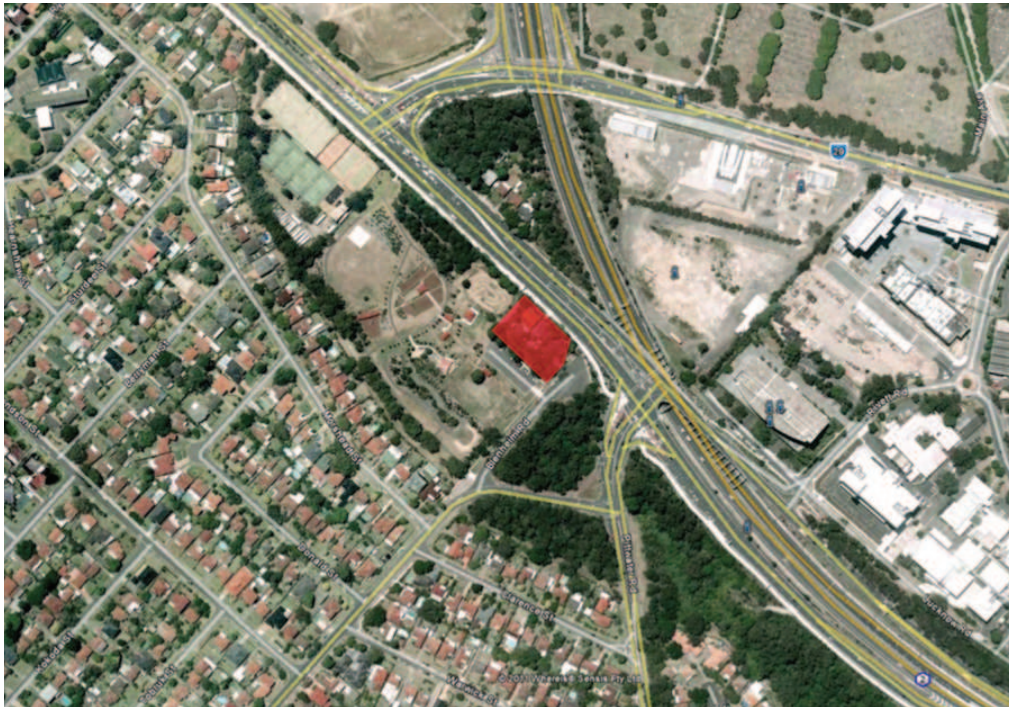


Planning Proposal

To Amend the Ryde LEP 2014

Cnr Epping Road & Blenheim Road
North Ryde



Prepared by: Think Planners Pty Ltd
Document Date: June 2015
Authority: City of Ryde Council





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Appendices

1. Proposed Mapping Amendments
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Quality Assurance

PROJECT: Planning Proposal – 86 Blenheim Road and 12-14 Epping Road,
NORTH RYDE

AUTHOR: Think Planners Pty Ltd – 9A O’Connell Street, Parramatta

Date	Purpose of Issue	Rev	Reviewed	Authorised
May 2015	Client Review Issue	Draft	NV	AB
June 2015	Lodgement Issue	Final	AB	AB

1. Executive Summary and Purpose of this Report

Think Planners Pty Ltd has been engaged by Alnox Pty Ltd to prepare and submit a Planning Proposal to City of Ryde Council (Council) in support of an amendment to Ryde Local Environmental Plan 2014 (Ryde LEP 2014). Mr Raymond Azizi is the landowner and controls all land lots to which this Planning Proposal relates, being 86 Blenheim Road and 12-14 Epping Road, North Ryde (legally identified as Lot C DP410408, Lot D DP410408 and Lot E DP410408 respectively). The Planning Proposal has been prepared in collaboration with a number of consultants, most notably Urban Link Pty Ltd who have analysed and tested various design options, built forms and urban design scenarios for the site.

The Planning Proposal relates to three allotments (being Lot C DP410408, Lot D DP410408 and Lot E DP410408), which are proposed to be amalgamated, and having a combined site area of approximately 2,020m². The Planning Proposal contains an explanation of the intended effect and justification for amendments to the Ryde LEP 2014.

The Planning Proposal seeks amendments to –

- Zone map (proposing a single R4 – High Density Residential zone to the subject land);
- Floor Space Ratio map (proposing an FSR of 4.3:1 to the subject land); and
- Height of Building map (proposing 45m to the subject land).

Ryde City Council, during the preparation of the Ryde LEP 2014, resolved at its meeting on 12 March 2013 that a Planning Proposal be accepted for consideration by Council for a number of properties; including the subject site. This submission is consistent with the adoption of the Council.

The Planning Proposal has been prepared in accordance with Section 55 of the Environmental Planning and Assessment Act 1979, along with the Department of Planning and Infrastructures document 'A Guide to Preparing Planning Proposals'.

The Planning Proposal relates to land at North Ryde, within the City of Ryde Local Government Area (LGA). The site is located adjacent to the North Ryde Station Precinct, an Urban Activation Precinct (UAP) and sits just outside the boundaries of the UAP. The North Ryde Station Precinct was nominated for urban renewal by the Department of Planning and Environment and was gazetted as an Urban Activation Precinct on 21 September 2013. The UAP seeks to accommodate around 330,000m² of predominately residential and mixed use gross floor area creating approximately 3,000 homes and 1,500 jobs within a 10 minute walk of North Ryde Station.

The subject site is also located on the periphery of the Macquarie Park Corridor. Council's vision for the corridor is to provide planned residential communities centred on the North Ryde and Macquarie University Rail Stations whilst facilitating for the future development, growth and integrity of the employment function. It is envisaged that the corridor will evolve from a Business Park to an urban centre accommodating

in excess of 10,000 new dwellings close to transport, employment and education facilities.

The Planning Proposal will enable the redevelopment and revitalisation of the subject site and contribute to the housing, commercial, social and cultural environment of the immediate area whilst achieving additional housing located in an appropriate location. The Planning Proposal, although separate from, and located on the periphery, will support the UAP and the Macquarie Park Corridor, promoting additional usage of the precinct and patronage of North Ryde Station.

It is noted that the proposal is also consistent with longstanding State Policy for the delivery of urban renewal within appropriate locations and the principles of Transit Oriented Development as outlined in 'A Plan for Growing Sydney.' In line with these principles the Planning Proposal will provide additional residential dwellings within an appropriate location with direct access to jobs and essential infrastructure including a variety of public transport options. The Planning Proposal will make a small contribution to increasing housing stock, diversity and choice within The Ryde LGA, whilst maintaining the integrity of the UAP and Macquarie Park Corridor. The site is located in a well sought after area that has been consistently identified for increased development by the State Government through its planning arm.

The Planning Proposal considers and discusses the key issues for the rezoning, including indicative future development form, urban design outcomes, public benefit, employment generation and traffic movements. Having regard to the discussion and assessment provided within this report, Think Planners Pty Ltd have no hesitation in recommending that the Planning Proposal be submitted to the Department of Planning and Environment for Gateway Determination, following Council's review.





2. NSW Department of Planning & Infrastructure: A Guide to Preparing Planning Proposals

The preparation of the Planning Proposal has considered the publication ‘A guide to Preparing Planning Proposals’ published by the NSW Department of Planning & Infrastructure.

Objectives and Intended Outcomes – the objectives and intended outcomes of the proposal are clearly articulated throughout the Planning Proposal. Part 5 of this document provides details.

Explanation of the Proposed Provisions – Parts 4 & 5 of this document provides details.

Justification – The analysis, justification and case for the proposal is articulated in Parts 5 & 6.

Maps – The mapping amendments are provided as an attachment.

Community Consultation – This is discussed in that part of the Planning Proposal entitled “community consultation”.

3. Site Analysis

3.1 Site and Context

3.1.1 Subject Site

The subject site is made up of three small lots which have frontages to Epping Road, North Ryde. The subject site comprises 86 Blenheim Road and 12-14 Epping Road, North Ryde (legally identified as Lot C DP410408, Lot D DP410408 and Lot E DP410408 respectively). It is proposed that the lots be amalgamated, and once consolidated will have a combined site area of approximately 2,020m².

Lot C currently contains a traditional two storey low density detached brick residential dwelling. Lot C has direct vehicular access from Blenheim Road. Lots D and E currently contain traditional single storey detached low density residential dwellings with direct vehicular access to and from the major arterial of Epping Road. The existing residential dwellings are of mixed age and architectural style. Established landscaping exists to the front and rear of the site.

The site is on the southern side of Epping Road. Bundarra Reserve, the M2 Motorway and North Ryde Station Precinct are located across Epping Road to the north. The site is well within 400m of the North Ryde Railway Station, as illustrated below in the Urban Activation Precinct Map for North Ryde prepared by the Department of Planning.



The site makes up the entirety of a small residential block that forms an ‘island’ of residential zoned land that is isolated from similar residential land uses. The site is surrounded by Epping Road to the north (zoned SP2), Blenheim Road and Myall Reserve to the east (zoned E2 and RE1) and Blenheim Park to the south and west (zoned RE1).

The site is located directly adjacent to Blenheim Park carpark which has several facilities including picnic areas, cycle paths, children’s playground, enclosed dog off-leash area and a remote-control car track.

The subject site is within walking distance of North Ryde Station (approximately 200m) as well as a number of bus services. Bus stops are located on both sides of Epping Road as well as Blenheim Road. Bus services provide access to the Sydney CBD as well as links to Chatswood, Epping, North Sydney, Ryde, Rhodes and Sydney Olympic Park.

The site is well located to key arterial road corridors including the M2 Motorway, the Lane Cove Tunnel, Epping Road and other cross-city connectors. Although well serviced by private transport infrastructure the benefits of the proximity of the site to public transport cannot be understated.

The subject site is identified in the aerial photograph below and on the plans provided separately to this document.



