

**City of Ryde Submission**  
**4-14 Terry Road & 127 - 133**  
**Ryedale Road, Denistone**

10/08/2020

## City of Ryde Submission

### Precis

The Planning Proposal documents submitted to the Department of Planning, Industry and Environment (DPIE) for Rezoning Review (RR\_2020\_RYDEC\_001\_00) by Ethos Urban on behalf of Ryde Eastwood Leagues Club on 21 July 2020 is the same proposal that had been considered by City of Ryde.

In principle, City of Ryde is supportive of providing seniors housing and housing diversity at the proposed location, considering that it is within a reasonable distance of the West Ryde Railway Station, shops and facilities. Our assessment found that the Planning Proposal satisfies the strategic merit test in terms of its response to the State Environmental Planning Policies and Local Directions, including the Greater Sydney Region Plan, North District Plan and Ryde Local Planning Study. In summary, the strategic merit of the Planning Proposal is not an issue.

However, the Planning Proposal still requires further amendments before City of Ryde can be in the position to support the application. This is due to the fact that the Applicant failed to adequately address the site-specific issues identified in the assessment process. Section 1.3 of *A Guide to Preparing Planning Proposals* issued under section 3.33(3) of the Environmental Planning and Assessment Act (1979) states:

*The planning proposal should contain enough information to identify relevant environmental, social, economic and other site-specific considerations.*

As part of the assessment process, the Planning Proposal was referred to City of Ryde's Urban Design Review Panel (UDRP) for independent review in January 2019. The panel generally supports the proposed land use, height strategy and density. The panel also provided comprehensive recommendations on the Concept Plan and the DCP to address site-specific issues. The comments provided by the UDRP member - Ms Deena Ridenour, are included in Attachment 1 of this submission.

The amended Planning Proposal submitted in May 2019 responded to some of the UDRP comments, but unresolved issues remain in the Concept Plan and site-specific DCP. City of Ryde wrote to the Applicant in April 2020 outlining the outstanding issues to be addressed. The comments by City of Ryde to the proponent are included in Attachment 2 of this submission. Whilst some issues related to formatting errors and inconsistencies requiring minor amendments, others are major issues critical to the amenity of adjoining residents and the interface to the surrounding public domain. The issues include:

- Site staging & floor space distribution
- Setback/separation to adjoining properties
- Vehicle access
- Maximum building length control

To address the above, amendments to the configuration of the site are required, resulting in changes to key parameters such as the building envelope and floor space of the proposed development. As a result, City of Ryde does not consider the Planning Proposal Gateway-ready in its current form and is seeking amendments to address the remaining issues, detailed below. In particular, it is the view of Council that the FSR related matters should be resolved prior to any Gateway determination, and the site-specific DCP and Concept plan amendments should be addressed prior to any public exhibition of the proposal.

## The Planning Proposal

The Planning Proposal was prepared and lodged with Council by Ethos Urban on behalf of Ryde-Eastwood Leagues Club (Applicant) on 12 October 2017. The Planning Proposal applies to the following properties in the suburb of Denistone:

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

The Planning Proposal seeks changes to the RLEP2014 as follows:

- Include a Schedule 1 Additional Permitted Use for Seniors Housing on the subject site.
- Allow a maximum building height up to RL 52 exclusively for a Seniors Housing development under Part 6 'Additional Local Provisions'.
- Allow a maximum Floor Space Ratio of 1.2:1 exclusively for a Seniors Housing development under Part 6 'Additional Local Provisions'.

## Site Staging & Floor Space Distribution

Within the subject site, the property known as 129 Ryedale Road (DP9350) is not in the ownership of the proponent (see Figure 1). It is also worth noting that the landowner of 129 Ryedale Road objects to the proposal. Should the LEP amendment be brought into effect, the proposed development will need to be undertaken in stages. Therefore, site staging is especially important for this Planning Proposal to ensure that the amenity of 129 Ryedale Road will not be adversely impacted by Stage 1 of the development.



Figure 1. Location of 129 Ryedale Road (DP 9350) highlighted in red (Courtesy of Turner Hughes Architects)

The proposed height strategy responds to the sloping topography of the site by having greater building heights (up to 5 storeys) on the west and lower building heights (3 to 4 storeys) on the east of the subject site. Following this approach, the development will result in different levels of floor space distributed in Stage 1 and Stage 2 areas. Applying a blanket FSR control across the whole site will not be appropriate as it does not align with the strategy to provide transition in building heights, scale and density (see Figure 2).

