

ITEM 2 (continued)

ATTACHMENT 1

RECORD OF ATTENDANCE:

Community Forum
Planning Proposal for LEP 2013



Lifestyle and opportunity
@ your doorstep

31 July 2013
7.00pm to 9.00pm
Civic Centre, Level 5, Rooms 2 and 3

Attendance:

The Mayor, Councillor Petch	Absent
Councillor Maggio	Present
Councillor Laxale	Present
Councillor Etmekdjian	Present
Councillor Chung	Absent
Councillor Li (Chair)	Absent
Councillor Simon	Present
Councillor Yedelian OAM	Absent
Councillor Pendleton	Present (left at 8pm)
Councillor Pickering	Present
Councillor Salvestro-Martin	Absent
Councillor Perram	Present

Staff in attendance:

Group Manager – Environment and Planning, Manager – Urban Planning, Strategic Planner, Strategic Planner, Manager Communications and Media, Section Manager Community Engagement and Manager – Customer Service and Governance.

It was agreed by the Councillors present that Councillor Simon would chair the Workshop.

The Workshop commenced at 7pm

ITEM 2 (continued)

ATTACHMENT 1

Item 1 - Torrens Title (2 speakers)

	Speakers
1.	Mr Kevin Parker
2.	Mr Rocky Tassone

Discussion Outcomes:

There was some consensus that consideration be given to reviewing Council's current position with regard to Torrens Title. However, no clear direction was provided.

Options for consideration were requested to be reported to Council. The options need to consider dealing with the subdivision of existing/approved dual occupancies and controls for the subdivision of future dual occupancies.

Item 2 - 11-15 Farm St (10 Speakers)

	Speakers
3.	Mr Kevin Bevitt
4.	Mr Raymond Touma
5.	Ms Patricia Bloomfield
6.	Mr John Ward
7.	Mr Robert Emery
8.	Mr Colleen Cory
9.	Mr Fred Cory
10.	Mr Gregor Zylber
11.	Mr Peter Prior
12.	Mr David Barratt

ITEM 2 (continued)

ATTACHMENT 1

Discussion Outcomes

Some concern was raised by Councillors regarding the potential height and impact of a future development should the lots be rezoned to B4 with a height of 12m.

It was noted that the proposal presents a unique situation. It was requested that options for the site be reported to Council for consideration, including a variation in building heights across the site to reduce the impact of any future development on the properties on the southern side of Farm Street.

Item 12 - 391 Blaxland Road (1 Speaker)

	Speakers
13.	Mr Bill Kenchington

Discussion Outcomes:

There was generally support the reinstatement of the site as a R2 zoning as requested by Mr Bill Kenchington.

General (1 Speaker)

	Speakers
14.	Mr Graeme Cordiner – specifically Coulter Street Car Park

Discussion Outcomes:

There was some discussion regarding a possible public meeting regarding the Coulter Street car park. It was agreed that this would need to be a decision of Council.

ITEM 2 (continued)

ATTACHMENT 1

LATE SPEAKER - Item 3 – Our Lady Queen of Peace – 14 - 20 Oxford Street (1 Speaker)

	Speakers
15.	Mr Justin Kucic

Discussion Outcomes:

There was general agreement to retain the current R2 zoning for this site, pending discussion with the church.

General Outcomes:

There was general agreement that a further workshop not be conducted but rather that a report will be presented to Council with options for each of these issues.

The Workshop concluded at 9.08pm

ITEM 2 (continued)

ATTACHMENT 2

Table 1 - Planning Proposal Amendments to LEP 2013

Planning Proposal Amendments	Basis for amendment
1. Ryde Civic Precinct Amend <i>LEP 2013</i> to reflect controls proposed within the Planning Proposal for the Ryde Civic Precinct to LEP 2010: a. <i>Land Zoning Map</i> b. <i>Height of Buildings Map</i> c. <i>Floor Space Ratio Map</i> d. <i>Ryde Town Centre Precincts Map</i>	Council resolution 12 February 2012. Council on 13 November 2012 as part of a Mayoral Minute 16/12, in relation to the Civic Centre Site, resolved: <i>(a) Council staff immediately develop a project plan to expedite the rezoning of the Civic Centre site back to RL91 with a density of 60,000sq metres and to be zoned SP2 community use through a planning proposal.</i> Council resolved on the 12 February 2012 that a Planning Proposal to rezone the site and amend both the Height of Buildings and Ryde Civic Precinct Maps was be forwarded to DoPI for a Gateway determination. Council was requested by DoPI on the 2 July 2013 to provide further justification for the proposal. The requested information was forwarded on the 2 August 2013.
2. Add a new clause <i>Macquarie Park Corridor – Serviced apartments in Zone B3 Commercial Core</i> prohibiting the strata subdivision of serviced apartments	Council resolution 27 September 2011. In the report of the 27 September 2011 it was stated that Council should make a formal submission to DLEP 2011 once on exhibition requesting the reinstatement of Clause 4.5B(5) in LEP 2010 with respect to prohibiting the subdivision of such developments Refer to Council report of the 24 July 2012 Draft Ryde LEP 2011 – pge 130
3. Add to <i>Schedule 1 Additional permitted uses</i> 131 & 133 Herring Rd and 208 Epping Road – Development for the purposes of a medical centre is permitted with consent.	In response to a submission. Refer to Council report of the 24 July 2012 Draft Ryde LEP 2011 – Submissions Attachment 3 pge 31.
4. Amend clause 4.3 (2C) so that the maximum height for dwellings in both multi dwelling housing and dual occupancy development that do not have frontage to a street is 5m.	In response to a submission from Ryde City Council – Assessment group. Refer to Council report of the 24 July 2012 Draft Ryde LEP 2011 – Additional submissions pge 7 The clause at present only applies to multi dwelling housing developments and to

ITEM 2 (continued)

ATTACHMENT 2

Planning Proposal Amendments	Basis for amendment
	ensure consistent controls exist governing the height of all rear dwellings the clause should include dual occupancy developments,
5. <i>Wholesale supplies, Building identification signs and Recreation facility (indoor)</i> be added to uses permitted in the IN2 Light Industrial zone. <i>Emergency services facilities</i> be deleted from uses prohibited in the IN2 Light Industrial zone. Under SEPP (Infrastructure) emergency service facilities are permitted in the zone (the use is listed as <i>prohibited</i> in the land use table in DLEP 2011 and should be deleted to be in accordance with the SEPP).	In response to a submission. Refer to Council report of the 24 July 2012 Draft Ryde LEP 2011 - Submissions. Attachment 3 pge 36 & Attachment 4 pge 110. In response to a submission. Refer to Council report of the 24 July 2012 Draft Ryde LEP 2011 – Submissions Attachment 3 pge 36.
6. Amend <i>LEP 2013 Centres Map</i> for Ryde Town Centre, West Ryde Town Centre and Gladesville Town Centre.	In response to a submission. Refer to Council report of the 24 July 2012 Draft Ryde LEP 2011 - Submissions Attachment 4 pge 106.
7. Amend the <i>LEP 2013 and Land Zoning Map and Floor Space Ratio Map</i> for the property 391 Blaxland Rd Ryde to R2 and 0.5:1. The land is currently zoned R2 and is part of a small group of shops on Blaxland Rd. The Local Planning Study adopted by Council 7 December 2010 recommended the group be zoned B1 in accordance with usage. As land is on the edge of the group and adjoining to the east of the subject site is also zoned R2 it is considered reasonable for the zoning and related FSR to be reinstated .	In response to a submission. Refer to Council report of the 24 July 2012 Draft Ryde LEP 2011 – Submissions Attachment 4 pge 124
8. Amend <i>LEP 2013 Land Zoning Map</i> for St Michaels Church and School Huges Street Meadowbank to SP2 Educational Establishment and Place of Public Worship	In response to submission. Refer to Council report of 24 July 2012 Draft Ryde LEP 2011 – Submissions Attachment 4 pge 128.
9. Amend <i>LEP 2013 Land Zoning Map</i> for North Ryde Common from SP2 to RE1 Public Recreation	In response to a submission from NSW Health – Macquarie Hospital.