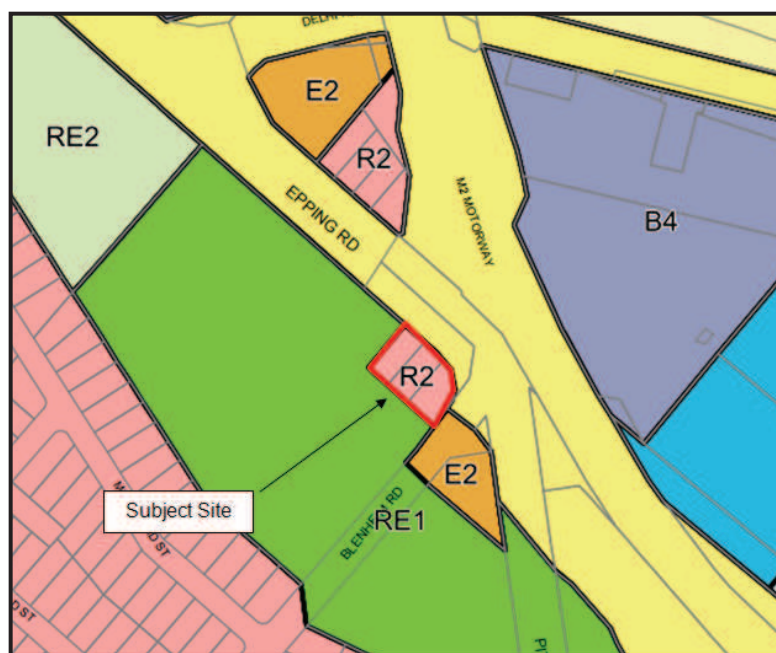
Aerial Map of the Subject Site (Source: Nearmap 2015)

3.1.2 Site Context

The site is on the southern side of Epping Road. Bundarra Reserve, the M2 Motorway and North Ryde Station Precinct are located to the north. The site makes up the entirety of a small residential block that forms an ‘island’ of residential zoned land that is isolated from similar land uses. The site is surrounded by Epping Road to the north (zoned SP2), Blenheim Road and Myall Reserve to the east (zoned E2 and RE1) and Blenheim Park to the south and west (zoned RE1). The nature of the site is demonstrated in the zoning map extract below.

The site is located directly adjacent to Blenheim Park which has several facilities including picnic areas, cycle paths, children’s playground, enclosed dog off-leash area and a remote-control car track. The site is also within walking distance or close proximity to a number of reserves as well as local and regional areas of public open space which provide for a wide range of both passive and active recreational opportunities. Additional open space has also been planned within the Macquarie Park Corridor.

The subject site is located in close proximity to North Ryde Station (approximately 200m) as well as the eastern end of the Macquarie Park Corridor which comprises a portion of the larger employment and business corridor that runs further to the north west. The Macquarie Park Corridor forms part of the Global Economic Corridor as identified in the current Metro Plan ‘A Plan for Growing Sydney’. Zoning, height and FSR controls reflect the importance of this corridor. Accordingly much of the area (including sites to the north east and west of the site on the northern side of Epping Road) have zonings of R4 – High Density Residential, B3 – Commercial Core and B4 – Mixed Use; heights ranging between 22 – 92m; and FSRs ranging between 1:0 – 3.5:1. It is noted that land located directly to the north of the site has a maximum building height of 92m and a FSR of 3.5:1 under current planning controls.



Zoning Map Extract Ryde LEP 2014

The Macquarie Park Corridor within close vicinity of the site is characterised by modern multi storey detached commercial buildings of mixed age, architectural style and height. Although somewhat separated they maintain a relationship with Epping Road. It is noted that the current planning regime for the surrounding area is somewhat disjointed in land uses and visual cohesiveness. Large scale commercial buildings, bush reserves, low density housing, high density housing and significant vehicular infrastructure form an incohesive mix of development within a short segment of Epping Road. The land use character is eclectic and demonstrates that this area has not had a clear defined character or purpose for many years, particularly the subject site. It is noted that the surrounding area is undergoing continued transformation of its built form with large-scale mixed use developments and residential flat buildings having been approved by Council or currently in the planning process. The Planning Proposal seeks to address and rectify the site, bringing in into line with surrounding current and future development and will increase the visual amenity and cohesiveness of the area.

Located near a major commercial, transport and employment hub, the site is ideally placed to undertake a significant renewal of its built form and facilitate increased density. The area is well serviced by schools, tertiary institutions, child care centres, health facilities (local and regional), community services, recreational and sporting opportunities and an established commercial centre. Furthermore, several key arterial road networks including Epping Road, Lane Cove Tunnel and The M2 Motorway are located within close vicinity of the site. This is illustrated by the broader aerial map below.

Additionally, the subject site is within walking distance of North Ryde Station (approximately 200m) as well as a number of bus services. Bus stops are located on both sides of Epping Road as well as Blenheim Road. Bus services provide access to the Sydney CBD as well as links to Chatswood, Epping, North Sydney, Ryde, Rhodes and Sydney Olympic Park.

The sites proximity to places of employment and recreation is illustrated in the table below –

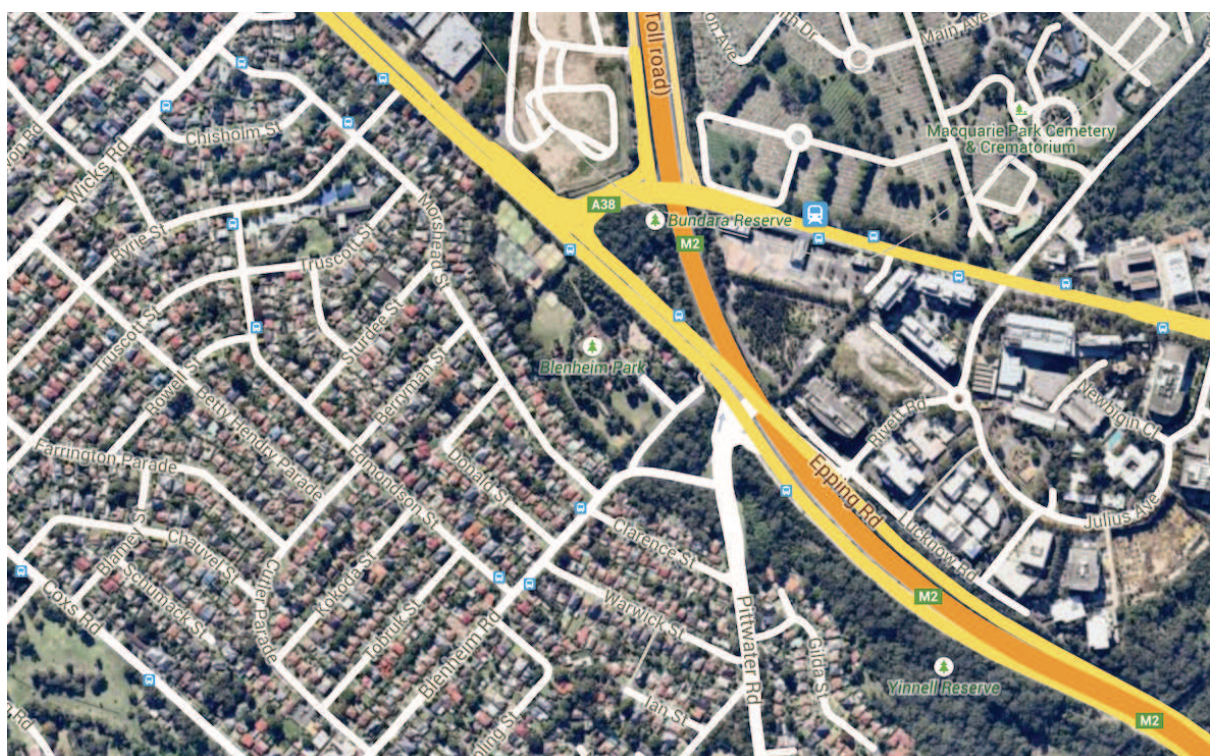
Place	Distance from Subject Site
North Sydney	9 km
Sydney CBD	11.5 km
Chatswood	5 km
Macquarie	2.9 km
Macquarie Park	100 metres

It is important to note that the nearest neighbour to the site is some 135m away and therefore the edge / boundary impacts typically associated with a rezoning for greater height and FSR are not a factor in this proposal.

86 Blenheim Road and 12-14 Epping Road, NORTH RYDE – Planning Proposal



Aerial Map of North Ryde (Source: Nearmap 2015)



Broader Locality Map (Source: Nearmap 2015)

It is noted that the site has been identified a number of times for increased residential density considering its strategic merit. However the strategic merit of the site has not yet been reflected in Ryde LEP 2014. This Planning Proposal seeks to

rectify the current zoning anomaly, bringing the site into line with the future development of the North Ryde Precinct and establish a coherent built form outcome in the area. In this regard it is noted that during the preparation of City of Ryde LEP 2014 individual landholders were invited to submit Planning Proposals for certain properties including the subject site. Councils Meeting (No. 4/13) states that it was unanimously resolved that Planning Proposals be accepted for consideration by Council for 12A, 14 Epping Road and 86 Blenheim Road, North Ryde (amongst other properties). This Planning Proposal addresses Councils invitation.

3.1.3 Site Details and Visual Context

The subject site is made up of three small lots which have frontages to Epping Road, North Ryde. The subject site comprises 86 Blenheim Road and 12-14 Epping Road, North Ryde (legally identified as Lot C DP410408, Lot D DP410408 and Lot E DP410408 respectively). It is proposed that the lots be amalgamated, and once consolidated will have a combined site area of approximately 2,020m².

Lot C currently contains a traditional two storey low density detached brick residential dwelling. Lot C has direct vehicular access from Blenheim Road. Lots D and E currently contain traditional single storey low density detached residential dwellings with direct vehicular access to and from the major arterial of Epping Road. The existing residential dwellings are of mixed age and architectural style. Established landscaping exists to the front and rear of the site.

The site is on the southern side of Epping Road. Bundarra Reserve, the M2 Motorway and North Ryde Station Precinct are located further to the north. The site makes up the entirety of a small residential block that forms an 'island' of residential zoned land that is isolated from similar land uses. The site is surrounded by Epping Road to the north (zoned SP2), Blenheim Road and Myall Reserve to the east (zoned E2 and RE1) and Blenheim Park to the south and west (zoned RE1).

The site is located directly adjacent to Blenheim Park which has several facilities including picnic areas, cycle paths, children's playground, enclosed dog off-leash area and a remote-control car track. The Planning Proposal will allow for the Park to be serviced by a ground floor neighbourhood shop, which is the proponents intention.

The subject site is within walking distance of North Ryde Station (approximately 200m) as well as a number of bus services. Bus stops are located on both sides of Epping Road as well as Blenheim Road. Bus services provide access to the Sydney CBD as well as links to Chatswood, Epping, North Sydney, Ryde, Rhodes and Sydney Olympic Park.

The site is well located to key arterial road corridors including the M2 Motorway, Epping Road and other cross-city connectors. Although well serviced by private transport infrastructure the benefits of the proximity of the site to public transport cannot be understated.

The visual context of the sites and its surrounds are demonstrated in the images below, courtesy of Google Streetview.



Looking east from nearest neighbours along Blenheim Rd (Source: Google Streetview 2015)



Looking east over Blenheim Park to the site (Source: Google Streetview 2015)



Blenheim Park Carpark and Subject site (Source: Google Streetview 2015)



Subject site viewed from Epping Road (Source: Google Streetview 2015)

3.2 Legal Description

The subject site is made up of the following land titles:

Lot C DP410408;
 Lot D DP410408; and
 Lot E DP410408.

The amalgamated site area is approximately 2,020m² in area.