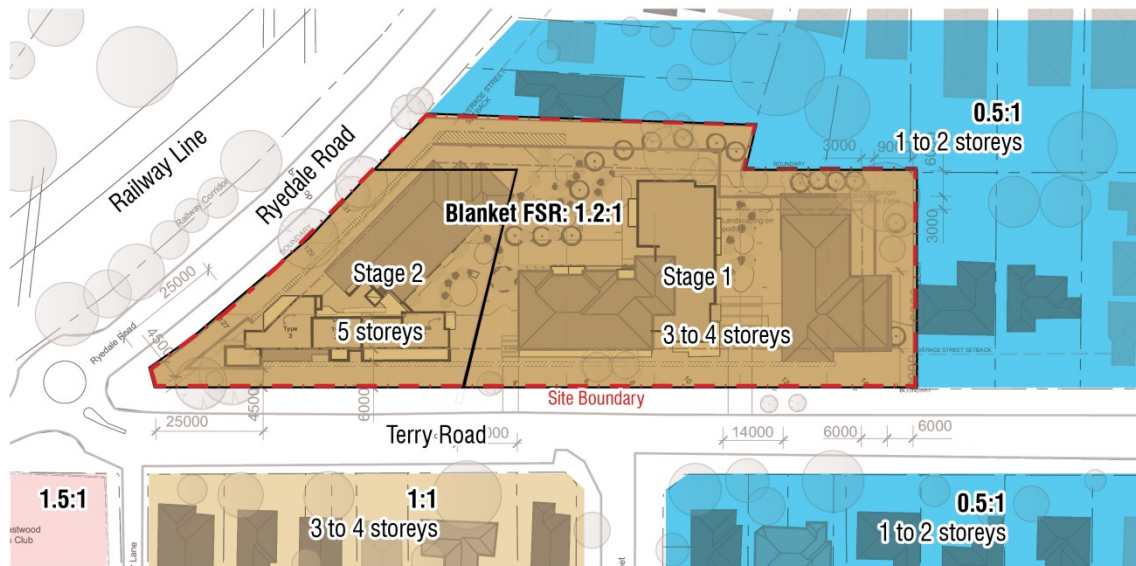


Figure 2. Proposed blanket FSR across the whole site is inappropriate (Adopted from site plan by Turner Hughes Architects)

Based on the latest concept plan dated 10 May 2019, the proposal contains a total floor space of 10,560m<sup>2</sup>. Stage 1 with lower building heights and more open space will achieve floor space of 5,540m<sup>2</sup> (equivalent to an FSR of 0.93:1), as demonstrated by Concept Drawing 293 PP21 L by Turner Hughes Architects. The remaining 5,020m<sup>2</sup> will be delivered at Stage 2, achieving an FSR up to 1.88:1 (see Figure 3).