ITEM 2 (continued)

ATTACHMENT 2

Planning Proposal Amendments	Basis for amendment
	Refer to Council report of the 24 July 2012 Draft Ryde LEP 2011 – Submissions Attachment 4 pge 61.
10. <i>LEP 2013 Land Reservation Acquisition Map</i> be amended in line with requested R&MS boundary changes (with corresponding changes to the Land Zoning Map) and that the inclusion of land in Vimiera Rd on the Land Reservation Acquisition (LRA) Map be highlighted to DoPI for their consideration.	In response to a submission from Roads and Maritime Services. Refer to Council report of the 24 July 2012 Draft Ryde LEP 2011 – Submissions Attachment 3 pge11.
11. <i>Home business and Home industries</i> be added as a permitted use with Council consent in the R2, R3 and R4 zones. Under SEPP (Exempt and Complying Development Codes) 2008 home businesses, home industries and home occupations that do not involve the manufacture of food products or skin penetration procedures is exempt development. Council has received numerous enquiries with respect to being able to carry out cake making and other food preparation activities which are defined as a home industry and prohibited under the land use table and not permitted as exempt development.	In response to a submission. Refer to Council report of the 24 July 2012 Draft Ryde LEP 2011 – Submissions Attachment 3 pge 33.
12. <i>Home based child care centres</i> where permitted without consent in the land use table be made development permitted with consent. Use is classified by Rural Fire Service as Special Fire Protection Purpose and requires an assessment under section 100B of the Rural Fires Act 1997.	In response to a submission from NSW Rural Fire Service. Refer to Council report of the 24 July 2012 Draft Ryde LEP 2011 - Submissions Attachment 4 pge 56
13. <i>Schedule 2 Exempt Development – Signage (temporary)</i> Additional condition added (d) Must not be illuminated	In response to a submission from Ryde City Council – Environment an Planning. Refer to Council report of the 24 July 2012 Draft Ryde LEP 2011 - Submissions Attachment 3 pge 8
14. <i>4.5B(c) Macquarie Park Corridor</i> be expanded to read “To encourage greater public transport and active transport options”	In response to a submission from Health – Northern Sydney Local Health District. Refer to Council report of the 24 July 2012 Draft Ryde LEP 2011 - Submissions Attachment 4 pge 58

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Planning Proposal Amendments	Basis for amendment
15. Amend Clause 1.2(2)(f) to read "to improve access to the city, minimise vehicle kilometres travelled, facilitate the maximum use of public transport and encourage walking and cycling"	In response to a submission from Ryde City Council – Environment Group. Refer to Council report of the 24 July 2012 Draft Ryde LEP 2011 – Submissions Attachment 4 pge 55
16. Clause 6.6 (f) – <i>Environmental Sustainability</i> be expanded to read "Transport initiative to reduce car dependence such as providing bicycle and pedestrian facilities, car share /carpool/small vehicle parking spaces and public transport information .and the development of a workplace travel plan."	In response to a submission from Ryde City Council – Environment Group. Refer to Council report of the 24 July 2012 Draft Ryde LEP 2011 – Submissions Attachment 4 pge 56
17. Amend LEP 2013 Floor Space Ratio Map with respect to 1 Monash Road Gladesville to bring it in line with Ryde LEP (Gladesville Town Centre and Victoria Road Corridor) 2010 Floor Space Ratio Map.	Anomaly in DLEP 2013. Under Ryde LEP (Gladesville Town Centre and Victoria Road Corridor) 2010 Floor Space Ratio Map the subject property, which is a heritage item has no FSR. An error occurred in the transfer of FSR controls for the site and under DLEP 2011 it has been given a FSR. Refer to Council report of the 24 July 2012 Draft Ryde LEP 2011 – pge 127
18. Update the LEP 2013 Ryde Town Centre Precincts Map to include additional areas as identified in Draft DCP 2011 - Part 4.4 Ryde Town Centre	Anomaly in DLEP 2013. Determination of precincts for Ryde Town Centre completed after submission of DLEP to DoPI . Consistency between LEP and DCP required. Refer to Council report of the 24 July 2012 Draft Ryde LEP 2011 – pge 127
19. Amend LEP 2013 Lot Size Map to delete all areas from the map which are not zoned residential in the Land Zoning Map.	Anomaly in DLEP 2013. A number of properties have been rezoned in the Land Zoning Map from a residential to a business zone .This change however was not carried through to the Lot Size Map which only relates to residential properties. Refer to Council report of the 24 July 2012 Draft Ryde LEP 2011 – pge 127
20. Schedule 2 Exempt development - Amend controls for Signage (real estate sign for a residential site)	Anomaly in DLEP 2013. An error occurred in the Schedule in that the controls for <i>Signage (retail premises windows)</i> was repeated for <i>Signage (real</i>

ITEM 2 (continued)

ATTACHMENT 2

Planning Proposal Amendments	Basis for amendment
	<i>estate sign for a residential site</i>). It is proposed to reinstate the existing controls under LEP 2010 for <i>Signage (real estate sign for a residential site)</i>. Refer to Council report of the 24 July 2012 Draft Ryde LEP 2011 – pge 128
21. Amend <i>Clause 4.5A(b) Density Controls for Zone R2 Low Density Residential</i> by deleting reference to access to private open space in multi dwelling housing.	Control more appropriate to a DCP. The clause requires that separate access to private open space from an unbuilt upon portion of the site. This requirement is more appropriately covered in a DCP in that specific ways of achieving such access such as through a garage can be specified. Refer to Council report of the 24 July 2012 Draft Ryde LEP 2011 – pge 127
22. Upon direction from DoPI amend LEP maps relating to zoning, FSR and height for Macquarie University as required.	Upon direction from DoPI The land is identified as a State Significant site under SEPP (Major Development) 2005. Differences exist between the zoning, height and fsr controls for the land under the LEP and the SEPP. Refer to Council report of the 24 July 2012 Draft Ryde LEP 2011 –pge 128
23. Amend <i>Schedule 5 Environmental</i> heritage with respect to Item I204 - 36 Hillview Road Eastwood.	To ensure that the entire building is listed as a heritage item, the reference for I204 needs to be expanded to include 34 Hillview Road (Lot 46 DP 8043) and 32 Hillview Road (Lot 47 DP 8043). Council report October 2013
24. Amend <i>LEP 2013 Flood Planning Area Map</i> to include Macquarie Park Catchment Area	Council report October 2013
25. Amend <i>LEP 2013 Schedule 5 Environmental heritage</i> schedule and <i>LEP 2013 Heritage Map</i> to include the Bennelong's potential grave site a potential Archaeological Item and items identified within the report to Council on 8 October 2013.	Council resolution 19 July 2011 Council report October 2013
Minor amendments to Written document if necessary to incorporate any changes required by DoPI or identified drafting or description errors	

ITEM 2 (continued)

ATTACHMENT 2

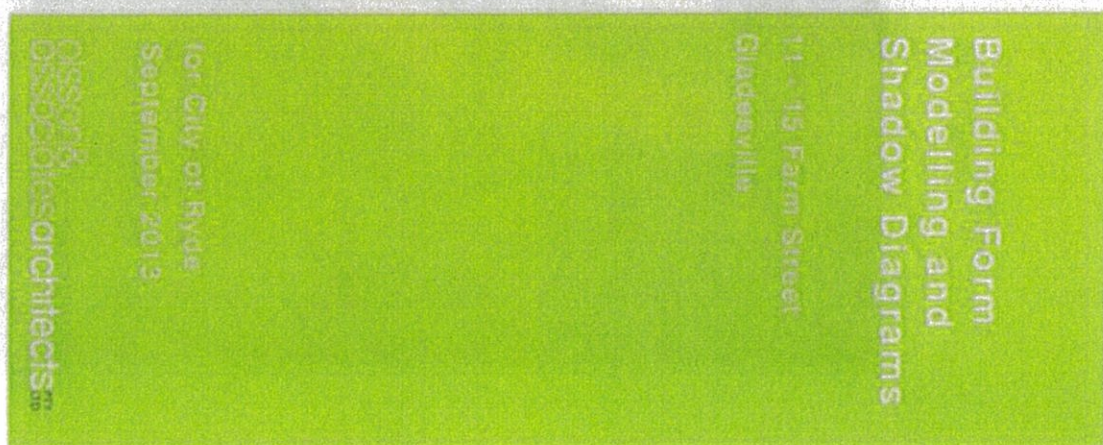
Planning Proposal Amendments	Basis for amendment
Minor amendments to Maps if necessary to ensure maps are in line with DoPI requirements and to improve legibility of maps.	