3.3 Background

During the preparation of City of Ryde LEP 2014 individual landholders were invited to submit Planning Proposals for certain properties including the subject site. Councils Meeting (No. 4/13) states that it was unanimously resolved that Planning Proposals be accepted for consideration by Council for 12A, 14 Epping Road and 86 Blenheim Road, North Ryde (amongst other properties). This Planning Proposal addresses Councils invitation.

Additionally it is noted in the North Ryde Station Urban Activation Precinct – Finalisation Report prepared by the NSW Department of Planning that surrounding landowners had requested the precinct be expanded to include privately owned sites in order to facilitate increased residential density and the introduction of mixed land uses. This request was made by a number of property owners at the time and included the subject site.

It was noted by the department that there is strategic justification for allowing increased residential density and the introduction of mixed used sites close to North Ryde Station in order to enable a broader precinct wide approach to delivering transit oriented development. However, the sites were not included in the broader scheme at the time as the inclusion of these sites, considering the future growth and development of the precinct, required further detailed analysis and the inclusion of surrounding landowners as part of the precinct fell outside the scope of the project.

Considering the above and taking into account the strategic merit for the site to accommodate increased density this Planning Proposal is submitted to Council for consideration.

3.4 Future Context

3.3.1 Sydney Metropolitan Strategy – A Plan for Growing Sydney

On 14 December 2014 the State Government released its “Plan for Growing Sydney” which is the comprehensive strategic framework that is to shape the growth and development of Sydney over the next 30 years.

The North Subregion which envelopes the City of Ryde LGA forms a key area of the strategy. The Plan outlines that *‘The North subregion will continue to be an attractive place to live, work and visit with a thriving economy. The subregion’s Gross Regional Product is second only to the Central subregions.’* The Plan also highlights that the subregion will provide for *‘Increases in the supply of housing and jobs will be focused on centres with good public transport. The subregion will offer a growing diversity of high amenity living and working environments.’*

A key component to the strategy is the role of Macquarie Park. A key strategy for Macquarie Park relevant to the Planning Proposal is to:

‘Investigate potential future opportunities for housing in areas within walking distance of train stations.’

It is highlighted that the site is on the periphery of the Macquarie Park Corridor and North Ryde Station Precinct with the strategy indicatively identifying the site as falling within an ‘Urban Renewal Corridor.’

Increasing the development prospects of the site offers a greater supply of employment and quality housing facilities in close proximity to public transport. Considering the above and the merit of the Planning Proposal it is found to be consistent with the strategic directions contained in the state strategy.

3.3.2 City of Ryde 2025 Community Strategic Plan

A key local strategic plan applying to the City of Ryde LGA is the *City of Ryde 2025 Community Strategic Plan*. In the Community Strategic Plan Council notes that the *‘challenge is to offer a range of affordable and varied accommodation options, through strategic forecasting and planning, that meets the changing needs and demands of our growing and diverse community while maintaining the character of our many suburbs.’* Council must also respond to and *‘meet the increasing pressure and needs of a growing population and changing demographics, while maintaining the prosperity, uniqueness and liveability of our city.’*

To achieve this general objective Council *‘will plan for growth, placing increased density around our transport hubs, retail centres and employment centres. We will work together with our community to find solutions for growth while maintaining the strong sense of identity that is so important. Allowing for growth and change, we will maintain local identity, protect our heritage and encourage sustainable urban design which provides safety and accessibility for all.’*

Council also seeks to ensure that *‘neighbourhoods will be well-planned to maximise existing public transport links, and where possible, provide multiple options to live, work and play within walking distances of our homes.’*

Of relevance to the current Planning Proposal are the following strategies that are embodied within the strategic plan:

- *‘To create welcoming neighbourhoods that are inviting, safe and enjoyable.*
- *To support a variety of uses and activities in our neighbourhoods, which contribute to a desirable lifestyle.*
- *To plan and design our neighbourhoods in response to our community’s needs, wants and sense of belonging.*
- *To design our city to reflect the unique character, identity and housing needs of our community.*
- *To pursue sustainable design and adopt best practice in the planning of our suburbs and neighbourhoods.*
- *To create active public places and spaces through good planning and design.*

- *To encourage a healthy, happy, inclusive and active community where neighbours look out for each other.*
- *To provide safe community spaces and places for people to meet and get to know each other.*
- *To share growth, prosperity and opportunities across the whole community.*
- *To respond in our planning, now and in the future, to global and metropolitan trends. To provide innovative and integrated solutions to locate jobs, transport and housing together, to reduce time and travel costs and improve amenity.*
- *To encourage the use of environmentally friendly transport options.*
- *To improve connectivity between and accessibility to our suburbs, centres, open spaces and places.'*

As discussed throughout this Planning Proposal the subject site is ideally located to make its employment, housing, economic, and public domain contribution to Ryde residents and visitors. It is considered that the Planning Proposal is consistent with the strategic direction envisaged by Council as well as the specific strategies (outlined above) that are embodied in the *City of Ryde 2025 Community Strategic Plan*.

The site is a single landholding that presents substantial opportunity to build on the principles for the cultural, social and economic development of The City of Ryde LGA. The Planning Proposal is consistent with Councils strategic plan.

3.3.3 Strategic Merit

The site has significant strategic merit and as such justifies the submission of the Planning Proposal. Of note is the following:

- The site in its current state is underutilised, particularly taking into account its location and context, with multiple modes and well serviced existing public transport links within a short distance of the site.
- The site shares a direct relationship with the North Ryde Station Precinct and Macquarie Park Corridor and falls within an 'Urban Renewal Corridor' as identified by the current Metro Plan 'A Plan for Growing Sydney.'
- During the preparation of City of Ryde LEP 2014 individual landholders were invited to submit Planning Proposals for certain properties including the subject site. Councils Meeting (No. 4/13) states that it was unanimously resolved that Planning Proposals be accepted for consideration by Council for 12A, 14 Epping Road and 86 Blenheim Road, North Ryde (amongst other properties). This Planning Proposal addresses Councils invitation.
- It was noted by the Department of Planning in the North Ryde Station Urban Activation Precinct – Finalisation Report that there is strategic justification for allowing increased residential density and the introduction of mixed used sites close to North Ryde Station in order to enable a broader precinct wide approach to delivering transit oriented development.
- The site is separated from other low density residential uses forming an isolated 'island' of low scale residential development. The unique nature of the

site and its location means there would be no impact on surrounding residential areas and will not set a precedent for other sites in the area.

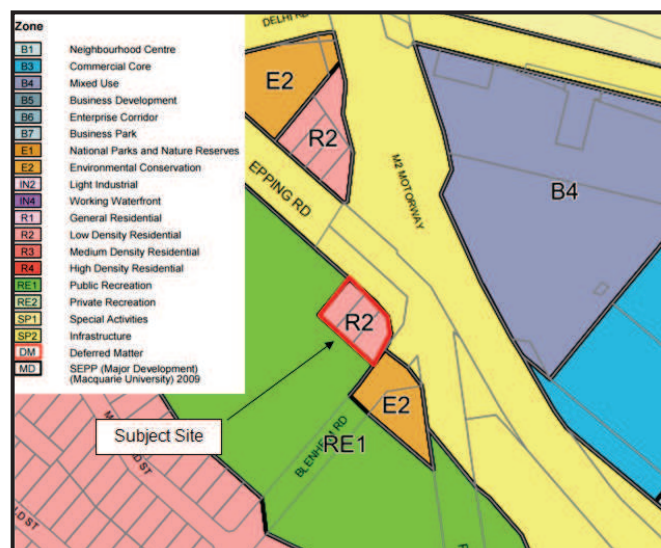
- The site is under single ownership and will permit a coordinated redevelopment process and built form outcome.
- The site benefits from direct pedestrian links and cycleways to all essential services and public transport infrastructure.
- The proposal is consistent with local and state strategic planning.

Taking into account the above it is considered that the rezoning of the site to permit increased density and height is appropriate, as it will encourage urban renewal of a site with excellent access to public transport and services within close proximity to significant employment opportunities.

4. Current Planning Provisions

4.1 Zoning

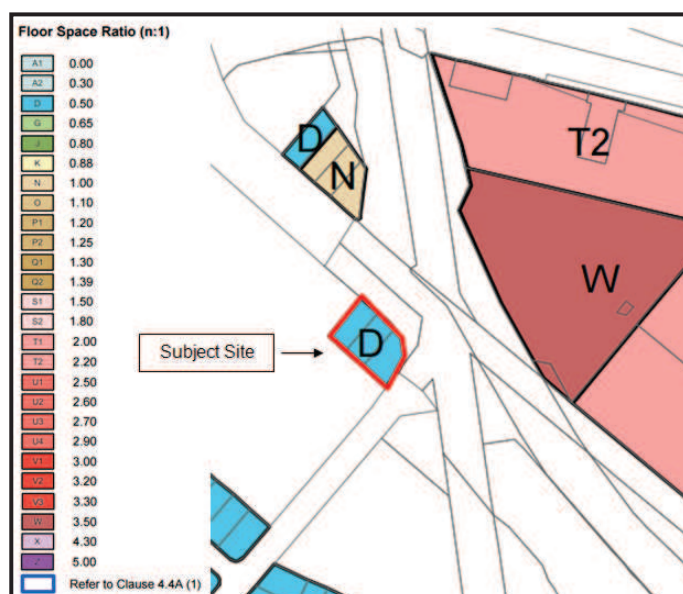
The site is currently zone R2 – Low Density Residential under Ryde LEP 2014. The current zoning of the site is illustrated by the zoning map extract below.



Ryde LEP 2014 Zone – Map Sheet 9

4.2 Floor Space Ratio

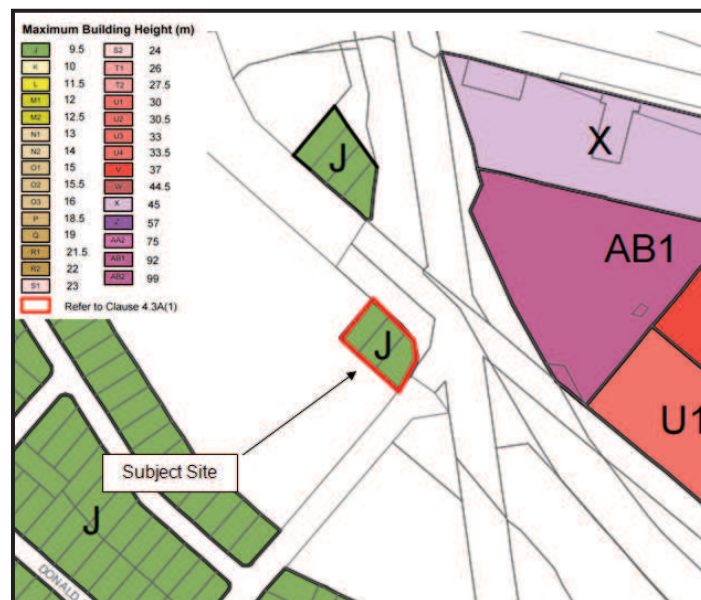
The site is currently identified as having a Floor Space Ratio of 0.5:1 under Ryde LEP 2014. The current FSR of the site is illustrated by the map extract below.