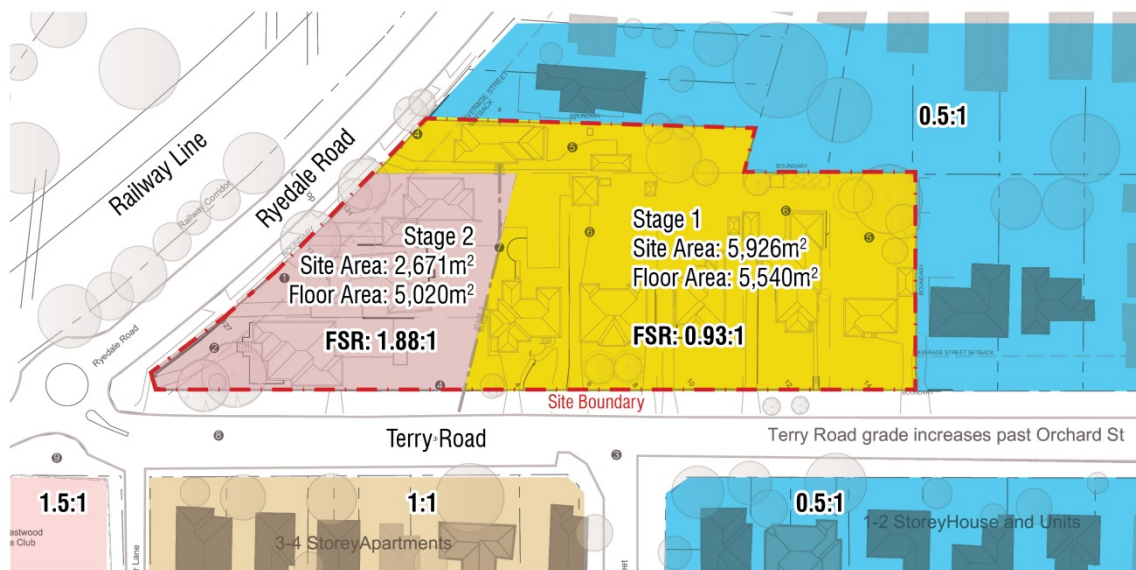


Figure 3. Stage-specific FSRs required by Council



Although the Planning Proposal does not seek to amend any maps within the Ryde LEP and only relies on 'Additional Local Provisions' under Part 6 of the Ryde LEP to achieve the proposed development, it is City of Ryde's position that a stage-specific FSR map is necessary to stipulate the distribution of floor space across the two stages of development.

Should a blanket FSR control be applied, it will lead to an inappropriate distribution of floor space and likely encourage an overdevelopment at Stage 1. As a result, it will undermine key design principles of the design concept, such as maintaining a sensitive relationship with the low-scale residential properties, gradual increase of heights/density towards the Town Centre and retaining generous deep soil planting areas adjacent to neighbouring properties. Such an outcome is unacceptable and should be addressed prior to a Gateway Determination.

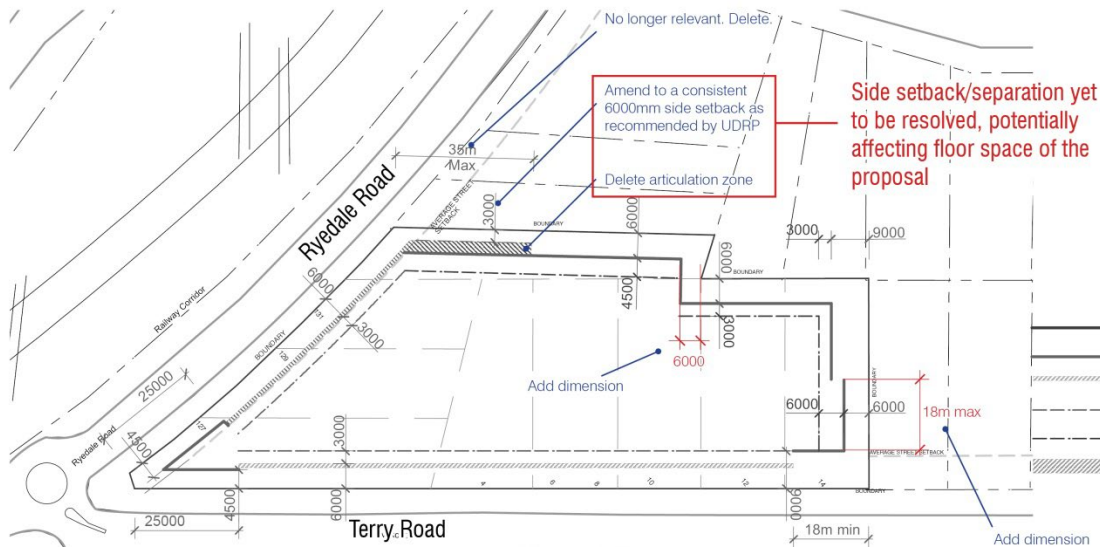
### **Site-Specific DCP & Concept Plan**

The section above discusses that the blanket distribution of floor space is inappropriate and will likely undermine key design principles set out for the development. This is why a site-specific DCP is necessary. City of Ryde considers that the site-specific DCP is not sufficient to provide certainty to guide future Development Application and lacks the assurance of delivering the expected design outcome because some aspects of the Concept Plan do not align with the DCP controls prepared by the Applicant. Whilst the DCP is not a statutory requirement for the Planning Proposal application, it is important that it accompanies the PP to provide the assurance of quality in future development outcomes and to address community concern about how the impacts of the proposed LEP changes will be managed.