As resolved by Council the following items are to be included in this table:

- Torrens titling of Dual Occupancy (**ATTACHED**) developments
- 11 – 15 Farm Street Gladesville
- 14 – 20 Oxford Street Gladesville
- 100 Rowe Street Gladesville
- Secondary Dwellings R1, R2, R3 and R4 zones
- Floor space and height amendments to Ryde Town Centre

ITEM 2 (continued)

ATTACHMENT 3



ITEM 2 (continued)

ATTACHMENT 3

11-15 Farm Street Gladesville - Urban Design Review



- Design Principles:**
- The building is setback 6m from Farm Street, 3m from the Avenue and 3m from the northern boundary.
 - The building height along Farm Street is 9.5m/3 storeys to alleviate overshadowing on the existing houses across Farm Street.
 - The upper part of the building addressing The Avenue has a height of 12m/3storeys. This higher wing of the building is setback 13m from the lower building wing addressing Farm Street, in order to minimise overshadowing on the houses located on the south.
 - The height distribution will still allow a prominent appearance at the corner whilst providing a transitional height from the Primrose Hill Key Site 05 in the Gladesville DCP.

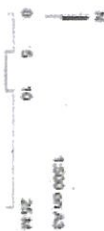


OLSON
associates architects

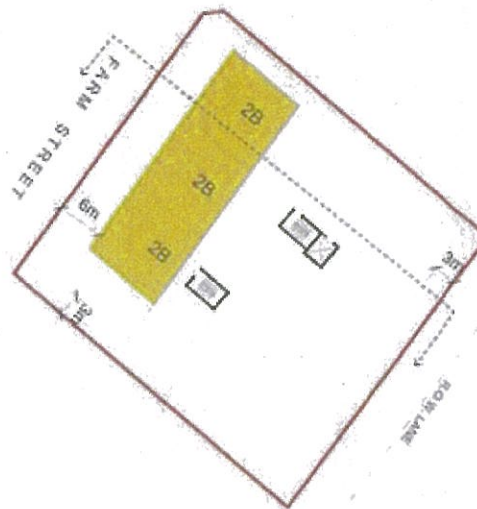
ITEM 2 (continued)

ATTACHMENT 3

11-15 Farm Street Gladstone - Urban Design Review



Lower Ground



Level 1 & 2



Design Principles:

- The Lower Ground level has 3 X 2bedroom units addressing Farm Street and will have direct access from the Street.
- Level 1 and Level 2 have an efficient layout with a total of 7 X 2bedroom + 2 X 1bedroom units (total of 9 units) per floor served by a lift and 2 stairwells.
- Level 3 has 4 X 2bedroom units accessible by a lift and stairwells.

Olsson
Associates architects

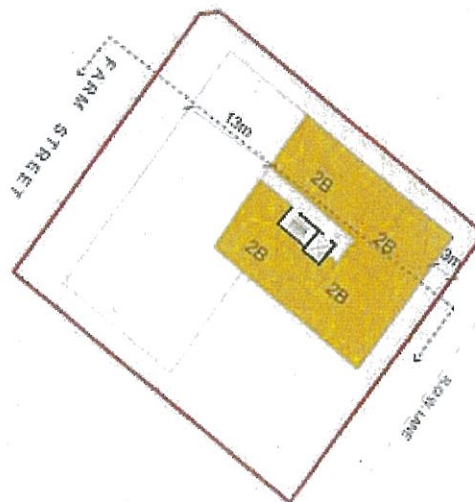
ITEM 2 (continued)

ATTACHMENT 3

11-15 Farm Street Gladstone - Urban Design Review



Level 3



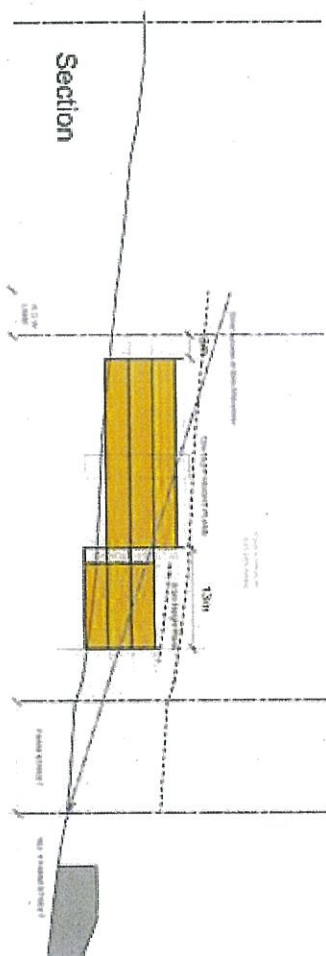
Area Calculations:

Lower Ground	=	310 sqm
Level 1	=	815 sqm
Level 2	=	815 sqm
Level 3	=	390 sqm
GFA	=	2330 sqm
Site Area	=	2014 sqm

FSR: 1.15:1

No. of Apartments:

