additional Local Provision under Part 6 of the Ryde LEP, allowing for additional height and FSR for a Seniors Housing development on the subject site.

Option 4 was chosen as the most suitable way to achieve a future Seniors Housing development following Gateway Determination.

6.2 Relationship with the Strategic Planning Framework

6.2.1 Q3 – Is the Planning Proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?

Strategic Merit Test

A Guide to Preparing Planning Proposals sets out that in order to answer this question, a planning proposal needs to justify that it meets the Strategic Merit Test. The consistency of this Planning Proposal with the mandated assessment criteria is set out below.

a) Does the proposal have strategic merit?

The proposal has been assessed as consistent with the layers of strategic planning that occurs across the Sydney Metropolitan area as well as within the North district and the City of Ryde LGA.

NSW State Plan 2021

The New South Wales State Plan 2021 is a long-term plan for services delivery within NSW and establishes priorities to guide government decision-making and resource allocation. The Plan is based on the five following strategies:

- Rebuild the economy;
- Provide quality services;
- Renovate infrastructure;
- Restore government accountability; and
- Strengthen our local environment and communities.

The proposal is consistent with these goals, demonstrating a commitment to the strengthening of the local community and renovation of local infrastructure through the provision of increased residential housing suitable for seniors and / or people with a disability. The proposal will also contribute to the provision of employment, generating residential floor space in close proximity to existing transport and commercial infrastructure.

A Plan for Growing Sydney

At the time of lodgement, *A Plan for Growing Sydney* (the Plan) was the strategic plan for the Sydney metropolitan area, following its publication in December 2014. The plan identified a substantial growth challenge and sets out a series of infrastructure programs and planning directions to facilitate this growth. Recent amendments to the *Environmental Planning and Assessment Act 1979* (NSW) (EP&A Act) introduced a new Part 3B of the Act which gave *A Plan for Growing Sydney* statutory effect as the primary strategic planning document for development in Sydney (Section 75A(2)(b)).

Goal 2 of the Plan identifies the need to provide housing choice and accelerate housing supply and urban renewal across Sydney. Although West Ryde and Denistone have a large number of apartments, these are primarily older-style walk up residential flat buildings that are inaccessible to less mobile and an ageing population. This Planning Proposal will facilitate the provision of Seniors Housing, which will assist in increasing the diversity of accommodation types available – directly responding to Direction 2.1 and Direction 2.3 of the Plan.

The sites proximity to West Ryde Railway Station is directly aligned with Action 2.2.2 which seeks to undertake urban renewal in transport corridors, including along the T1 Northern Line between Hornsby and Strathfield. Importantly, it is recognised that targeting housing in these corridors will make public transport a more viable alternative to car transport.

Table 4 – Assessment of Consistency with A Plan for Growing Sydney

| Goal/ Direction/Action | Comment |
|---|---|
| Goal 1: Sydney's Competitive Economy | Not applicable |
| Goal 2: Sydney's housing choices | |
| Direction 2.1 – Accelerate housing supply across Sydney | The rezoning will help assist in accelerating housing supply and housing choice around the West Ryde Town Centre that is well serviced by public transport, including the West Ryde Railway Station as well as numerous bus services. |
| Direction 2.2 – Accelerate urban renewal across Sydney – providing homes closer to jobs | Will allow for the renewal of the subject site in a location that is adjacent to the Hornsby to Strathfield T1 Northern Rail line and is next to a bus route providing access to a number of key centres. |
| Direction 2.3: Improve housing choice to suite different needs and lifestyles | The use of Schedule 1 is proposed to facilitate the development of Seniors Housing in an area that is predicted to age over the period leading up to 2036. Population forecasts prepared by forecast.id expect the proportion of the population aged above 65 will increase by more than 80% in the Denistone – Denistone East – Denistone West area by 2036. |
| Goal 3: Sydney's great places to live | |
| Direction 3.1 Revitalise existing suburbs | The renewal of the subject site is supported by a suburb and town centre whereby plenty of infrastructure and services already exist. |
| Goal 4: Sydney's sustainable and resilient environment | Not applicable. |
| Sydney's Subregions | |
| North Subregion | Seeks to identify suitable locations for housing that are coordinated with infrastructure and train services. The delivery of Seniors Housing in a location adjacent to West Ryde Railway Station will help fulfil this priority. |

A Plan for Growing Sydney has subsequently been superseded by the *Greater Sydney Region Plan 2017 - A Metropolis of Three Cities*.