### ***Setback/Separation to Adjoining Properties***

The proposal provides a 3m setback for a depth of 38m from the front boundary along the north-west boundary to 135 Ryedale Road - an existing 2 storey dwelling house. The concept design shows a stepped building form which notionally increases the area of landscape between properties. It is the UDRP's opinion that the stepped form combined with the angled frontages of existing houses increases the perceived building bulk along Ryedale Road from the north. There is also nothing in the DCP which requires a stepped profile and prevents a building from aligning with the 3m setback.

The UDRP advises that increasing the side setback to 6m with tree planting along the boundary will provide a better form. The increased side setback zone with landscaping will assist with screening and mediating between the two scales (house and apartment) and different street setbacks (existing houses at an angle to the Street and a street edge aligned building for the proposal). This would reinforce the landscape character of the neighbourhood, assist in transitioning between the new building form and existing houses; and reduce apparent bulk when viewed along Ryedale Street from the north. However, the proposal has not responded appropriately to this recommendation despite Council's feedback (see Figure 4).

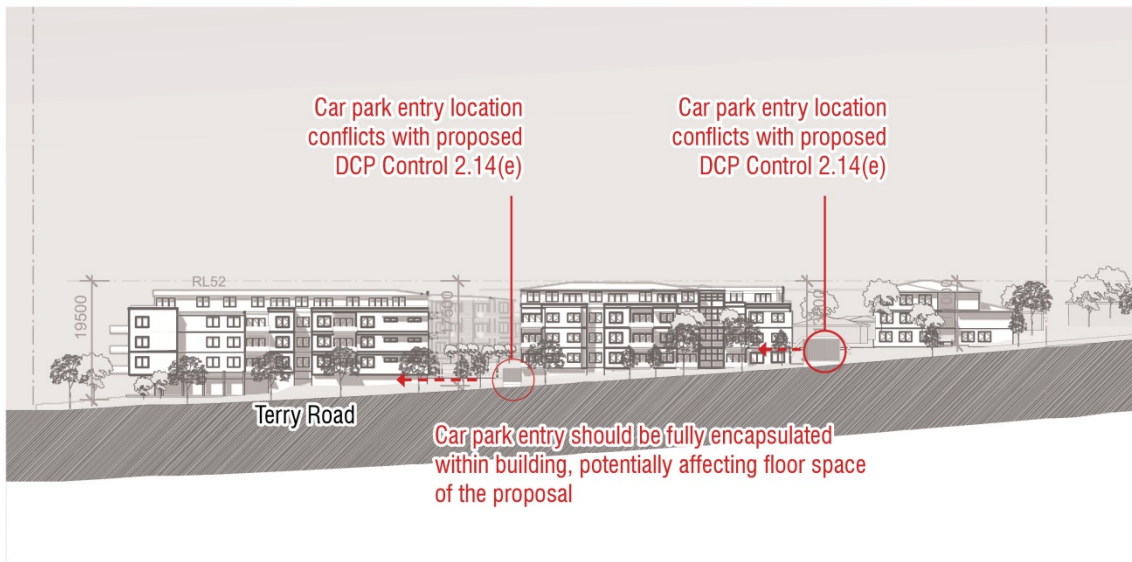


**Figure 4. Council advising side setback changes required (Adopted from Site Setback Diagram by Turner Hughes Architects)**

**Vehicle Access**

The UDRP is concerned that the driveways will be visually dominant along the street and out of character with the existing context. Landscape between buildings is more appropriate to the residential character of the area and helps to reduce the bulk and scale of the new buildings. A DCP control was provided in 2.14(e) - “car park entry ramps are to be encapsulated within the building.” However, this design approach is not reflected in the Concept Plan, which still shows car park entry ramps located between building forms (see Figure 5).

Therefore, amendments are required to better address the interface with the public domain and respond to the UDRP recommendations. By integrating the car park entry into the building form, it is likely to replace some ground floor units and as a result floor space of the proposal might be reduced.



**Figure 5. Concept plan design self-conflicting with DCP control draft by Applicant (Adopted from Terry Road Elevation by Turner Hughes Architects)**

**Maximum Building Length Control**

As pointed out in the UDRP's independent review, the DCP does not adequately guide building scale in relation to length. Proposed DCP Control 2.3(b) states 25m before a physical break or inset. Should a building extended the whole length of Terry Street but included insets, it would satisfy the DCP, yet result in an unacceptable built form outcome.