Ryde LEP 2014 FSR – Map Sheet 9

4.3 Height

The site is currently identified as having a maximum Building Height of 9.5 under Ryde LEP 2014. The current maximum Building Height of the site is illustrated by the map extract below.



Ryde LEP 2014 Height – Map Sheet 9

The key elements envisaged by the Planning Proposal include:

- The significant urban renewal of the site;
- The provision of employment generating uses, housing supply and improved public domain;
- Providing consistency with the Metropolitan aims and strategies through local land use provisions;
- Provision of housing/jobs within walking distance to public transport, retail, recreational and entertainment venues;
- Giving rise to opportunity for people to take advantage of existing public transport infrastructure;
- Integration with Blenheim Park through complimentary land use (neighbourhood shop) and site connections;
- Activation of Blenheim Park;
- Enhanced usage and casual surveillance to Blenheim Park;
- Positively contribute and integrate with the North Ryde Station Precinct and Macquarie Park Corridor and increased cohesiveness of built form and visual presentation to Epping Road;
- Connection and integration with pedestrian and cycle network; and
- Removal of vehicular crossings to/from Epping Road.

5. Concept and Intended Planning Outcome

The purpose of the Planning Proposal is to identify a single zone for the site and change the built form massing potential (height and FSR) for the site.

The proposal incorporates elements that will provide an overall public benefit resulting from the renewal of the site as discussed throughout this report. The proposed amendments will provide a stimulus for increased residential development of the site, and that reflects the sites ideal location and development potential.

The site is ideally located due to its proximity to the North Ryde Station Precinct, in immediate proximity to the North Ryde Railway Station and transport options along Epping Road and the M2 Motorway. Notwithstanding, the significant development potential the subject site has remained without any significant capital investment or revitalisation for many years. The current planning controls have not led to revitalisation, although there has been a significant demand for housing (apartments) within the Ryde LGA and within the North Ryde Station Precinct in recent years. The current planning controls for the site are outdated considering the site location and have not encouraged redevelopment of the site as yields under current zoning do not make redevelopment commercially viable or logical. Having regard to the importance placed by the State Government on the delivery of housing and employment and the relationship with the Metropolitan Strategy, the Planning Proposal is timely and appropriate.

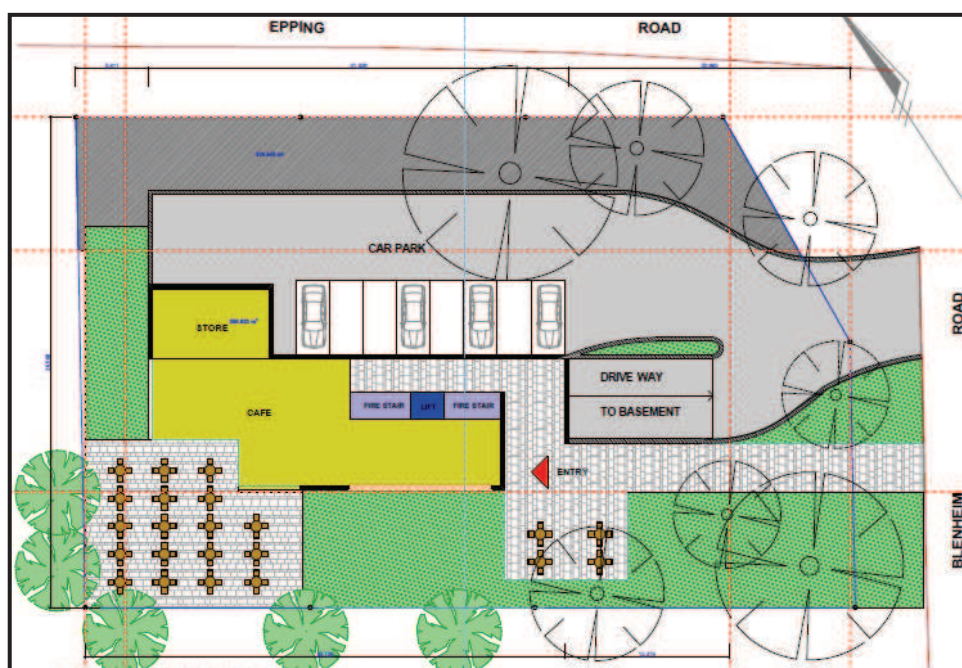
5.1 The Vision for the Site

The proponent has a clear vision for the site to enable its redevelopment. In preparing a vision for the site, deliberate care has been taken to ensure that the sites redevelopment is cohesive with the overall character of the area and integrates appropriately with its surrounds in particular Blenheim Park, Epping Road and other services (pedestrian paths and cycle ways). The vision for the site will positively contribute to the North Ryde Station Precinct and Macquarie Park Corridor and will increase the cohesiveness of built form and visual presentation of Epping Road. The unique nature of the site also means that the proposal will have no impact on existing residential amenity. Regard has also been given to the built form in order to reduce potential overshadowing/privacy impacts whilst including mechanisms to improve the public domain and result in a net public benefit.

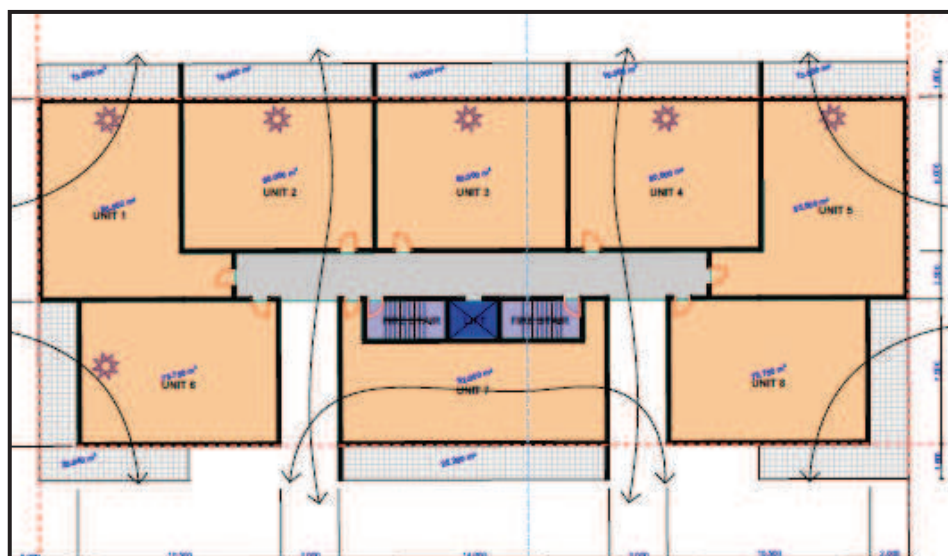
Accordingly the subject site is to be transformed to provide:

- The urban renewal of the site in order to develop a fifteen storey residential flat building incorporating approximately eight units per floor, excluding ground floor which will accommodate a neighbourhood shop and additional car parking. The residential flat building will provide a visually pleasing single recessed and articulated built form;
- Short term and long term employment generating uses, housing supply and improved public domain;

- Housing/jobs within walking distance to public transport, retail, recreational and entertainment venues giving rise to opportunity for future residents to take advantage of existing public transport infrastructure;
- Integration with Blenheim Park through complimentary land use (neighbourhood shop) and site connections increasing the activation, usage and casual surveillance of the Park;
- Connection and integration with pedestrian and cycle network and the incorporation of through site links;
- Removal of vehicular crossings to/from Epping Road; and
- Appropriate Building height, FSR and built form in order to reduce the perceived bulk and scale of the proposal as viewed from significant perspectives.



Indicative Ground Floor Layout (not to scale)



Indicative Floor Layout (not to scale)

The vision for the site emerged after an examination of various options for the most appropriate built form. However, prior to working up options for the site, a clear understanding of the key planning issues relevant to the site and the broader precinct was required.



Subject site (on left) compared with permissible heights on land adjacent North Ryde Station

5.2 Key Planning Issues

5.2.1 Traffic and Parking

Due to the size of the development as well as its proximity to a number of public transport and job opportunities close to home it is considered that the proposal will lead to minimal traffic generation on the local road network. The nature of the site, being isolated from adjoining residential land uses, as well as the existing street network also reduces the potential for congestion on local roads. Additional traffic as a result of the proposal will not adversely affect the existing amenity of surrounding neighbourhoods or lead to conflict as traffic generated by the proposal does not have to travel past established dwellings.

Appropriate car parking in accordance with Council controls will be provided on site in a basement arrangement. The basement is to be directly accessed from Blenheim Road and thus the proposal will result in the closing of two vehicular crossings to Epping Road. The proposal has significant public benefit as the closing of these vehicular crossings will remove the existing conflict with the shared pedestrian/cycleway located on the southern side of Epping Road. The removal of these crossings will also reduce traffic conflict/congestion and rectify a potentially dangerous entry/exit arrangement from two dwellings to the major arterial of Epping Road which is currently speed limited at 70km/ph.

A traffic study has considered the extent of impact on the local road network at the Planning Proposal stage and accompanies this submission. The proposal has been found to be acceptable and it is noted that more detailed traffic and parking assessment at Development Application stage would be appropriate.

5.2.2 Urban Design

Urban Link have prepared a Preliminary Development Analysis in support of the Planning Proposal to demonstrate how the site can be developed. It is noted that the envelopes shown in the Urban Design Study are not refined architectural expressions and are indicative only. They do not propose the future development outcome of the Planning Proposal, rather they demonstrate that there is sufficient envelope and potential to enable the refined design development of the site.

The Planning Proposal responds to the contrasting environments of the site and its surrounds. In response to the contrasting elements of the site, its surrounds and unique character, the proposal has responded with a number of key built form and urban design initiatives –

- Single recessed and articulated built form;
- Through site links;
- Building height and FSR analysis to illustrate the perceived bulk and scale of the proposal as viewed from significant perspectives, and in relation to adjoining developments;
- Integration with Blenheim Park through complimentary land use (neighbourhood shop) and site connections;
- Activation of Blenheim Park;
- Enhanced usage and casual surveillance to Blenheim Park;
- Connection and integration with pedestrian and cycle network;
- Inclusion of appropriate setbacks to Epping Road to protect amenity;
- Activation of existing road network;
- Activation of existing public transport infrastructure;
- Improvement of the public domain;
- Taking advantage of existing landscaping to screen and reduce visual impact;
- Activation of views and vistas from the proposal;
- Maximisation of solar access and natural ventilation;
- Overshadowing analysis;
- Facilitating the renewal of an “island site”; and
- Removal of vehicular access points to/from Epping Road.