Greater Sydney Region Plan 2017 - A Metropolis of Three Cities

The *Greater Sydney Regional Plan 2017* produces a vision to meet the needs of a growing and changing Sydney population. It includes objectives to allow for more diverse and affordable housing across Sydney.

The proposal will assist in providing increased housing diversity, particularly in the form of seniors housing. It will also provide for a form of housing that will have direct synergies with the leagues club itself, ensuring that its future community is healthy, resilient and socially connected. The services and facilities provided by this Seniors Housing development and the Ryde-Eastwood Leagues Club will help meet the needs of the future occupants. This ensures that these residents will have access to on-site services as well as services and facilities offered by nearby centres.

The additional housing supply in this location will directly increase the percentage of dwellings located within 30 minutes of a strategic centre and metropolitan cluster by public transport. Residents will be able to easily walk up to West Ryde Railway Station or one of the nearby bus stops (as outlined in **Section 2.4**) that will provide easy access through to strategic centres and services.

Finally, the proposal will seek to maintain as much of the tree canopy surrounding the site as possible. In this way the urban tree canopy will be maintained and potentially enhanced across the site and surrounding public domain.

NSW Long Term Transport Master Plan 2012 and Future Transport 2056

The NSW Long Term Transport Master Plan 2012 has the aim of better integrating land use and transport. A Plan for Growing Sydney has been prepared to integrate with the Long Term Transport Master Plan. Superceding the Long Term Transport Master Plan is Future Transport 2056, which sets a 40-year vision, directions and principles for customer mobility in NSW, guiding transport investment over the longer term.

The Planning Proposal will serve the objectives of the Transport Master Plan and Future Transport 2056 by locating residential development close to an existing railway station and bus routes. This will promote the use of public transport and reduce reliance of private motor vehicles.

NSW Ageing Strategy

The NSW Government prepared an Ageing Strategy which analyses to challenges and opportunities that are brought about as a result of the significant demographic shift towards the way we deliver services, design our homes, cities and towns; plan transport; and develop our workforces.

The Ageing Strategy highlights a number of key areas which this proposal will specifically address. This includes housing choice, with the government monitoring the supply of specific housing options such as retirement villages and other living options for seniors. These forms of housing are especially sought after in well-located area close to town centres and transport.

Another challenge the strategy seeks to address is public transport usage and accessibility. In this regard it is noted that West Ryde Railway Station offers disabled access; being wheelchair accessible.

North District Plan

Prepared by the Greater Sydney Commission, the North District Plan was finalised in March 2018. It underpins the Greater Sydney Region Plan and helps give effect to its overarching goals and objectives by setting out priorities and actions for each district.

The North District Plan sets a five-year housing target for Ryde of 7,600 additional dwellings to 2021. The realisation of these housing targets relies on the actions by the relevant planning authorities, in this case being the City of Ryde Council in enabling planning controls.

Significantly, the largest proportional growth in the North District will be in the over 85s with the total growth of people over 65 accounting for almost 40% of all the District's growth. The plan also estimates a 54% increase in the number of people aged over 65 in the next 20 years within the Northern District.

The district plan acknowledges that this requires significant planning by councils and service providers in terms of local provision of aged care, housing, health support, ageing in place and convenient access to day to day needs.