There are fine-grained low-scale residential dwelling immediately to the north and east of the subject site. It is important that the bulk and scale of the proposed development responds sensitively and provide transition to the existing development in the context. Therefore, a building length and separation control is required by City of Ryde to be added to the DCP.

City of Ryde advised that Applicant to include a maximum building length control in the DCP, but the Applicant has not responded.

## **Conclusion**

As elaborated above, the necessity of a staged development combined with the site specific issues, prompted the Ryde Urban Design Review Panel to recommend changes to the proposal (e.g. differing FSRs for Stages 1 and 2) and to the site-specific DCP. The Applicant has responded in part to these recommendations, but leaving, in particular, the important issue of two FSRs unaddressed. Other than the key issues discussed in this submission, there are a number of other minor amendments required as outlined in City of Ryde's email to the Applicant dated 29 April 2020.

City of Ryde recommends that:

- The blanket FSR of 1.2:1 is replaced by stage-specific floor space ratios – 0.93:1 for Stage 1 and 1.88:1 for Stage 2. The FSRs are subject to the final floor space calculation for the amended Planning Proposal in response to the UDRP comments.
- A stage-specific FSR map, similar to Figure 3 of this submission, is included under Part 6 'Additional Local Provisions' of the LEP.
- The site-specific DCP and Concept Plan should be amended as per comments provided to the Applicant on 29 April 2020.

City of Ryde maintains the position that the above amendments should be made prior to progressing the Planning Proposal to Gateway.



# **ATTACHEMENT 1**

## **INDEPENDENT REVIEW BY RYDE URBAN DESIGN REVIEW PANEL**



127–133 Ryedale Road, 4–14 Terry Road, Denistone:

## Urban Design Review

29 January 2019

### 1.0 Introduction

City of Ryde Council has engaged Deena Ridenour to prepare an urban design review of the planning proposal and the accompanying site-specific controls to the City of Ryde, Development Control Plan 2014 for 127-133 Ryedale Road, 4 – 14 Terry Road, Denistone prepared by Ethos Urban on behalf of Ryde-Eastwood Leagues Club (RELC). The planning proposal seeks to amend the Ryde LEP 2014 use, height and floorspace to support Seniors Living.

The 8596.8 sqm site at the corner of Ryedale Road and Terry Road in Denistone is immediately to the north of the West Ryde town centre and approximately 350m from the West Ryde train station. The site is currently occupied by 9 detached dwelling houses. The Ryde-Eastwood Leagues Club owns all the properties with the exception of 129 Ryedale Road.

The site is located on a south-west facing slope with a significant fall of approximately 15m from a high point of about RL45 in the north-east corner to a low point of about RL 30.5 in the south-west corner. A number of large trees are located in front gardens of existing dwellings, including the corner of Ryedale and Terry Roads, and mid-block within rear gardens in proximity to rear property boundaries. At this stage, an arborist report is not available.

To the south of the site across Terry Road the building form transitions in scale and use from west to east. On the corner of Ryedale Road within the northern most part of town centre is the Ryde-Eastwood Leagues Club, which is 2 storeys (commercial floor heights, equivalent to approximately 3 residential storeys). The site is zoned B4 Mixed Use and has an FSR of 1.5:1 and a height of 23m (6-7 storey equivalent). To the east of the RELC between Forster Lane and Orchard Street are 3-4 storey apartments zoned R4 High Density Residential with a permissible FSR of 1.0:1 and height of 11.5m. Further east of Orchard Street is 1-2 storey dwellings zoned R2 Low Density Residential with a permissible FSR of 0.5:1 and height of 9.5m.

To the west of the site across Ryedale Road is the T1 Northern train line, which is sited level with the road at Terry Road. As Ryedale Road rises to the north, the rail line is within a cutting below road level and visually buffered from the site by tree planting along the western verge.

To the north and east of the site are 1 and 2 storey dwellings along Ryedale Road, Marlow Avenue and Terry Road. These areas are zoned R2 Low Density Residential and have a permissible FSR of

0.5:1 and a height of 9.5m. The residential area is characterised by deep lots and large rear gardens some of which have been converted to villa dwellings.