5.2.3 Environment

Key environmental constraints have been considered as part of this application. They include:

- Contamination
 - o Given the historical use of the site for residential purposes and its location being surrounded by open space and parkland, land

contamination is not considered likely. The land is not known to have been used for any purposes that may give rise to the likelihood of contamination. Nothing on site indicates a previous contaminating use. Further investigation and reporting is not considered necessary as it is considered that the proposal is consistent with the existing use (although of a larger scale/density) and the site is suitable.

- Heritage

- The subject site is located on the southern side of Epping Road and does not share any visual or spatial relationship with any heritage item. As such the proposal will have no impact on the heritage significance of any item within the area.

- Other

- The subject site is not identified as containing acid sulfate soils or being prone to bushfire or flooding. Additionally the subject site is not identified as containing significant environmental/terrestrial biodiversity values or containing endangered (flora/fauna) species.

5.3 Provisions of the Planning Proposal

1. To amend the Zoning Map so that the entire site is zoned R4 High Density Residential.
2. To amend the Height of Building Map to a maximum building height of 45m.
3. To amend the Floor Space Ratio Map to a maximum FSR of 4.3:1.

6. Justification

6.1 Section A: Need for the Planning Proposal

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

The proposal relates to a number of strategic studies, most notably the Sydney Metro Strategy ‘A Plan for Growing Sydney’ and Councils own Community Strategic Plan.

As outlined in the Sydney Metro Strategy ‘A Plan for Growing Sydney’ the North Subregion which envelopes the City of Ryde LGA forms a key area. The Plan states that *‘The North subregion will continue to be an attractive place to live, work and visit with a thriving economy. The subregion’s Gross Regional Product is second only to the Central subregions.’* The Plan also highlights that the subregion will provide for *‘Increases in the supply of housing and jobs will be focused on centres with good public transport. The subregion will offer a growing diversity of high amenity living and working environments.’*

A key component to the strategy is the role of Macquarie Park. A key strategy for Macquarie Park relevant to the Planning Proposal is to:

‘Investigate potential future opportunities for housing in areas within walking distance of train stations.’

It is highlighted that the site is on the periphery of the Macquarie Park Corridor and North Ryde Station Precinct with the strategy indicatively identifying the site as falling within an ‘Urban Renewal Corridor.’

Additionally the ‘City of Ryde 2025 Community Strategic Plan’ notes that the *‘challenge is to offer a range of affordable and varied accommodation options, through strategic forecasting and planning, that meets the changing needs and demands of our growing and diverse community while maintaining the character of our many suburbs.’* Council must also respond to and *‘meet the increasing pressure and needs of a growing population and changing demographics, while maintaining the prosperity, uniqueness and liveability of our city.’*

To achieve this general objective Council *‘will plan for growth, placing increased density around our transport hubs, retail centres and employment centres. We will work together with our community to find solutions for growth while maintaining the strong sense of identity that is so important. Allowing for growth and change, we will maintain local identity, protect our heritage and encourage sustainable urban design which provides safety and accessibility for all.’*

Council also seeks to ensure that *‘neighbourhoods will be well-planned to maximise existing public transport links, and where possible, provide multiple options to live, work and play within walking distances of our homes.’*

Increasing the development prospects of the site offers a greater supply of employment and housing facilities in close proximity to public transport. Considering the above and the merit of the Planning Proposal it is found to be consistent with the strategic directions at both the state and local levels.

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

It is contended that a Planning Proposal is the best means of achieving the intended outcomes on the site given they relate to a site specific amendment to the City of Ryde LEP, no local LEP controls have been initiated as yet to deliver the State strategies for this site.

It is noted that individual landholders were invited during the preparation of City of Ryde LEP 2014 to submit Planning Proposals for certain properties including the subject site. Councils Meeting (No. 4/13) states that it was unanimously resolved that Planning Proposals be accepted for consideration by Council for 12A, 14 Epping Rd/86 Blenheim Rd North Ryde (amongst other properties). This Planning Proposal addresses Councils invitation.

It is considered that the proposal is consistent with the intended future role and development within the North Ryde area.

Is there a net community benefit

Criteria	Comment	Net Community Benefit
Will the LEP be compatible with agreed State and regional strategic direction for development in the area (e.g. land release, strategic corridors, development within 800 metres of a transit node)?	The site is compatible with agreed State strategic directions for the area, as discussed throughout this Planning Proposal. This is particularly the case as the proposal will enable the delivery of housing supply in close proximity to a transport node. This site is highly accessible being located on Epping Road and on the periphery of the Macquarie Park Corridor and North Ryde Station Precinct. The subject site is within walking distance of North Ryde Station as well as a number of bus services. Bus stops are located on both sides of Epping Road as well as Blenheim Road. Bus services provide access to the Sydney CBD as well as links to Chatswood, Epping, North	YES

Criteria	Comment	Net Community Benefit
	Sydney, Ryde, Rhodes and Sydney Olympic Park. The site provides the opportunity to contribute to the social and cultural fabric of the area, whilst capitalising on the unique location, existing services and transport infrastructure.	
Is the LEP located in a global/regional city, strategic centre or corridor nominated within the Metropolitan Strategy or other regional/subregional strategy?	The site is on the Periphery of the Macquarie Park Corridor and North Ryde Station Precinct. Notwithstanding, 'A Plan for Growing Sydney' indicatively identifies the site as falling within an 'Urban Renewal Corridor.' Increasing the development prospects of the site offers a greater supply of employment and housing facilities in close proximity to public transport. This is consistent with the strategic directions contained in the State strategy.	YES
Is the LEP likely to create a precedent or create or change the expectations of the landowner or other landholders?	The Planning Proposal is consistent with existing expectations for urban renewal of land in close proximity to transport nodes and that have been identified in planning strategies for urban renewal. The Planning Proposal will not directly influence or change expectations that are driven by public policy and strategies primarily. It is noted that the site is unique (being an island of residential development under single ownership) and its location (within proximity North Ryde Station, other public transport and its siting on the periphery of the Macquarie Park Corridor and North Ryde Station Precinct). Due to the nature and uniqueness of the site it is unlikely to set a precedent.	YES

Criteria	Comment	Net Community Benefit
	On the contrary it is clear that the proposal is consistent with Government policy that seeks to encourage Transit Oriented Development and build densities in close proximity to transport infrastructure and areas that enjoy other key infrastructure in place. Furthermore, there are a number of planning decisions that have confirmed that this strategy of higher density development is supported by the State Government in key areas such as the subject site. In this regard the rezoning of the site would be consistent with the analysis of the Planning Assessment Commission in relation to the Allengrove Crescent development application that was supported on the basis of – <i>“Further, from a strategic planning perspective, the Department considers that the proposal supports key aims of The Draft Metropolitan Plan for Sydney to 2031 and The Draft Sydney Inner North Subregional Strategy. The site is appropriately located to accommodate additional apartments, being close to several modes of public transport including the recently constructed Macquarie Park train station, educational facilities and an employment centre.”</i> The same principles noted by the PAC apply to this proposal.	
Have the cumulative effects of other spot rezoning proposals in the locality been considered? What was the outcome of these considerations?	It is the express policy of the State Government to work towards upzoning of this area as well as sites with such potential (being well serviced by public transport and other services) to permit further provision of housing as	YES

Criteria	Comment	Net Community Benefit
	proposed. The cumulative effects have been previously considered in the UAP studies, Macquarie Park development policies and also the PAC in specific decisions on previous applications. We specifically note that PAC has given previous approvals on the basis that they would assist in the development of the Epping Road Corridor. In relation to development at Allengrove Crescent North Ryde the PAC noted – <i>While the commission appreciated Council's desire for an orderly planning process it was concerned with this lengthy timeframe. The Commission gave particular consideration to the merits of an approval as a means to kick-starting development along the Epping Road corridor, noting this is an amalgamated site capable of early development.</i> The development of land along the Epping Road corridor is consistent policy, which this proposal accords with.	
Will the LEP facilitate a permanent employment generating activity or result in a loss of employment lands?	The Planning Proposal will not result in the loss of employment lands. Rather, it seeks to introduce 'Neighbourhood Shops' as a permissible use and thus create an employment generating use to service future residents as well as users of Blenheim Park. The proposal will result in short term employment (development/construction) and long term generation through the proposed 'Neighbourhood Shop.' Thus the proposal will result in greater employment	YES

Criteria	Comment	Net Community Benefit
	opportunities on the site than currently available.	
Will the LEP impact upon the supply of residential land and therefore housing supply and affordability?	The Planning Proposal will assist in the delivery of greater housing than is currently possible on the site. Housing supply has a relationship with affordability. The location of the housing supply in close proximity to public transport infrastructure shares a relationship with reduced cost of living.	YES
Is the existing public infrastructure (roads, rail, utilities) capable of servicing the proposed site? Is there good pedestrian and cycling access? Is public transport currently available or is there infrastructure capacity to support future public transport?	The site is located within an existing, established urban precinct and is highly accessible by existing road, bus and rail. This provides transport mode choice between bus and train for intracity travel. The site also has good pedestrian and cycle access. The site is serviced by all utilities and essential services.	YES
Will the proposal result in changes to the car distances travelled by customers, employees and suppliers? If so, what are the likely impacts in terms of greenhouse gas emissions, operating costs and road safety?	The highly accessible location and proximity to bus and train infrastructure as well as alternative transport means provides the opportunity to contribute to a reduction in greenhouse gas emissions, operating costs and road safety.	YES
Are there significant Government investments in infrastructure or services in the area whose patronage will be affected by the proposal? If so, what is the expected impact?	The proposal provides the opportunity to increase patronage of public transport. This increases the viability and long term sustainability of government transport infrastructure.	YES
Will the proposal impact on land that the Government has identified a need to protect (e.g. land with high biodiversity values) or other environmental impacts? Is the land constrained by environmental factors such as flooding?	The site is not constrained by any environmental factors. The site has a long history of residential use and there is little biodiversity merit existing on site. The subject site is not identified as containing acid sulfate soils or being prone to	YES

Criteria	Comment	Net Community Benefit
	bushfire or flooding. Additionally the subject site is not identified as containing significant environmental/terrestrial biodiversity values or containing endangered (flora/fauna) species. The subject site is located on the southern side of Epping Road and does not share any visual or spatial relationship with any heritage item. As such the proposal will have no impact on the heritage significance of any item within the area. Given the historical use of the site for residential purposes and its location being surrounded by open space and parkland, land contamination is not considered likely. The land is not known to have been used for any purposes that may give rise to the likelihood of contamination. Nothing on site indicates a previous contaminating use.	
Will the LEP be compatible/complementary with surrounding land uses? What is the impact on amenity in the location and wider community? Will the public domain improve?	The proposal seeks to retain the residential use of the subject site and increase the height and FSR. The proposal is compatible and complementary with the surrounding land uses and intends to specifically contribute to the renewal of the site. The proposal will not lead to any adverse environmental impacts or land use conflicts due to its unique and isolated nature, nor will it impact on existing residential dwellings or amenity. At the ground level an opportunity arises for a positive urban design interface between public (Blenheim Park) and private land through the introduction of a 'Neighbourhood Shop', resulting in appropriate urban	YES