2010 Local Planning Study

Ryde City Council prepared a Local Planning Study in 2010 as a direct response to the Metropolitan Strategy and Inner North Draft Subregional Strategy. This study aimed to guide the preparation of a new comprehensive local environmental plan for the City of Ryde. As a result, many of the key issues and recommendations were incorporated into the Ryde Local Environmental Plan 2014.

Within West Ryde, the key issues identified by the local planning study include:

- Pedestrian access is poor, with inadequate pedestrian routes and through-site links.
- Predominantly small lot sizes inhibit development.
- The Town Centre is bisected by the rail line and Victoria Road.
- An inadequate road network and congestion threaten to undermine the Centre's future development.
- Historically development has occurred away from Victoria Road.
- The Heritage Precinct on Ryedale Road will restrict future development options.
- West Ryde will be an important place on Victoria Road. It will provide opportunities for new buildings, public domain improvements and the creation of 'green links' through the Town Centre.

The proposed amendments to the Ryde LEP 2014 will seek to address a number of these key issues. The Planning Proposal will facilitate the redevelopment of a large land-holding with identified pedestrian linkages through to public transport infrastructure. It will not impact on the heritage precinct along Ryedale Road, which would otherwise restrict development in this area.

Furthermore, the road network and any potential congestion issues are to be addressed in the updated Transport Report as prepared by CBRK.

Ryde 2025 Community Strategic Plan

The Ryde 2025 Community Strategic Plan is a long-term strategy for their community. It aims to ensure that the City of Ryde lives up the aspirations, whilst meeting the challenges of the future. This plan identifies the following challenges and opportunities:

- Meeting the needs of a growing population;
- Addressing the needs of a growing population;
- Offering suitable housing options while maintaining the characteristics of our suburbs;
- Creating a strong economy and employment close to home;
- Managing the pressure of population growth on our amenity;
- Adapting to climate change;
- Remaining competitive.

The proposed land use, scale and indicative design can be clearly shown to meet several of these challenges. It will provide for increased housing diversity, within a scale that is compatible with the surrounding character of West Ryde. This will suitably manage the pressure of population growth and create additional employment opportunities within a location that is nearby to all necessary services and infrastructure.

City of Ryde Local Strategic Planning Statement

Building on the North District Plan and the Ryde 2025 Community Strategic Plan, Ryde City Council has prepared a Local Strategic Planning Statement (LSPS) that establishes a 20-year vision, planning priorities and actions for the Ryde LGA. The LSPS was made on 31 March 2020.

The Planning Proposal aligns with the key targets of the LSPS which include:

- Transforming West Ryde into a vibrant centre.
- Protecting the valued character of low density residential areas whilst allowing for growth.
- Increase the proportion of the population within 400m of open space and public transport.
- Providing high levels of residential amenity and contributing towards the safety and permeability of the public domain.

Ryde Draft Local Housing Strategy

The Ryde Draft Local Housing Strategy (Draft LHS) sets out a plan for the delivery of housing in the Ryde LGA to 2040 and was publicly exhibited between 16 October and 16 November 2020. The draft LHS has been prepared to meet the requirements of the Greater Sydney Region Plan which requires Councils to develop housing strategies and targets in accordance with the District Plan.

The District Plan sets a housing target of 25,950 additional dwellings in the District by 2021 of which 7,600 are to be in Ryde LGA, along with the LGA to accommodate an additional 51,700 people by 2036. As the age structure of the LGA further indicates an increase in the proportion of people aged over 65 to 2036, the Draft LHS indicates that planning interventions may be required to provide additional seniors housing stock to facilitate this increase.

The draft LHS provides 13 directions for housing delivery and among these, an increase of the supply of medium density housing is required with seniors housing identified as one such typology under this category. Specifically, the draft LHS states “*highly accessible and liveable housing designed for seniors and disabled persons, outside of purpose-built complexes*” is to be encouraged. This direction identifies that accessible, liveable seniors housing is required in Ryde, consistent with this Planning Proposal which seeks to allow for seniors housing to be provided on the site.