The planning proposal is supported by an indicative concept design that includes:

- 83 seniors housing apartments including 34x1 bedrooms, 39 x 2 bedroom, and 10x3 bedroom apartments
- 31 aged care beds
- 250sqm commercial use
- 83 car spaces

The proposal seeks the following changes to the Ryde Local Environmental Plan 2014 (Ryde LEP) to support Seniors Living:

	Existing	Proposed
Land Use Zone	R2 Low Density Residential	R2 with an additional permitted use Seniors Housing
Height of Building	9.5m	RL 52 (equivalent 11.0m to 19.5m)
Floor Space Ratio	0.5:1	1.2:1

The urban design review is based on the following documents provided by Council:

- Site survey, 02 June 2016
- Attachment 1: Planning Proposal Report - 127-133 Ryedale Road, 4-14 Terry Road, Denistone, Ethos Urban, 24 October 2018
- Attachment 2: Concept Plans - 127-133 Ryedale Road, 4-14 Terry Road, Denistone, Turner Hughes Architects, 01 April 2015
- Draft City of Ryde Development Control Plan 2014, Part 6.6: 127-133 Ryedale Road, 4-14 Terry Road, Denistone

## 2.0 Indicative Concept Design

### 2.1 Local character

The local character of the site is primarily a residential neighbourhood with 3-4 storey apartments adjacent the town centre and transitioning to 1-2 storey dwellings including detached houses, duplexes and villas to the north away from the town centre. The RELC building defines the northern extent of the town centre and a threshold to the residential neighbourhood.

Within the neighbourhood existing buildings are recessive with a strong landscape defined by: sloping topography and neighbourhood tree canopy; deep residential lots with significant mid-block tree planting; and streetscapes defined by trees located in generous front gardens.

Terry Road is characterised by green verges with some small tree planting and narrow footpath on the south-east side. The edge of properties is defined by either low retaining walls (400-700mm) with gently sloping gardens elevated above the street or masonry fencing of a similar height.

Ryedale Road is characterised by the curved street alignment and angled lot frontages. As the building frontages step along the street, front facades and gardens are prominent when viewed from the south and side elevations are prominent when viewed from the north. The street has few street trees with the majority of visible landscape located in front gardens or along the western side of the road along the rail corridor and verge. Low masonry fences with piers define the street edge.

The proposed height datum and courtyard building forms provides opportunities to reinforce the landscape character of the locality while enabling larger building forms to support the desired use. However further refinements and DCP amendments are needed to better address the interface with existing adjacent dwellings and street frontages. These are discussed below.

## **2.2 Building use**

The location of Seniors Living immediately adjacent the town centre and within walking distance to the train station reinforces the town centre for all ages and provides amenity and services for aging population. The commercial tenancy on the corner of Terry and Ryedale Roads is in close proximity to and visible from the town centre.

The proposal includes an aged care facility at the northern end of the site. The built form as proposed at the northern end of the site and immediately adjacent the low-density residential neighbourhood creates potential privacy impacts for both the existing dwelling and proposed aged care. Amending the “T” shape building into an “L” shape building would improve the buildings fit with existing development pattern along the street. The north-eastern wing of the “T” shaped building, while 2 storey high, locates a more intensive use in immediate proximity to principle private open space for the adjacent house. The requirements for a porte cochere and ambulance access at the street frontage and mid-way along Terry Road is out of character with existing residential uses and amenity expectations. It would be better suited to the southern part of site closer to the town centre.

The indicative concept plan does not provide sufficient information to demonstrate a credible proposal for an aged care facility. It is not clear how the indicative plans provide typical aged care facility requirements such as:

- Uniform bedroom cluster sizes, typical 8-9 per cluster
- 1 level with secure ground floor courtyard and access with consideration for dementia care and privacy from neighbours
- Common living and dining area on each floor
- Back of house support for every cluster
- Secondary lounges, typically at ends of corridors
- Vehicle drop off
- Discrete ambulance access
- Service access to the basement for trucks suitable for linen, delivery, waste management etc.

Council should seek advice from a credited operator to review viability of the aged care component.

## 2.2 Built form strategy

The proposed height distribution takes advantage of the site slope and orientation and establishes a height datum of RL 52, which according to the sections is approximately 19.5m and 5 storeys at Ryedale Road and 11m and 2 storeys at the north-east boundary.

Courtyard buildings are aligned with the street and rear wings extend into the site defining a series of common open space courtyards.