Criteria	Comment	Net Community Benefit
	renewal and activation of this area as well as providing public benefit. It is considered that the proposal will result in an overall improvement to the public domain.	
Will the proposal increase choice and competition by increasing the number of retail and commercial premises operating in the area?	Yes. The proposal will provide the opportunity for additional complimentary through the introduction of a 'Neighbourhood Shop' to service residents and visitors to Blenheim Park.	YES
What are the public interest reasons for preparing the draft plan? What are the implications of not proceeding at that time?	The Planning Proposal provides the following public benefits: • Urban renewal of the site; • Provision of employment generating uses, housing supply and improved public domain; • Consistency with the Metropolitan aims and strategies; • Housing/jobs within walking distance to public transport, retail, recreational and entertainment venues; • Giving rise to opportunity for people to take advantage of existing public transport infrastructure; • Integration with Blenheim Park through complimentary land use (neighbourhood shop) and site connections; • Activation of Blenheim Park; • Enhanced usage and casual surveillance to Blenheim Park; • Connection and integration with pedestrian and cycle network; and • Removal of vehicular crossings to/from Epping Road. Not proceeding with the draft	YES

Criteria	Comment	Net Community Benefit
	plan at this time includes the following implications: • No catalyst will be provided to stimulate the revitalisation of the site which is suitable for increased density; • A lost opportunity for the delivery of housing, employment, and public domain improvements; • Retention of an unattractive and aging built form and character; • The site maintains its designation as an “underperforming site” in respect to housing provision; and • The maintenance of vehicular crossings to Epping Road.	

6.2 Section B: Relationship to Strategic Planning Framework;

Is the planning proposal consistent with the objectives contained within the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

Sydney Metropolitan Strategy – A Plan for Growing Sydney

On 14 December 2014 the State Government released its “Plan for Growing Sydney” which is the comprehensive strategic framework that is to shape the growth and development of Sydney over the next 30 years.

The North Subregion which envelopes the City of Ryde LGA forms a key area of the strategy. The Plan outlines that *‘The North subregion will continue to be an attractive place to live, work and visit with a thriving economy. The subregion’s Gross Regional Product is second only to the Central subregions.’* The Plan also highlights that the subregion will provide for *‘Increases in the supply of housing and jobs will be focused on centres with good public transport. The subregion will offer a growing diversity of high amenity living and working environments.’*

A key component to the strategy is the role of Macquarie Park. A key strategy for Macquarie Park relevant to the Planning Proposal is to:

‘Investigate potential future opportunities for housing in areas within walking distance of train stations.’

It is highlighted that the site is on the periphery of the Macquarie Park Corridor and North Ryde Station Precinct with the strategy indicatively identifying the site as falling within an ‘Urban Renewal Corridor.’

Increasing the development prospects of the site offers a greater supply of employment and housing facilities in close proximity to public transport. Considering the above and the merit of the Planning Proposal it is found to be consistent with the strategic directions contained in the state strategy.

Is the planning proposal consistent with the local Council’s Community Strategic Plan, or other local strategic plan?

A key strategic plan applying to the City of Ryde LGA is the *City of Ryde 2025 Community Strategic Plan*. In the Community Strategic Plan Council notes that the *‘challenge is to offer a range of affordable and varied accommodation options, through strategic forecasting and planning, that meets the changing needs and demands of our growing and diverse community while maintaining the character of our many suburbs.’* Council must also respond to and *‘meet the increasing pressure and needs of a growing population and changing demographics, while maintaining the prosperity, uniqueness and liveability of our city.’*

To achieve this general objective Council *‘will plan for growth, placing increased density around our transport hubs, retail centres and employment centres. We will*

work together with our community to find solutions for growth while maintaining the strong sense of identity that is so important. Allowing for growth and change, we will maintain local identity, protect our heritage and encourage sustainable urban design which provides safety and accessibility for all.'

Council also seeks to ensure that *'neighbourhoods will be well-planned to maximise existing public transport links, and where possible, provide multiple options to live, work and play within walking distances of our homes.'*

Of relevance to the current Planning Proposal are the following strategies that are embodied within the strategic plan:

- *'To create welcoming neighbourhoods that are inviting, safe and enjoyable.*
- *To support a variety of uses and activities in our neighbourhoods, which contribute to a desirable lifestyle.*
- *To plan and design our neighbourhoods in response to our community's needs, wants and sense of belonging.*
- *To design our city to reflect the unique character, identity and housing needs of our community.*
- *To pursue sustainable design and adopt best practice in the planning of our suburbs and neighbourhoods.*
- *To create active public places and spaces through good planning and design.*
- *To encourage a healthy, happy, inclusive and active community where neighbours look out for each other.*
- *To provide safe community spaces and places for people to meet and get to know each other.*
- *To share growth, prosperity and opportunities across the whole community.*
- *To respond in our planning, now and in the future, to global and metropolitan trends. To provide innovative and integrated solutions to locate jobs, transport and housing together, to reduce time and travel costs and improve amenity.*
- *To encourage the use of environmentally friendly transport options.*
- *To improve connectivity between and accessibility to our suburbs, centres, open spaces and places.'*

As discussed throughout this Planning Proposal the subject site is ideally located to make its employment, housing, economic, and public domain contribution to Ryde residents and visitors. It is considered that the Planning Proposal is consistent with the strategic direction envisaged by Council as well as the specific strategies (outlined above) that are embodied in the *City of Ryde 2025 Community Strategic Plan*.

The site is a single landholding that presents substantial opportunity to build on the principles for the cultural, social and economic development of The City of Ryde LGA. The Planning Proposal is consistent with Councils strategic plan.

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

The consistency of the Planning Proposal with applicable State Environmental Planning Policies (SEPPs) is outlined in the table below. Former Regional Environmental Plans (REPs) for the Sydney and Greater Metropolitan Regions, which are deemed to have the weight of SEPPs have also been addressed.

State Environmental Planning Policy	State Environmental Planning Policy
State Environmental Planning Policy No 1—Development Standards	Not Applicable
State Environmental Planning Policy No 14—Coastal Wetlands	Not Applicable
State Environmental Planning Policy No 15—Rural Land sharing Communities	Not Applicable
State Environmental Planning Policy No 19—Bushland in Urban Areas	Not Applicable
State Environmental Planning Policy No 21—Caravan Parks	Not Applicable
State Environmental Planning Policy No 26—Littoral Rainforests	Not Applicable
State Environmental Planning Policy No 29—Western Sydney Recreation Area	Not Applicable
State Environmental Planning Policy No 30—Intensive Agriculture	Not Applicable
State Environmental Planning Policy No 32—Urban Consolidation (Redevelopment of Urban Land)	Not Applicable
State Environmental Planning Policy No 33—Hazardous and Offensive Development	Not Applicable
State Environmental Planning Policy No 36—Manufactured Home Estates	Not Applicable
State Environmental Planning Policy No 39—Spit Island Bird Habitat	Not Applicable
State Environmental Planning Policy No 44—Koala Habitat Protection	Not Applicable
State Environmental Planning Policy No 47—Moore Park Showground	Not Applicable
State Environmental Planning Policy No 50—Canal Estate Development	Not Applicable
State Environmental Planning Policy No 52—Farm Dams and Other Works in Land and Water Management Plan Areas	Not Applicable
State Environmental Planning Policy No 55—Remediation of Land	Consistent. Given the historical use of the site for residential purposes and its location being surrounded by open space and parkland, land contamination is not considered likely. The land is not known to have been used for any purposes that may give rise to the likelihood of contamination. Nothing on site indicates a previous contaminating use. Further investigation and reporting is not considered necessary as it is considered that the proposal is consistent

	with the existing use (although of a larger scale/density) and the site is suitable.
State Environmental Planning Policy No 59—Central Western Sydney Regional Open Space and Residential	Not Applicable
State Environmental Planning Policy No 62—Sustainable Aquaculture	Not Applicable
State Environmental Planning Policy No 64—Advertising and Signage	Not Applicable
State Environmental Planning Policy No 65—Design Quality of Residential Flat Development	Not Applicable
State Environmental Planning Policy No 70—Affordable Housing (Revised Schemes)	Not Applicable
State Environmental Planning Policy No 71—Coastal Protection	Not Applicable
State Environmental Planning Policy (Affordable Rental Housing) 2009	Not Applicable
State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004	Not Applicable
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008	Not Applicable
State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004	Not Applicable
State Environmental Planning Policy (Infrastructure) 2007	Not Applicable
State Environmental Planning Policy (Kosciuszko National Park—Alpine Resorts) 2007	Not Applicable
State Environmental Planning Policy (Kurnell Peninsula) 1989	Not Applicable
State Environmental Planning Policy (Major Development) 2005	Not Applicable
State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007	Not Applicable
State Environmental Planning Policy (Miscellaneous Consent Provisions) 2007	Not Applicable
State Environmental Planning Policy (Penrith Lakes Scheme) 1989	Not Applicable
State Environmental Planning Policy (Rural Lands) 2008	Not Applicable
State Environmental Planning Policy (SEPP 53 Transitional Provisions) 2011	Not Applicable
State Environmental Planning Policy (State and Regional Development) 2011	Not Applicable
State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011	Not Applicable
State Environmental Planning Policy (Sydney Region Growth Centres) 2006	Not Applicable
State Environmental Planning Policy (Three Ports) 2013	Not Applicable
State Environmental Planning Policy (Urban Renewal) 2010	Not Applicable
State Environmental Planning Policy (Western Sydney Employment Area) 2009	Not Applicable
State Environmental Planning Policy (Western Sydney Parklands) 2009	Not Applicable

Deemed SEPP	Comment
Sydney Regional Environmental Plan No 8 (Central Coast Plateau Areas)	Not Applicable
Sydney Regional Environmental Plan No 9—Extractive Industry (No 2—1995)	Not Applicable
Sydney Regional Environmental Plan No 16—Walsh Bay	Not Applicable
Sydney Regional Environmental Plan No 18—Public Transport Corridors	Not Applicable
Sydney Regional Environmental Plan No 19—Rouse Hill Development Area	Not Applicable
Sydney Regional Environmental Plan No 20—Hawkesbury-Nepean River (No 2—1997)	Not Applicable
Sydney Regional Environmental Plan No 24—Homebush Bay Area	Not Applicable
Sydney Regional Environmental Plan No 26—City West	Not Applicable
Sydney Regional Environmental Plan No 30—St Marys	Not Applicable
Sydney Regional Environmental Plan No 33—Cooks Cove	Not Applicable
Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005	Not Applicable

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

The Planning Proposal has been assessed against each Section 117 direction as shown in the table below.