Seniors housing on the subject site will serve the ageing population of Ryde in providing purpose built seniors housing with a close synergy to the established Ryde – Eastwood Leagues Club that will allow seniors to participate in everyday life within the Ryde LGA.

b) Does the proposal have site-specific merit?

The proposal is considered to have site specific merit in that it is located in an area without a significant environmental value or hazards.

The site has been used for residential purposes for a number of decades. This Planning Proposal seeks to slightly increase the density of dwellings on the subject site, given the strategic opportunities of the subject site.

The services and infrastructure will be adapted as necessary to adjust to the higher density on site.

Summary

This Planning Proposal achieves the assessment criteria as it demonstrates both strategic merit and site-specific merit. Therefore, it is considered that this Planning Proposal meets the Strategic Merit Test.

Q4 – Is the Planning Proposal consistent with a Council’s local strategy or other local strategic plan?

Not applicable.

The proposal sits just outside the West Ryde Town Centre. As a result, no local strategies have been prepared that relate to specifically to this site.

Q5 – Is the Planning Proposal consistent with applicable State Environmental Planning Policies?

Yes.

An assessment of the Planning Proposal against relevant State Environmental Planning Policies (SEPPs) is set out in **Table 5** below.

Table 5 – Consistency with State Environmental Planning Policies

| SEPP | Consistency | | N/A | Comment |
|---|-------------|----|-----|--|
| | Yes | No | | |
| SEPP (State and Regional Development) 2011 | | | ✓ | Not relevant to proposed LEP amendment |
| SEPP (Affordable Rental Housing) 2009 | | | ✓ | Not relevant to proposed LEP amendment |
| SEPP (Exempt and Complying Development Codes) 2008 | | | ✓ | Not relevant to proposed LEP amendment. May apply to future development on the sites. |
| SEPP (Housing for Seniors or People with a Disability) 2004 | ✓ | | | An assessment of the compliance with the Seniors Housing SEPP has been undertaken below. |
| SEPP No. 55 Remediation of Land | | | ✓ | The site has been used for residential purposes recent decades. |
| SEPP No. 64 Advertising and Signage | | | ✓ | Not relevant to the proposed LEP amendment. |
| SEPP No. 65 Design Quality of Residential Apartment Development | ✓ | | | Nothing within this amendment will prevent a future DA's ability to comply with SEPP 65. |

A future development application will be proposed under the provisions of the Ryde LEP. However, an assessment of the Planning Proposal and indicative Concept Plan has been undertaken against the provisions of the Seniors Housing SEPP.

The proposal is considered to be consistent with the Site-related Requirements and Design Principles of the Seniors Housing SEPP in that it:

- Facilitates seniors housing on a site adjacent to West Ryde Town Centre with access to shops, bank service providers and other retail and commercial services.
- Is capable of complying with access standards to nearby facilities and services.
- Is within 400 metres of a public transport service, with obvious and safe pedestrian links to and from the nearby public transport services.
- Recognises the character of the area and does not detract from it by overdeveloping the site.
- Proposed a built form that relates to the topographical context of the site.
- Ensures adequate solar access for neighbouring residents in the vicinity of the site.

6.2.2 Q6 – Is the Planning Proposal consistent with applicable Ministerial Directions (s. 9.1 directions)?

Yes.

An assessment of the Planning Proposal against applicable Section 9.1 Directions is set out in **Table 6**.