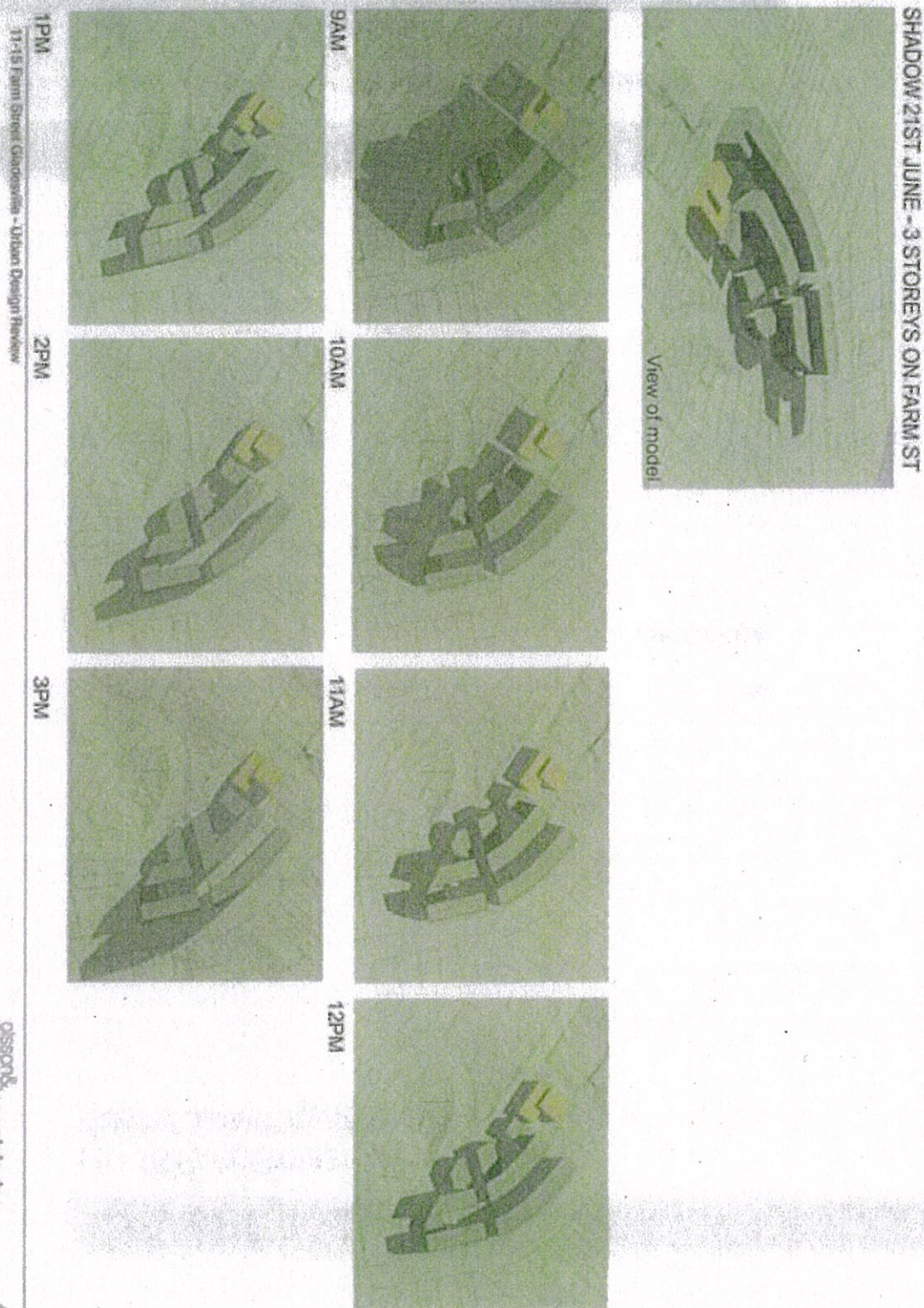
Lower Ground	=	3 X 2bedroom
Level 1	=	7 X 2bedroom + 2 X 1bedroom
Level 2	=	7 X 2bedroom + 2 X 1bedroom
Level 3	=	4 X 2bedroom
	=	21 X 2bedroom + 4 X 1bedroom
Total	=	25 apartments



OS&OT8
OS&OT8 architects

ITEM 2 (continued)

ATTACHMENT 3





ITEM 2 (continued)

ATTACHMENT 4

**11 – 15 FARM STREET, GLADESVILLE
TRAFFIC IMPACT ASSESSMENT**

FOR
CITY OF RYDE

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consulting

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Project No: P1324

Version No: 000

Issue date: 30 July 2013



ITEM 2 (continued)

ATTACHMENT 4

11-15 Farm Street
Traffic Impact Assessment

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DOCUMENT CONTROL SHEET

Issue History

Report File Name	Prepared by	Reviewed by	Issued by	Date	Issued to
P1364.001R Farm Street TIA	S.Read	A.Finlay	S.Read	25/07/2013	Sue Wotton- City of Ryde
P1364.002R Farm Street TIA	S.Read	A.Finlay	S.Read	29/07/2013	Sue Wotton- City of Ryde
P1364.002R Farm Street TIA	S.Read	A.Finlay	S.Read	30/07/2013	Sue Wotton- City of Ryde



Quality
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ATTACHMENT 4

11-15 Farm Street
Traffic Impact Assessment

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Figure 4.1:	AM Peak Traffic Volumes
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Appendices

Appendix A:	Tube Count Data Summary
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ITEM 2 (continued)

ATTACHMENT 4

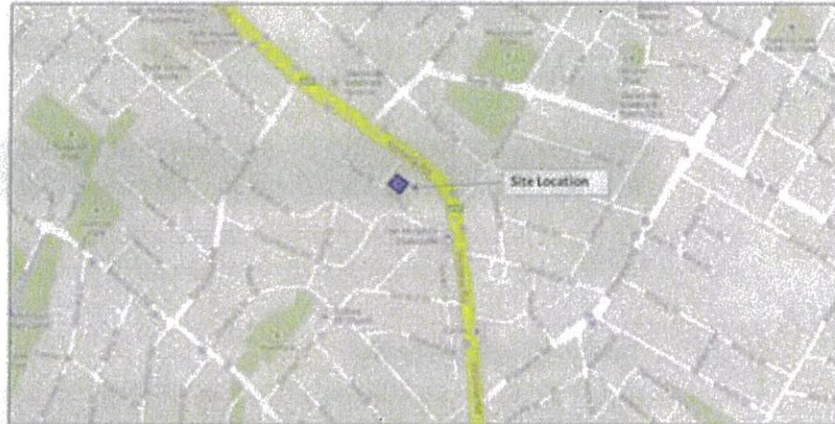
11 - 15 Farm Street TIA

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1. INTRODUCTION

Bitzios Consulting has been commissioned by the City of Ryde (CoR) to undertake a traffic impact assessment for the changes to the Local Environmental Plan (LEP) for the North Gladesville area. In particular the proposal is to increase the allowable building heights and floor space ratios (FSR) for future developments at 11 – 15 Farm Street (see Figure 1.1).

This report assesses the existing transport conditions and the proposed changes to the LEP.



Source: Googlemaps

Figure 1.1: Site Location

2. EXISTING CONDITIONS

2.1 EXISTING DEVELOPMENT

This site is currently occupied by three detached dwellings that front onto Farm Street, each with vehicular and pedestrian access to Farm Street.

2.2 EXISTING LEP

The current LEP allows for mixed use residential buildings to the height of 9.5m with an FSR of 0.5.

2.3 LOCAL ROAD NETWORK

Farm Street is a two way local street that connects to Osgathorpe Road in the east and is a cul-de-sac to the west. The speed limit is 50km/h and the roadway is generally about 7.5m wide, with parking permitted on both sides of the street.

The Avenue is a two way local street with a 50 km/h speed limit, that runs between Farm Street and Victoria Road. The intersection with Victoria Road allows for only left turn movements due to the raised central median in Victoria Road.

Osgathorpe Road is a local collector road with a 50 km/h speed limit, that connects to Victoria Road. The intersection with Victoria Road is left in left out due to the raised central median in Victoria Road.

Victoria Road is a major arterial road that runs east-west from Parramatta to Rozelle. It is generally three lanes in each direction with 60 km/h speed limit. Victoria Road also serves as a bus trunk route.

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ATTACHMENT 4

11-15 Farm Street
Traffic Impact Assessment

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2.4 ACCESS

Vehicular access to the existing site is via private driveways from Farm Street. Vehicles travelling from the north on Victoria Road would most likely access Farm Street via Tennyson Road. Likewise vehicles wishing to travel eastbound from Farm Street would need to use the right turn in Tennyson Road or use local roads to turn right onto Victoria Road via Jordan Street, some 600m south of the site.

Pedestrians can access the site via Farm Street with footpaths provided on the northern side of the road.

2.5 EXISTING TRAFFIC GENERATION

The existing peak hour traffic generation is calculated in Table 2.1, based on the RTA Guide to Traffic Generating Developments updated traffic surveys (TDT 2013/04).

Table 2.1: Existing Peak Hour Traffic Generation

Peak	Dwellings	Rate (veh per dwelling)	Trips Generated (veh/h)
AM Peak	3	0.95	3
PM Peak	3	0.99	3

2.6 TRAFFIC VOLUMES AND SPEEDS

An automatic tube count was undertaken in Farm Street from 10 July to 17 July 2013. The counter was located between 11 and 15 Farm Street. The results of the surveys show that peak weekday traffic volumes are relatively low. Please note that the peak traffic volumes for each direction may not have occurred in the same hour.

Table 3.2 shows the typical weekday peak hour traffic volumes.