Direction	Comment
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 Environment Protection Zones	Not Applicable
2.2 Coastal Protection	Not Applicable
2.3 Heritage Conservation	Not Applicable

2.4	Recreation Vehicle Areas	Not Applicable
3. Housing, Infrastructure and Urban Development		
3.1	Residential Zones	Consistent The proposal is consistent with government policy to provide housing in close proximity to the Macquarie Park Centre and transport hub of North Ryde Station Precinct. The Planning Proposal will: • Encourage a variety and choice of housing types to provide for existing and future housing needs; • Make efficient use of existing infrastructure and services; • Ensure that new housing has appropriate access to infrastructure and services; • Minimise the impact of residential development on the environment and resource lands; • Broaden the choice of building types and locations available in the housing market; • Reduce the consumption of land for housing and associated urban development on the urban fringe; • Be of good design; and • Increase residential density in an appropriate, well serviced location. The Planning Proposal is appropriately located in an area that is fully serviced by public and private infrastructure as well as essential services and on land that has ready access to public transport.
1.2	Caravan Parks and Manufactured Home Estates	Not Applicable
3.3	Home Occupations	Not Applicable
3.4	Integrating Land Use and Transport	Consistent The proposal provides housing in close proximity to existing public transport nodes and links. Future residents and workers will be able to walk to the Macquarie Park Corridor and North Ryde Station Precinct. Consistent with the Direction, the proposal provides residential lands in close proximity to transport. The Planning Proposal seeks greater residential density in an area that has been identified for increased densities in government publications, principally due to the integration

		of land use and transport. In accordance with this direction the proposal will: • Improve access to housing, jobs and services through alternative transport means including walking, cycling and public transport; • Reduce the dependence on cars due to the range of public transport and alternative transport methods available to the site; • Reduce travel demand including the number of trips generated and distances travelled (especially by car) due to the range of services and public transport available to the site; • Assist in the efficient and viable operation of public transport services; and • Not impact on the efficient movement of freight.
3.5	Development Near Licensed Aerodromes	Not Applicable
3.6	Shooting Ranges	Not Applicable
4. Hazard and Risk		
4.1	Acid Sulfate Soils	Not Applicable
4.2	Mine Subsidence and Unstable Land	Not Applicable
4.3	Flood Prone Land	Not Applicable
4.4	Planning for Bushfire Protection	Not Applicable
5. Regional Planning		
5.1	Implementation of Regional Strategies	Not Applicable
5.2	Sydney Drinking Water Catchments	Not Applicable
5.3	Farmland of State and Regional Significance on the NSW Far North Coast	Not Applicable
5.4	Commercial and Retail Development along the Pacific Highway, North Coast	Not Applicable
5.8	Second Sydney Airport: Badgerys Creek	Not Applicable
5.9	North West Rail Link Corridor Strategy	Not Applicable
6. Local Plan Making		
6.1	Approval and Referral Requirements	Consistent The Planning Proposal does not trigger the need for any additional concurrence, consultation or referral.

6.2	Reserving Land for Public Purposes	Not Applicable
6.3	Site Specific Provisions	Not Applicable
7. Metropolitan Planning		
7.1	Implementation of A Plan for Growing Sydney	Consistent The proposal provides for implementation of key Actions contained within the Metropolitan Plan – ‘A Plan for Growing Sydney’, as discussed in this planning proposal.

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 site is not identified as containing critical habitat or threatened species.

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

Traffic and Parking Matters

Due to the size of the development as well as its proximity to a number of public transport and job opportunities close to home it is considered that the proposal will lead to minimal traffic generation on the local road network. The nature of the site, being isolated from adjoining residential land uses, as well as the existing street network also reduces the potential for congestion on local roads. Additional traffic as a result of the proposal will not adversely affect the existing amenity of surrounding neighbourhoods or lead to conflict as traffic generated by the proposal does not have to travel past established dwellings.

Appropriate car parking in accordance with Council controls will be provided on site in a basement arrangement. The basement is to be directly accessed from Blenheim Road and thus the proposal will result in the closing of two vehicular crossings to Epping Road. The proposal has significant public benefit as the closing of these vehicular crossings will remove the existing conflict with the shared pedestrian/cycleway located on the southern side of Epping Road. The removal of these crossings will also reduce traffic conflict/congestion and rectify a potentially dangerous entry/exit arrangement from two dwellings to the major arterial of Epping Road which is currently speed limited at 70km/ph.

A traffic report has been prepared and has considered the extent of impact on the local road network at the Planning Proposal stage and accompanies this submission. The proposal has been found to be acceptable.

Building Form and Development Analysis

A Preliminary Development Analysis has been prepared by Urban Link to demonstrate how the site can be developed. Key urban design initiatives include –

- Single recessed and articulated built form;
- Through site links;
- Building height and FSR analysis to reduce the perceived bulk and scale of the proposal as viewed from significant perspectives;
- Integration with Blenheim Park through complimentary land use (neighbourhood shop) and site connections;
- Activation of Blenheim Park;
- Enhanced usage and casual surveillance to Blenheim Park;
- Connection and integration with pedestrian and cycle network;
- Inclusion of appropriate setbacks to Epping Road to protect amenity;
- Activation of existing road network;
- Activation of existing public transport infrastructure;
- Improvement of the public domain;
- Taking advantage of existing landscaping to screen and reduce visual impact;
- Activation of views and vistas from the proposal;
- Maximisation of solar access and natural ventilation;
- Overshadowing analysis; and
- Removal of vehicular access to/from Epping Road.

It is noted that the envelopes shown in the Urban Design Study are not refined architectural expressions and are indicative only. They do not propose the future development outcome of the Planning Proposal, rather they demonstrate that there is sufficient envelope and potential to enable the refined design development of the site.

Site Contamination

Given the historical use of the site for residential purposes and its location being surrounded by open space and parkland, land contamination is not considered likely. The land is not known to have been used for any purposes that may give rise to the likelihood of contamination. Nothing on site indicates a previous contaminating use. Further investigation and reporting is not considered necessary as it is considered that the proposal is consistent with the existing use (although of a larger scale/density) and the site is suitable.

Heritage

The subject site is located on the southern side of Epping Road and does not share any visual or spatial relationship with any heritage item. As such the proposal will have no impact on the heritage significance of any item within the area.

Economic Effects

The proposal will provide positive economic effects during the short term as the underutilised site will be subject to urban renewal and ongoing activity in the form of employment, housing and leisure. The proposal will also lead to the activation and usage of the North Ryde Station Precinct, Macquarie Park Corridor as well as public transport.

Other

The subject site is not identified as containing acid sulfate soils or being prone to bushfire or flooding. Additionally the subject site is not identified as containing significant environmental/terrestrial biodiversity values or containing endangered (flora/fauna) species.

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

These have been discussed briefly above, noting that the proposal does not seek to alter the underlying purpose for the land, nor alter the fundamental social and economic planning foundations for the site or its surrounds. It is noted that residential land uses are currently permissible in various forms on the site and the Planning Proposal purely seeks to increase the density of the permissible land use. The proposal seeks to introduce Residential Flat Buildings and Neighbourhood Shops as permissible land uses and amend the overall height and FSR. It is considered that the increase in yield associated with the planning proposal will not directly lead to or initiate any negative social or economic effects.

The social and economic impacts arising from the proposal ensure that the site would be developed and that an ideally located and strategic parcel of land is appropriately zoned in order to realise its potential.

6.3 Section D: State and Commonwealth Interests

Is there adequate public infrastructure for the planning proposal?

This information will be further developed at the appropriate stage should the application proceed through the Planning Proposal process. Notwithstanding, a brief summary of these elements is provided below.

Public Transport

The subject site is within walking distance of North Ryde Station as well as a number of bus services. Bus stops are located on both sides of Epping Road as well as Blenheim Road. Bus services provide access to the Sydney CBD as well as links to Chatswood, Epping, North Sydney, Ryde, Rhodes and Sydney Olympic Park. The direct access to established public transport infrastructure will reduce the significant

stress currently being placed on arterial roads throughout the region, with particular emphasis on the M2 Motorway and Epping Road.

Roads

The site is well located to key arterial road corridors including the M2 Motorway, Epping Road and other cross-city connectors. Although well serviced by private transport infrastructure the benefits of the proximity of the site to public transport cannot be understated.

Cycle ways/Pedestrians

The site and locality is highly 'walkable' given its proximity to public transport and other services. Bicycle storage will be accommodated on site, noting that excellent bicycle connection linkages are provided throughout the area, particularly along Epping Road and within the established and future North Ryde Station Precinct and Macquarie Park Corridor.

Utilities

The site has access to all relevant utilities including water, telecommunications, electricity and reticulated sewer.

Health, Education and Emergency Services

The site is ideally located being within close proximity of a variety of health, education and emergency services. Notably, Macquarie University Hospital and Royal North Shore Hospital (regional institutions) are both within short distance and time commute from the site with smaller scale medical facilities including medical centres, pharmacies and other health services spread throughout the immediate area.

The site is located close to a number of schools (catering for all age groups from pre-school to senior) as well as the tertiary education facilities of Macquarie University and UTS – Ku-ring-gai Campus.

Established emergency services including Ambulance, Fire and Police are also located within close proximity and currently service the site.

Open Space

The site is located directly adjacent to Blenheim Park which has several facilities including picnic areas, cycle paths, children's playground, enclosed dog off-leash area and a remote-control car track. The site is also within walking distance or close proximity to a number of reserves as well as local and regional areas of public open space which provide for a wide range of both passive and active recreational opportunities. Additional open space has also been planned within the Macquarie Park Corridor.

What are the views of State and Commonwealth Public Authorities consulted in accordance with the gateway determination?

Not applicable at this stage. Consultation with State and Commonwealth Public Authorities will occur as part of the formal Planning Proposal process and any requirements set in the Gateway Determination should the proposal proceed.

7. Community Consultation

Given this submission is to seek Council's endorsement of the Planning Proposal there has been no community consultation carried out to date. Community consultation will occur as part of the formal Planning Proposal process and the required public exhibition should the proposal proceed.

The level of community consultation will be carried out in accordance with Section 2.5 of '*A Guide to Preparing Planning Proposals*' and any requirements set in the Gateway Determination.

At this stage it is envisaged that the consultation program will include:

- Newspaper Advertising in local papers;
- Website information; and
- Letters to adjoining land owners and surrounding properties.