Table 6 – Consistency with Section 9.1 Directions

| Direction | Consistency | | N/A | Comment |
|---|-------------|----|-----|---|
| | Yes | No | | |
| 1. Employment and Resources | | | | |
| 1.1 Business and Industrial Zones | | | ✓ | Not applicable |
| 1.2 Rural Zones | | | ✓ | Not applicable |
| 1.3 Mining, Petroleum Production and Extractive Industries | | | ✓ | Not applicable |
| 1.4 Oyster Aquaculture | | | ✓ | Not applicable |
| 1.5 Rural Lands | | | ✓ | Not applicable |
| 2 Environment and Heritage | | | | |
| 2.1 Environmental Protection Zones | | | ✓ | Not applicable |
| 2.2 Coastal Protection | | | ✓ | The site is not within coastal zone. |
| 2.3 Heritage Conservation | | | ✓ | The site does not contain a heritage listed item |
| 2.4 Recreational Vehicle Area | | | ✓ | Not applicable |
| 2.5 Application of E2 and E3 Zones and Environmental Overlays in Far North Coast LEPs | | | ✓ | Not applicable |
| 2.6 Remediation of Contaminated Land | ✓ | | | The site has been used for residential purposes recent decades. |
| 3. Housing, Infrastructure and Urban Development | | | | |
| 3.1 Residential Zones | ✓ | | | <p>The Planning Proposal will meet the objectives of this direction by:</p> <ul style="list-style-type: none"> Allowing an increase in housing diversity through the facilitation of seniors housing; Make more efficient use of the sites proximity to public transport and nearby infrastructure and services. |
| 3.2 Caravan Parks and Manufactured Home Estates | | | ✓ | Not applicable |
| 3.4 Integrating Land Use and Transport | ✓ | | | <p>This Direction applies due to this Planning Proposal relating to a residential zone. The Direction states that a Planning Proposal must be consistent with the aims, objectives and principles of:</p> <p><i>Improving Transport Choice – Guidelines for planning and development</i> (DUAP 2001), and <i>The Right Place for Business and Services – Planning Policy</i> (DUAP 2001).</p> |

| Direction | Consistency | | N/A | Comment |
|--|-------------|--|-----|--|
| | | | | The Planning Proposal is broadly consistent with the aims, objectives and principles of the above documents in that it will provide residential accommodation in an area well serviced by public transport. |
| 3.5 Development Regulated Airports and Defence Airfields | | | ✓ | Not applicable |
| 3.6 Shooting Ranges | | | ✓ | Not applicable |
| 3.7 Reduction in non-hosted short term rental accommodation period | | | ✓ | Not applicable |
| 4. Hazard and Risk | | | | |
| 4.1 Acid Sulfate Soils | | | ✓ | The site is not identified as being land subject to acid sulphate soils. |
| 4.2 Mine Subsidence and Unstable Land | | | ✓ | The site is not identified as mine subsidence or unstable land. |
| 4.3 Flood Prone Land | | | ✓ | The site is not identified as flood prone land by any environmental planning instrument. |
| 4.4 Planning for Bushfire Protection | | | ✓ | The site is not identified as bushfire prone land. |
| 5. Regional Planning | | | | |
| 5.10 Implementation of Regional Plans | ✓ | | | The proposals consistency with the regional planning framework is addressed in Section 6.2.1. |
| 6. Local Plan Making | | | | |
| 6.1 Approval and Referral Requirements | ✓ | | | This Planning Proposal is consistent with this Direction in that it does not introduce any provisions that require any additional concurrence, consultation or referral. |
| 6.2 Reserving Land for Public Purposes | ✓ | | | This Planning Proposal is consistent with this Direction in that it does not create, alter or reduce existing zonings or reservations of land for public purposes. |
| 6.3 Site Specific Provisions | ✓ | | | <p>The Planning Proposal will not result in any unnecessarily restrictive site-specific controls, rather it seeks to increase the permissible land uses on site in order to achieve the best possible outcome for the site.</p> <p>The proposed amendments do not specify a set development proposal; rather an indicative Concept Plan has been prepared supporting the proposal, which illustrates how the proposed controls can work within any future scheme for the site.</p> |

| Direction | Consistency | | N/A | Comment |
|--------------------------|-------------|--|-----|---|
| 7. Metropolitan Planning | | | ✓ | The proposals consistency with the metropolitan planning framework is addressed in Section 6.2.1. |

6.3 Environmental, Social and Economic Impacts

Q7 – Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

No.