Table 2.2: Mid-block Traffic Volumes (veh/h (hour ending))

Peak Period	Eastbound	Westbound	Two way
AM Peak	13 (8am)	12 (8am)	25 (8am)
PM Peak	31 (4pm)	28 (5pm)	50 (3pm)

The data showed that the 85th percentile speeds were below 40km/h, indicating that speeding is not an issue in this street. Typical peak hour speeds are shown in Table 3.2 below. Outside the peak hours the 85th percentile speed remains below 40km/h, as shown in Figure 2.1

Table 2.3: Midblock 85th Percentile Speeds (km/h)

Peak Period	Eastbound	Westbound	Two way
AM Peak	43 (8am)	39 (8am)	41 (8am)
PM Peak	45 (4pm)	40 (5pm)	40 (3pm)

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ATTACHMENT 4

11-15 Farm Street
Traffic Impact Assessment

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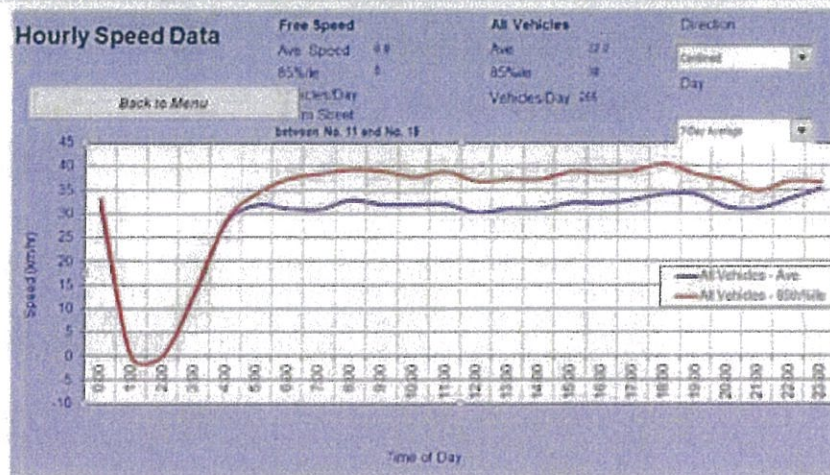


Figure 2.1: Vehicle speeds

A summary of the tube count data is provided in Appendix A.

2.7 PUBLIC TRANSPORT

Victoria Road is a major trunk route for buses, and bus stops for east and westbound buses are located within 200m of the site. Bus services are relatively frequent due to the high number of services that use Victoria Road to access the city.

2.8 ACTIVE TRANSPORT

The nearest bicycle routes to the site are located on Ryde Road to the north and Morrison Road to the south.

There is good pedestrian access to local shops via footpaths on Victoria Road and Farm Street. A number of signalised crossings of Victoria Road allow access to the north, and the local shopping strip on Victoria Road is within walking distance, some 400m away.

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ATTACHMENT 4

11-15 Farm Street
Traffic Impact Assessment

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3. PROPOSED DEVELOPMENT

3.1 PROPOSED LEP CHANGES

The proposed changes to the LEP would allow developments 12m high and with an FSR of 1.5. CoR planners estimate that this would allow up to 30 residential apartments of 2 and 3 bedrooms each.

3.2 TRAFFIC GENERATION

The estimated traffic generation for the apartments is based on the RTA Guide to Traffic Generating Developments (2002) for medium density residential developments. The updated traffic generation rates according to the latest RMS technical direction (TDT 2013/04) do not cover medium density developments and therefore the rates published in the RTA Guide to Traffic Generating Developments (2002) are considered appropriate.

The adopted generation rate is the upper limit for 2 bedroom apartments and the lower limit for 3 bedroom apartments. Given some uncertainty about the details of future developments and the proximity to a bus trunk route, the rate of 0.5veh/h is considered reasonably conservative.

Table 3.1: Peak Hour Traffic Generation

Dwellings	Rate (veh per dwelling)	Trips Generated (veh/h)
30	0.5	15

For analysis it is assumed that the trips will be split 30 / 70 to and from the site in the AM peak period.

In the morning peak there would be 5 trips to the site and 10 departing, and vice versa in the evening peak.

3.3 TRAFFIC DISTRIBUTION

The predicted traffic distribution to and from the site is shown in Figures 3.1 and 3.2 for the arrivals and departures, respectively. It is recognised that because there is a raised median in Victoria Road some vehicles would use routes via Tennyson Road



Source: Googlemaps

Figure 3.1: Site Arrival Distribution

ITEM 2 (continued)

ATTACHMENT 4

11-15 Farm Street
Traffic Impact Assessment

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Source: Googlemaps

Figure 3.2: Site Departure Distribution

3.4 VEHICLE ACCESS

It is assumed that vehicle access to the site will continue to be from Farm Street, rather than from The Avenue.

3.5 PARKING PROVISION

It is assumed that off street parking would be provided in accordance with Council's DCP rates for medium density residential developments. The estimated number of car spaces to be provided would be about 53. (see Table 3.2). This is likely to have minimal impact on existing on-street car parking.

Table 3.2: Estimated Car Parking Provision

Type	Number	Rate per Dwelling	Car Spaces
2 Bedroom	15	1	15
3 Bedroom	15	2	30
Visitor Spaces	(30)	0.25	8
Total	30	-	53

ITEM 2 (continued)

ATTACHMENT 4

11-15 Farm Street
Traffic Impact Assessment

 BITZIOS

3.6 OTHER LOCAL DEVELOPMENTS AND ROAD CHANGES

This site is in conjunction with other nearby sites which have recently been redeveloped or are likely to be redeveloped. These developments are discussed below.

3.6.1 Dan Murphy's

Recently, a 'Dan Murphy' liquor store was opened on the corner of Osgathorpe Road and Victoria Road. Access and traffic generation was addressed in a Traffic Impact Assessment and was approved by Council. It is noted that the report assumed that all traffic would arrive and leave directly to Victoria Road via Osgathorpe Road.

Traffic generated from the site has been adopted for the analysis of the PM peak traffic volumes.

3.6.2 Primrose Hill

The Primrose Hill site is currently a 'brown field' site on the south western corner of Osgathorpe Road and Victoria Road. It is understood that a development application for the site has since lapsed. Plans for the site included a pedestrian access thoroughfare that would align with Westminster Road. It is likely that at some stage in the future the site would be used for a mixed use residential and commercial development as covered in the existing LEP. Due to the lack of details of any proposed development on this site, no traffic generation was estimated.

3.7 CURRENT LEP

The current LEP allows for general increases in density of developments along Victoria Road and Monash Road.

3.7.1 Local Area Traffic Management

The City of Ryde has provided draft plans for traffic calming devices in Osgathorpe Road and Brereton Street. This may reduce the number of through vehicles ('rat running') and speeding vehicles on these streets.

ITEM 2 (continued)

ATTACHMENT 4

11-15 Farm Street
Traffic Impact Assessment

BITZIOS
CONSULTING

4. TRAFFIC IMPACTS

4.1 TRAFFIC ANALYSIS

The existing and predicted future traffic volumes are indicated in Figures 4.1 and 4.2 for the AM and PM Peaks respectively. The volumes are based on a combination of spot counts, data supplied by CoR, and estimated traffic generation from Dan Murphy's. All traffic volumes are hourly flows. It should be noted that discrepancies between count locations are due to side streets and trips that start or terminate between locations.