8. Conclusion

As invited by Council resolution, Think Planners Pty Ltd has been engaged to prepare and submit a Planning Proposal to City of Ryde Council (Council) in support of an amendment to Ryde Local Environmental Plan 2014 (Ryde LEP 2014).

The Planning Proposal seeks amendments to –

- Zone map (proposing a single R4 zone to the subject land);
- Floor Space Ratio map (proposing an FSR of 4.3:1 to the subject land); and
- Height of Building map (proposing 45m to the subject land).

The Planning Proposal has been prepared in accordance with Section 55 of the Environmental Planning and Assessment Act 1979, along with the Department of Planning and Infrastructures document “A Guide to Preparing Planning Proposals”.

The Planning Proposal relates to land at North Ryde, within the City of Ryde Local Government Area (LGA). The site is located adjacent to the North Ryde Station Precinct, an Urban Activation Precinct (UAP) and sits just outside the boundaries of the UAP. The North Ryde Station Precinct was nominated for urban renewal by the Department of Planning and Environment and was gazetted as an Urban Activation Precinct on 21 September 2013. The UAP seeks to accommodate around 330,000m² of predominately residential and mixed use gross floor area creating approximately 3,000 homes and 1,500 jobs within a 10 minute walk of North Ryde Station.

The subject site is also located on the periphery of the Macquarie Park Corridor. Council's vision for the corridor is to provide planned residential communities centred on the North Ryde and Macquarie University Rail Stations whilst facilitating for the future development, growth and integrity of the employment function. It is envisaged that the corridor will evolve from a Business Park to urban centre accommodating in excess of 10,000 new dwellings close to transport, employment and education facilities.

The Planning Proposal will enable the redevelopment and revitalisation of the subject site and contribute to the housing, commercial, social and cultural environment of the immediate area whilst achieving additional housing located in an appropriate location. The Planning Proposal, although separate from, and located on the periphery, will support the UAP and the Macquarie Park Corridor, promoting additional usage of the precinct and patronage of North Ryde Station.

It is noted that the proposal is also consistent with longstanding State Policy for the delivery of urban renewal within appropriate locations and the principles of Transit Oriented Development as outlined in ‘A Plan for Growing Sydney.’ In line with these principles the Planning Proposal will provide additional residential dwellings within an appropriate location with direct access to jobs and essential infrastructure including a variety of public transport options. The Planning Proposal will make a small



contribution to increasing housing stock, diversity and choice within The Ryde LGA, whilst maintaining the integrity of the UAP and Macquarie Park Corridor. The site is located in a well sought after area that has been consistently identified for increased development by the State Government through its planning arm.

The Planning Proposal has carefully considered and discussed the key issues for the rezoning, including indicative future development form, urban design outcomes, public benefit, employment generation and traffic movements.

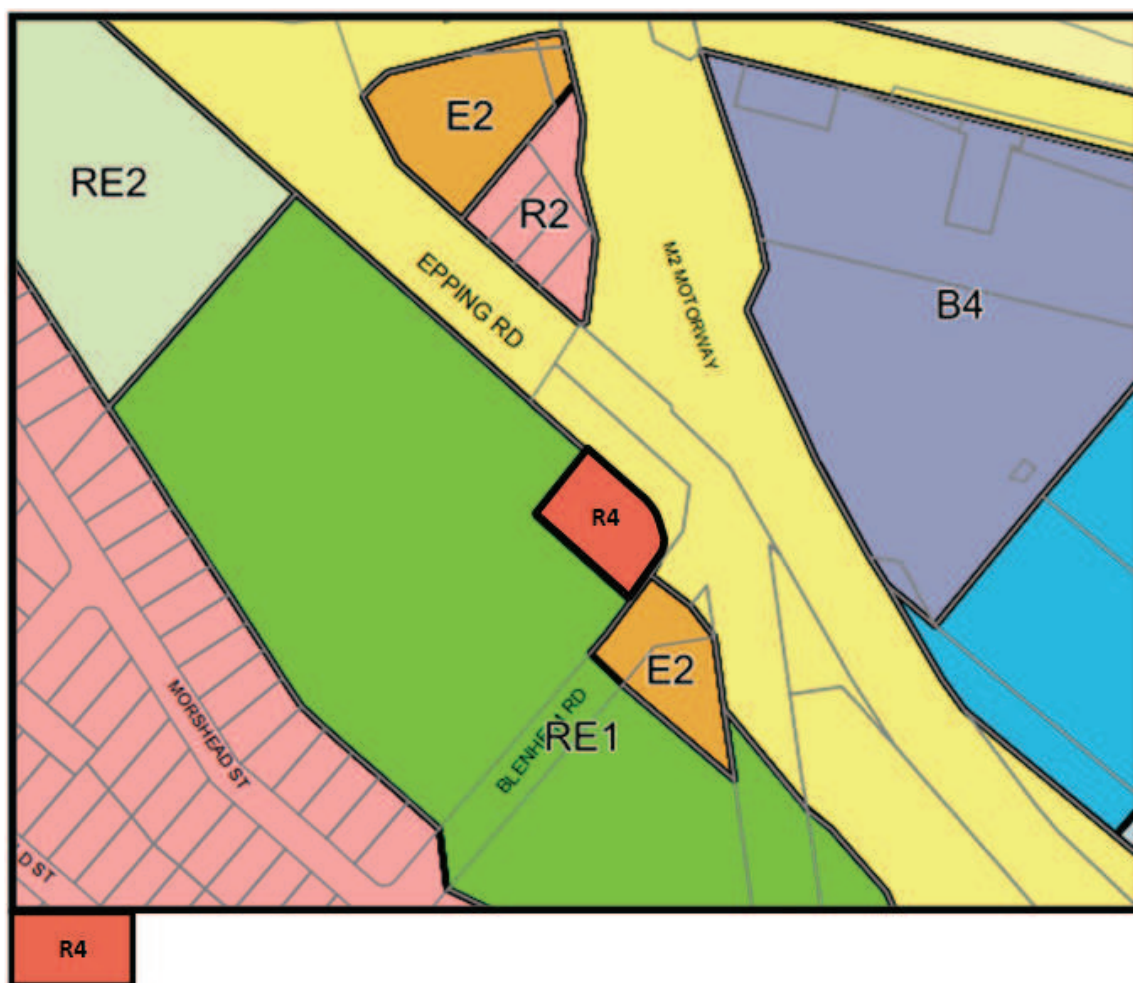
Having regard to the discussion and assessment provided within this report, Think Planners Pty Ltd have no hesitation in recommending that the Planning Proposal be submitted to the Department of Planning and Environment for Gateway Determination, following Council's review.

Appendices

Ryde Local Environmental Plan 2014 proposed mapping amendments to Map 9.

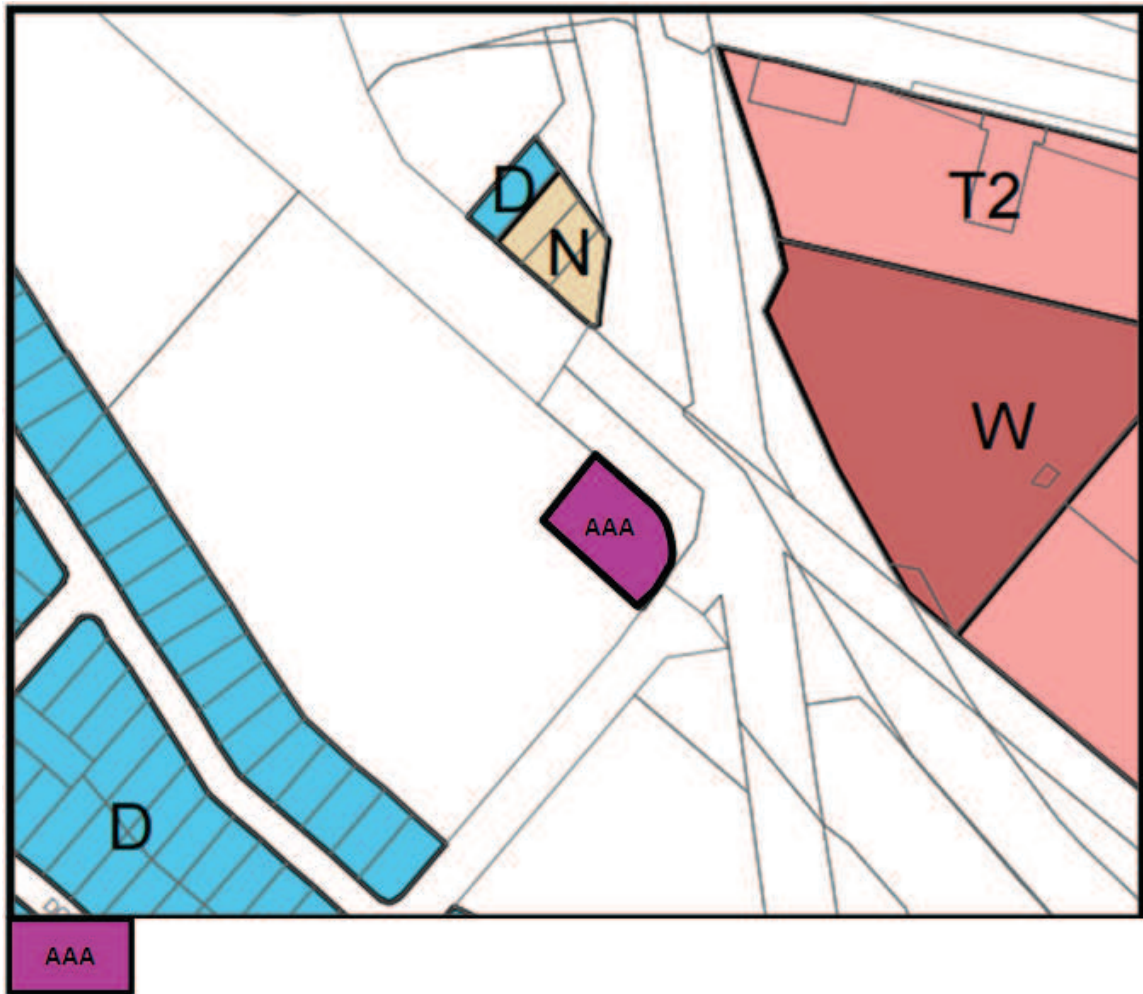
- Zone Map
- Floor Space Ratio
- Height of Buildings

Extract of Land Zoning Map Sheet LZN_009



Zone – R4 High Density Residential

86 Blenheim Road and 12-14 Epping Road, NORTH RYDE – Planning Proposal
Extract of Floor Space Ratio Map Sheet FSR_009



Floor Space Ratio – 4.3:1

86 Blenheim Road and 12-14 Epping Road, NORTH RYDE – Planning Proposal
Extract of Height of Buildings Map Sheet HOB_009



Height of Buildings – 45m