The Planning Proposal will not result in any impact on critical habitat or threatened species, populations or ecological communities or other habitats. These matters can be appropriately considered at the DA stage, if relevant.

Q8 – Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?

No.

The site is currently considered to be an urban residential site and the future land use will remain in accordance with this use.

Q9 – Has the Planning Proposal adequately addressed any social and economic impacts?

The proposed development will result in positive social and economic effects for the local area through the generation of local employment opportunities during construction and potentially for domestic and health related services during operation. The provision of suitable Seniors Housing will help cater for the locally ageing population in a location that is nearby to facilities and services.

6.4 State and Commonwealth Interests

Q10 – Is there adequate public infrastructure for the Planning Proposal?

The site is located in a well-established urban area and has access to a range of existing facilities and services. It is well sited in terms of its proximity to West Ryde Railway Station, bus stops and commercial shops.

The site maintains direct synergies with the Ryde-Eastwood Leagues Club, being located directly opposite the site. Ryde Eastwood Leagues offers the following services to members and guests:

- Café and various dining options;
- Concerts & Entertainment;
- Gymnasium, swimming pool and group fitness; and a
- Barbershop

The development application for Seniors Housing will require further investigation of the likely provision of services that will be require, in accordance with the provisions of the Seniors Housing SEPP.

Q11 – What are the views of State or Commonwealth public authorities consulted in accordance with the Gateway determination?

The views of State and Commonwealth public authorities will be known once consultation has occurred in accordance with the Gateway determination of the Planning Proposal.

6.5 Mapping

This Planning Proposal seeks to amend the Height of Buildings Map and Floor Space Ratio (FSR) Map. Draft mapping is provided at **Appendix H**.

6.6 Community Consultation

Community consultation will be conducted in accordance with section 57 of EP&A Act and *A Guide to Preparing Planning Proposals*.

6.7 Project Timeline

Given the nature and scale of the Planning Proposal, a realistic project timeframe for gazettal has been identified within **Table 7**. The timeframe has been prepared in accordance with the actions identified within *A Guide to Preparing Planning Proposals*.

Table 7 - Proposed Project Timeline

| Action | Timeframe |
|------------------------------------|---------------------------------|
| Lodge Planning Proposal | October 2017 |
| Lodge Additional Information | October 2018 |
| Report to Local Planning Panel | November 2018 (Note: No Action) |
| Council Endorse Planning Proposal | December 2018 (Note: No Action) |
| Gateway Determination | 10 March 2021 |
| Public Exhibition (4 Weeks) | July 2021 |
| Final Assessment by the Department | August-September 2021 |
| Plan Making (RPA) | October 2021 |

7.0 Conclusion

This Planning Proposal seeks the inclusion of a Schedule 1 amendment to facilitate the redevelopment of the subject site as Seniors Housing. Amendments to the Height of Buildings Map and Floor Space Ratio (FSR) Map are also proposed. An indicative Concept Plan has been developed that illustrates the scale of development that would be expected on the subject site through these controls. This development concept will be subject to a future DA made to Ryde City Council.

This Planning Proposal is justified for the following reasons:

- The proposal is consistent with the objects of the EP&A Act, in that it promotes the orderly and economic use and development of land.
- The proposal is consistent with the strategic planning framework for the site.
- The proposal seeks to facilitate the development of Seniors Housing, which is essential in catering for the ageing population in the Ryde LGA and is an important aspect of achieving true housing diversity.
- The proposal will facilitate the best use of a site that is well serviced by public transport and nearby to services and infrastructure.
- The proposal will facilitate a built form outcome that is consistent with the existing scale of built form on Terry Road. Additionally, the site is strategically located adjacent to the West Ryde Town Centre and Station to facilitate a higher density form of development that is commensurate with its local context.
- The proposal is consistent with the applicable SEPPs and Ministerial Directions.

In light of the above, we have no hesitation in recommending that the Planning Proposal proceed to realise the benefits of providing a Seniors Housing development on the site.