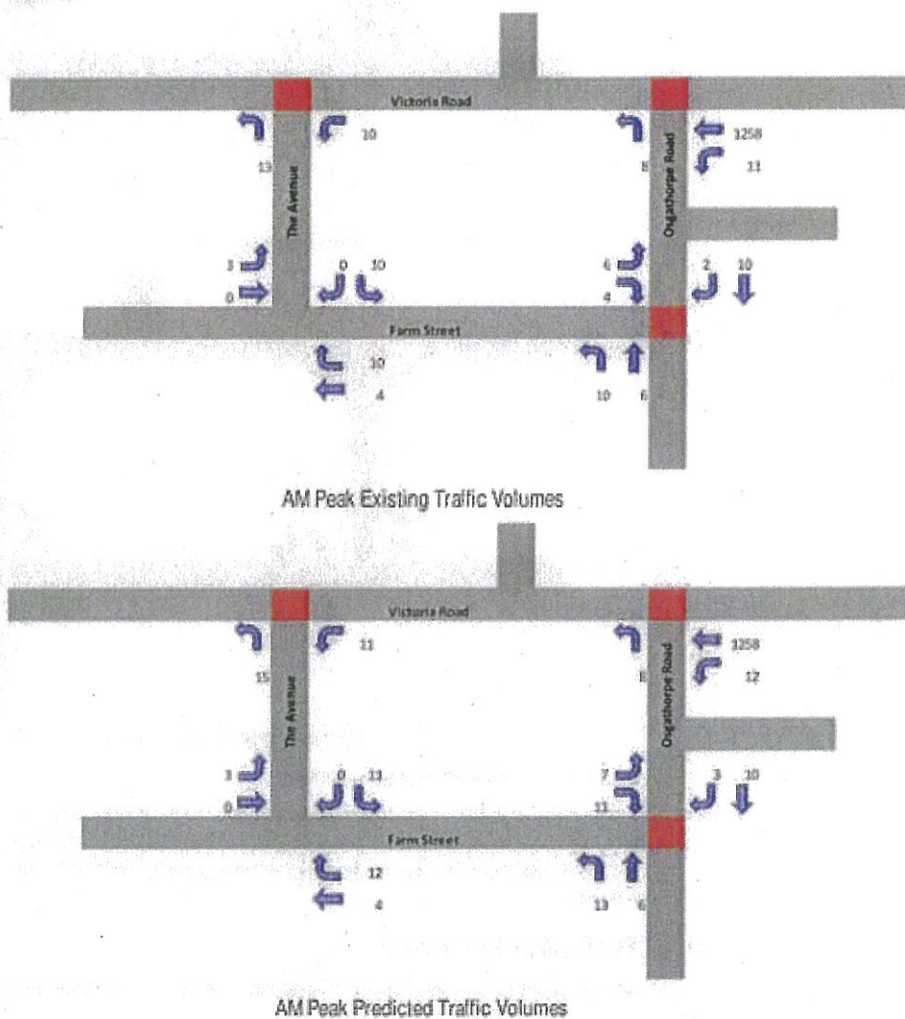


Figure 4.1: AM Peak Traffic Volumes

ITEM 2 (continued)

ATTACHMENT 4

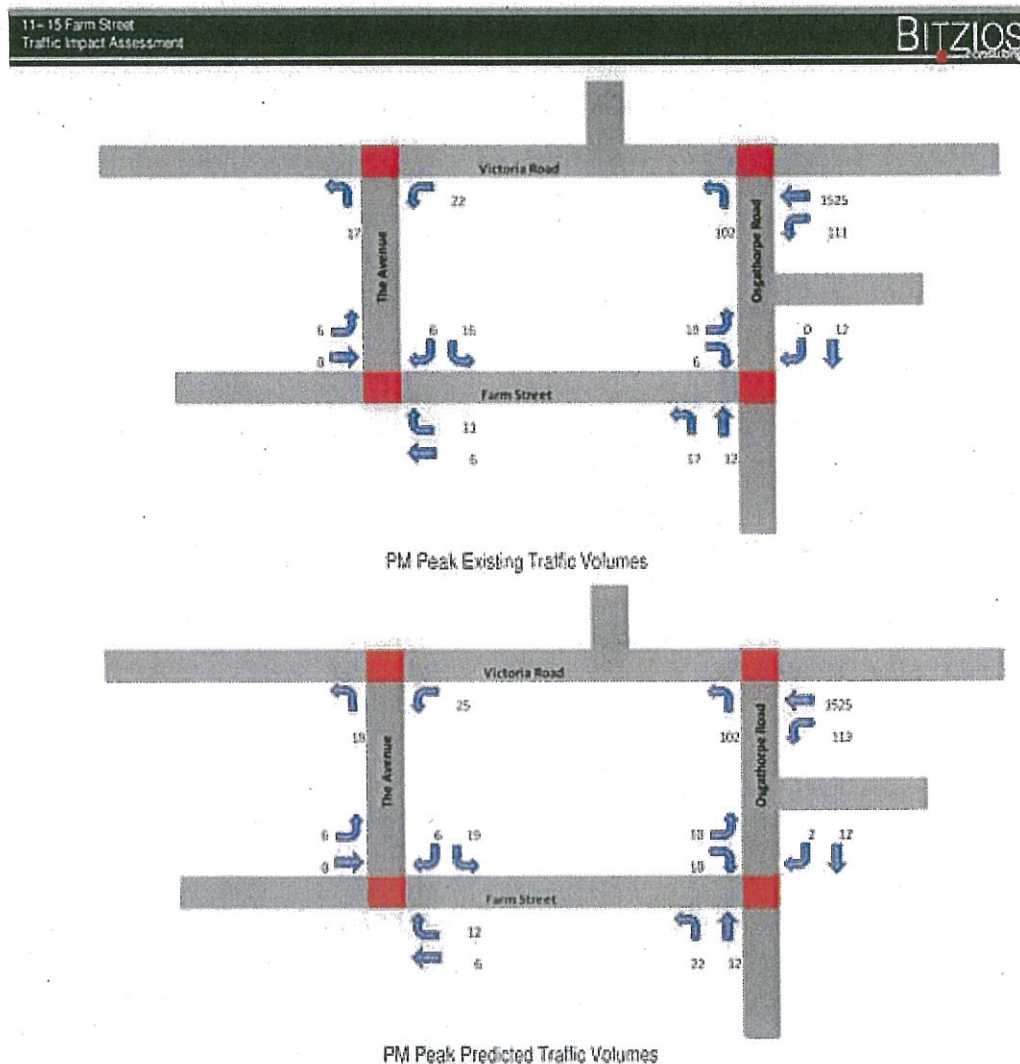


Figure 4.2: PM Peak Traffic Volumes

The predicted changes in traffic volumes as a result of the proposed changes to the LEP are relatively minor and unlikely to have perceivable changes to traffic conditions. The additional traffic generated is considered well within the day to day traffic variation and no formal traffic analysis is considered to be warranted.

4.2 PEDESTRIANS AND CYCLISTS

Changes to the LEP are likely to have minimal impact on the existing pedestrian and cyclist routes.

4.3 PUBLIC TRANSPORT

The proposal is likely to have minimal effect on the existing bus services. The proposed changes are expected to generate some additional bus passengers but unlikely to have a significant effect on bus operations. Bus priority measures, and resulting increased services on Victoria Road, are likely to occur in future as part of general strategic bus corridor upgrades.

ITEM 2 (continued)

ATTACHMENT 4

11-15 Farm Street
Traffic Impact Assessment

BITZIOS

4.4 EMERGENCY VEHICLE ACCESS

All vehicle accesses will be allowed to the site as, is the existing situation.

4.5 SERVICE VEHICLES

Access for service vehicles would be addressed as part of the detailed traffic impact assessment. At this stage, there is no obvious reason that service vehicles would be affected by the proposal.

ITEM 2 (continued)

ATTACHMENT 4

11-15 Farm Street
Traffic Impact Assessment

BITZIOS
CONSULTING

5. CONCLUSION

Bitzios Consulting has considered the proposed changes to the LEP that would allow a 12m high building with a floor space ratio of 1.5 at 11-15 Farm Street, Gladesville. The key findings of the study are:

- Existing traffic volumes on Farm Street are relatively low (less than 50veh/h in both directions);
- Vehicle speeds on Farm Street are generally less than 40km/h;
- Development on the site is likely to be some 30 residential units as a result of the proposed changes;
- Peak hour traffic generation for the site is estimated to be some 15 veh/h;
- When distributed on the road network the additional trips are unlikely to affect the normal traffic operation or amenity of the local streets; and
- No significant impacts on other road users or public transport are envisaged as a result of the proposed changes.

ITEM 2 (continued)

ATTACHMENT 4

BITZIOS

APPENDIX A

TUBE COUNT DATA SUMMARY

ITEM 2 (continued)

ATTACHMENT 4



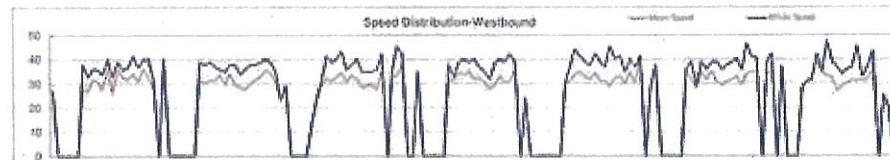
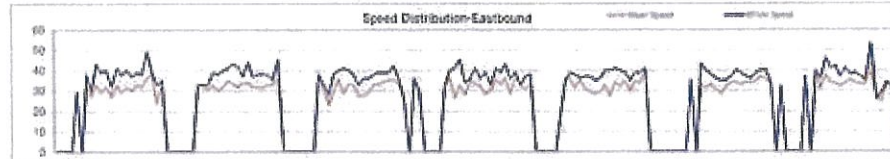
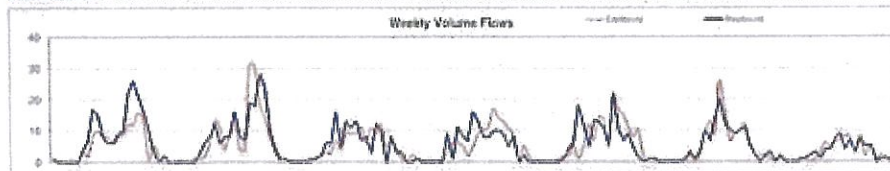
Automated Vehicle Study Summary Report

Farm Street, between No. 11 and No. 15

Posted: Wednesday, 15 Jul 13

Link: Tuesday, 16 Jul '12

Data Record Category / Info	Monday, 15 Jul 13			Tuesday, 16 Jul 13			Wednesday, 17 Jul 13			Thursday, 18 Jul 13			Friday, 19 Jul 13			Saturday, 20 Jul 13			Sunday, 21 Jul 13		
	1st	2nd	3rd	1st	2nd	3rd	1st	2nd	3rd	1st	2nd	3rd	1st	2nd	3rd	1st	2nd	3rd	1st	2nd	3rd
Grand Prix	119	178	238	170	173	247	187	121	238	129	128	250	147	147	188	130	121	251	70	67	157
Medium run	5	5	10	2	12	14	7	7	14	2	2	4	4	3	7	0	2	2	0	0	0
Long run	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Team Sprint 2000 Vol	117	162	275	159	162	321	58	104	199	159	106	215	127	132	255	121	112	233	63	69	122
2000 Vol	124	183	307	174	187	361	114	128	242	121	126	257	151	144	293	120	123	255	70	67	137
85% Mile Speed	39	37	38	39	40	38	38	38	38	38	38	38	38	38	38	39	37	39	40	37	38
Mean Speed	31.33	32.14	31.83	32.18	31.81	32.96	31.78	31.40	31.62	32.43	31.99	32.15	32.02	32.58	32.34	32.16	31.79	31.86	34.03	31.91	32.65
AM PM Hrs Vol	17	17	25	12	12	25	9	16	23	6	16	21	12	18	20	14	23	6	7	13	6
AM Hrs Factor	0.08	0.10	0.06	0.07	0.06	0.07	0.06	0.13	0.10	0.05	0.13	0.09	0.09	0.13	0.07	0.11	0.11	0.08	0.09	0.10	0.09
PM Factor	0.10	0.08	0.06	0.07	0.06	0.07	0.11	0.13	0.10	0.05	0.10	0.08	0.09	0.13	0.07	0.11	0.11	0.08	0.09	0.10	0.09
AM Peak 80%	5.10	8.60	6.00	6.50	6.50	8.50	5.50	6.50	6.50	6.50	6.50	11.00	6.50	8.50	6.50	8.50	8.50	11.00	11.00	10.50	9.16
PM Peak 80%	6.10	7.50	5.50	7.50	7.50	9.50	6.50	7.50	7.50	7.50	7.50	11.00	7.50	9.50	7.50	9.50	9.50	11.00	11.00	10.50	9.16
AM Peak 20%	7.10	8.10	6.10	8.10	8.10	10.10	7.10	8.10	8.10	8.10	8.10	11.10	8.10	10.10	8.10	10.10	10.10	11.10	11.10	10.60	9.16
PM Peak 20%	8.10	9.10	7.10	9.10	9.10	11.10	8.10	9.10	9.10	9.10	9.10	11.10	9.10	11.10	9.10	11.10	11.10	11.10	11.10	10.60	9.16
PM Peak 10%	10.10	11.10	9.10	11.10	11.10	13.10	10.10	11.10	11.10	11.10	11.10	13.10	11.10	13.10	11.10	13.10	13.10	13.10	13.10	12.60	9.16



Classification	15-Jul-13			16-Jul-13			19-Jul-13			11-Aug-13			12-Aug-13			19-Aug-13			18-Sep-13		
	Section	Volume	2 way	Section	Volume	2 way	Section	Volume	2 way	Section	Volume	2 way	Section	Volume	2 way	Section	Volume	2 way	Section	Volume	2 way
1 Car	119	176	293	127	175	347	137	129	328	129	123	251	147	141	288	130	121	251	70	66	
2 Car/Trailer	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0
3 2 axle Truck	5	3	8	0	7	8	0	4	15	2	2	4	3	2	5	0	1	1	0	0	0
4 3 axle Truck	0	3	0	0	5	6	1	3	4	0	0	0	1	1	2	0	1	1	0	0	0
5 4 axle Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 3 axle Semi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 4 axle Semi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 5 axle Semi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9 6 axle Semi	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10 20'Flat Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11 8' Double	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 Road Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 13 Unknown	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

Definitions:
10th Percentile Speed = The speed at or below which 90% of volume is observed to travel

ITEM 2 (continued)

ATTACHMENT 5

LEP 2013 | HOUSEKEEPING CHANGES
COMMUNICATIONS PLAN FOR EXHIBITION OF PLANNING PROPOSAL

ITEM 2 (continued)

ATTACHMENT 5

INTRODUCTION

The Community Engagement unit have worked closely with the Urban Planning Unit to develop a draft communications strategy that aims to ensure the myriad of proposed changes under the "House Keeping Planning Proposal" are communicated to all of the appropriate stakeholders.

The Urban Planning Unit provided a comprehensive breakdown of all of the proposed housekeeping changes. The Community Engagement Unit understands that these include:

- Changes relating to specific land parcels
- Broad policy changes that affect much of the Local Government Area
- Administrative changes

The Community Engagement unit have prepared, in conjunction with the Urban Planning Unit a communication matrix which identifies

- The issue / proposed amendment
- Relevant stakeholders
- Proposed methods of communications
- Reasoning for choice of communication and identified stakeholders

The matrix attached has been prepared as supporting documentation to the Council report in order to provide assurance that all relevant stakeholders have been considered, and to demonstrate clearly through the matrix attached, that Council has prepared a comprehensive strategy to support any / all accepted amendments.

All communication channels identified in the attached matrix are supported by an overarching communications plan which will include:

- Printing adverts in the local newspapers to announce and key changes
- Providing a more detailed summary of all changes on Council's website

NB:
➤ please note that where the matrix refers to properties it will be the property owners based on Council's records within TechOne

ITEM 2 (continued)

ATTACHMENT 5

Lifestyle and opportunity @ your doorstep

 City of Ryde

➤ Also where a property is a multi-unit dwelling the Body Corporate will be notified in line with Council's previous communications approach

ITEM 2 (continued)

ATTACHMENT 5

Property	AMENDMENT	STAKEHOLDER	COMMUNICATION METHOD
1 Ryde Civic Precinct	Amend LEP to reflect controls proposed within the Planning Proposal for the Ryde Civic Precinct to LEP 2010.	➤ Councilors ➤ Residents of the City of Ryde	Council report once outcome is known Letter sent directly to all residents previously advised of the planning proposal to amend LEP 2010. This approach is to ensure that Council 'closes the loop' in relation to this matter and that all community members who were previously advised
2 Macquarie Park Corridor	Add a clause <i>Macquarie Park Corridor – Serviced Apartments in Zone B3 Commercial core</i> prohibiting the strata subdivision of serviced apartments	➤ Landowners in B3 commercial zone	Letter sent directly to all properties in B3 commercial zone to advise Correspondence in line with specificity of change, impacting a small specific group of stakeholders
3 131 & 133 Herring Road and 208 Epping Road	Add to additional permitted uses Development for the purposes of a medical centre	➤ Surrounding residents to properties	Letters sent to surrounding residents as per the catchment area highlighted in the attached map The notification area will be determined on the basis of those surrounding the site that could be impacted by the proposed amendment
4 All dual occupancies	Amend clause (4.3)(2c) so that the maximum height for dwelling housing and dual occupancy development do not have frontage to a street, is 5m	➤ Any future developer of a dual occupancy	To be communicated via the website in line with all other approved changes
5 All commercial properties in IN2 Light Industrial Zone	Wholesale supplies, Building identification signs and recreation facility (indoor) be added to uses permitted in IN2 zone	➤ Any owner of commercial properties in IN2 Light Industrial zone	To be communicated via the website in line with all other approved changes
6 Town Centres of: Ryde / West Ryde/Gladesville	Amend LEP 2013 Centres Map	This amendment is an administrative change only	To be communicated via the website in line with all other approved changes

Lifestyle and opportunity @ your doorstep

ITEM 2 (continued)

ATTACHMENT 5

Property	AMENDMENT	STAKEHOLDER	COMMUNICATION METHOD
7 391 Blackland Road Ryde	Amend LEP 2013 and Land Zoning Map and Floor Space Ratio Map to R2 and 0.5:1	➤ Landowner	Direct communication with landowner via letter
8 St Michael's Church & School, Hughes St, Meadowbank	Amend LEP 2013 Land Zoning Map to SP2 Educational Establishment and Place of public worship	➤ Landowner	Direct communication with landowner via letter
9 North Ryde Common	Amend LEP 2013 Land Zoning Map from SP2 to RE1	➤ Landowner	Direct communication with landowner via letter Information to be placed on Council's website.
10 Vimiera Road	Amend LEP 2103 Land reservation Map in line with RMS requested boundary changes. The land on Vimiera Rd to be highlighted to DoPI for their consideration	➤ RMS ➤ Newly affected landowners	Once changes are confirmed with RMS, direct communication with the affected stakeholders via a letter will be undertaken
11 Home Businesses and Home Industries	Home Industries and Home Businesses be added as permitted use with Council consent to in the R2, R3, R4 Zones	Residents of the City of Ryde	To be communicated via the website in line with all other approved changes
12 Home based child care centres	Where currently permitted without consent in the land use table, be amended to development permitted with consent.	➤ Future applicants for home based childcare centres ➤ Rural Fire Service	Communicated through the website with all approved amendments Will be communicated on a case by case basis to future proponent for development applications.
13 Admin related: Signage related	An addition to Schedule 2 Exempt Development Signage Temporary – that it must not be illuminated	This amendment is an administrative change only.	To be communicated via the website in line with all other approved changes

Lifestyle and opportunity @ your doorstep

ITEM 2 (continued)

ATTACHMENT 5

Property	AMENDMENT	STAKEHOLDER	COMMUNICATION METHOD
14 Admin related: Macquarie Park Corridor	Item 4.5Bc be expanded to read "to encourage greater public transport and active transport options"	This amendment is to improve clarity in the interpretation of the clause	To be communicated via the website in line with all other approved changes
15 Admin related: Macquarie Park Corridor	Amend Clause 1.2.(2)(i) to read "to improve the access to the city, minimise vehicle kilometres travelled, facilitate the maximum use of public transport and encourage walking & cycling"	This amendment is to improve clarity in the interpretation of the clause	To be communicated via the website in line with all other approved changes
16 All of LGA	Clause 6.6(f) – Environmental Sustainability be expanded to read "Transport initiatives to reduce car dependence such as providing bicycles and pedestrian facilities, car share, carpool, small vehicle parking spaces and public transport information and the development of a workforce travel plan"	This amendment is to improve clarity in the interpretation of the clause	To be communicated via the website in line with all other approved changes
17 1 Monash Road Gladesville	Amend Floor Space Ratio Map to bring in line with Ryde LEP 2010 Floor Space Ratio Map	> Landowner	Direct communication with landowner via letter
18 Ryde Town Centre	Update the 2013 Ryde Town Centre Precinct Map to include additional area as identified in Draft DCP 2011 – Part 4.4 Ryde Town Centre	This amendment is an administrative change only	To be communicated via the website in line with all other approved changes

ITEM 2 (continued)

ATTACHMENT 5

Property	AMENDMENT	STAKEHOLDER	COMMUNICATION METHOD
19 Admin Change: Lot Size Maps	Amend LEP 2013 Lot Size Map to delete all areas from the map which are not zoned residential in the land zoning map	This amendment is an administrative change only	To be communicated via the website in line with all other approved changes
20 Admin Change: Developments	Amend controls for signage in Schedule 2 Exempt Development (real estate sign for residential site)	This amendment is an administrative change only	To be communicated via the website in line with all other approved changes
21 Admin change: R2 Low Density Residential	Amend "Clause 4.5A(b) Density Controls for Zone R2 Low Density Residential" by deleting reference to access to provide open space in multi dwelling housing	This amendment is an administrative change only	To be communicated via the website in line with all other approved changes
22 36 Hillview Rd Eastwood	Amend Schedule 5 Environmental Heritage with respect to item 1204 to ensure the entire building is listed as heritage item.	Landowner	Direct communication with landowner via letter
23 Admin change: Macquarie Park Catchment Area	Amend Flood Planning Area Map to include Macquarie Park catchment area	This amendment is an administrative change only	To be communicated via the website in line with all other approved changes
24 Bennelong potential grave site	Amend Schedule 5 Environmental Heritage Schedule and LEP 2013 Heritage Map to include Bennelong's potential gravesite a potential archaeological item	Residents of Ryde	Letters to adjoining landowners - 14,16,18,21,25,27 Watson St Putney

ITEM 2 (continued)

ATTACHMENT 5

Property	AMENDMENT	STAKEHOLDER	COMMUNICATION METHOD
25 Dual Occupancy: Torrens Tiling of Dual Occupancy	To be determined	City of Ryde Residents	To be communicated via the website in line with all other approved changes
26 11 – 15 Farm St Gladesville	To be determined	Residents in and around the properties	All landowners within 100m radius of property
27 14 – 20 Oxford St Gladesville	To be determined	Residents in and around the properties	All landowners within 100m radius of property
28 100 Rowe St Gladesville	To be determined	Landowners	Letter to the land owner
29 Ryde Town Centre	To be determined	Landowners in certain points of the precinct	Letter sent directly to all properties directly affected by the amendment
30 R1, R2, R3, R4 zones	To be determined	Residents of the city	To be communicated via the website in line with all other approved changes