The height datum combined with the courtyard building approach provides a built form that is able to transition in scale between the height of the town centre and residential neighbourhood and also respond to the landscape pattern and mid-block planting of the neighbourhood. The DCP does not prevent an additional storey with the metre height which could be numerically accommodated.

The breaks shown between buildings are important to transition the bulk and scale of the proposed buildings along both streets and to enable views between buildings that reinforce the landscape setting of the neighbourhood. Recesses and building articulation can help to reduce the apparent length of buildings and create massing that is compatible with the predominant building frontages in the immediate context. The DCP does not adequately guide building scale in relation to length. It states 25m before a physical break or inset. If a building extended the whole length of Terry Street but included insets it would satisfy the DCP. This is not acceptable. The concept plan shows a 50m building length with generous building separation along Terry Road. A building length and separation control is desirable in the DCP to reinforce the building form transition in bulk and scale.

Resolution of retaining walls and potential blank facades in response to the site levels and flat floor plates requirements for seniors living and aged care needs further interrogation and should be addressed in the DCP. The indicative concept drawings do not show sufficient information on the resolution of levels along Terry Road.

### **2.3 Street setback**

The proposal establishes a 6m setback with a maximum 1m encroachment for balconies and an additional upper level 3m setback for the top floor. The resulting 5m garden space should be capable of supporting established planting including trees in alignment with the existing landscape character.

The reduced setback of 4.5 m on corner of Terry and Ryedale Roads defines a corner feature but it is not clear how the ground floor would be resolved in relation to the street and setback. Further detail is needed to clarify that a DDA compatible entry from the street can be achieved; the character of the front setback (landscape, paved?); and service access can be provided from the basement.

The purpose of the 12m street setback for a frontage of 18m from north-east side boundary appears to match the adjacent house at 16 Terry Road. While a transition from the street setback of the houses to the proposed 6m setback for the majority of the street frontage is desirable, a reduced setback in alignment with the 'average street setback' would suffice. This would promote a built form in alignment with the existing dwellings rather than deeper into the site, where greater bulk and overlooking as shown in the concept plan, impact the adjacent dwelling and its private open space.

It would be useful to include sections showing the building to street relationship.

### **2.4 Side and rear setbacks**

While upper level setbacks assist in transitioning the scale of the building height, the side setbacks and potential building form are too narrow next to existing dwelling house which have minimal existing side setbacks (under 1m?) and not sufficient to support adequate landscape planting between houses and in the mid-block.

Along the north-west boundary along 135 Ryedale Road, an existing 2 storey dwelling house, a 3m setback is proposed for a depth of 38m from the front boundary. The concept design shows a stepped building form which notionally increases the area of landscape between properties. The stepped form combined with the angled frontages of existing houses increases the perceived building bulk along Ryedale Road from the north. There is also nothing in the DCP which requires a stepped profile and prevents a building from aligning with the 3m setback. A better form would be to increase the side setback to 6m and to provide tree planting along the boundary to screen and mediate between the two scales (house and apartment) and different street setbacks (existing houses at an angle to the street and a street edge aligned building for the proposal). This would reinforce the



landscape character of the neighbourhood, assist in transitioning between the new building form and existing houses; and reduce apparent bulk when viewed along Ryedale Street from the north.

The 6m setback beyond the 38m and along the north-west boundary at rear of 1 and 3 Marlow Avenue is too narrow to support deep soil and significant mid-block tree planting. If future redevelopment on adjacent site for multiple dwellings such as villas occurred, a 9m setback would be a more appropriate separation.

The 4.5m side setback along the north-east boundary with 16 Terry Road is also too narrow. The DCP does not prevent a building form along the setbacks and could therefore result in a building overlooking private gardens. The landscape spaces shown in the concept design, for example the open space in the north-west corner are not specifically required other than as a part of a landscape area percentage and a building could extend to the setbacks. This would result in unacceptable impacts on adjacent lower density properties and also impact tree retention and replacement opportunities. Landscape area and communal open space along the boundary adjacent existing rear gardens is preferred. A setback of 6m is recommended along the side boundary and 9m along the rear boundary.

Refer to diagram in Attachment A. Note the variety of separation distances but predominance of 6m between buildings along the northern half of Terry Road and the change in building alignment along Ryedale Road.

## **2.5 Vehicle access**

The proposal locates driveway access between buildings along Terry Road. The driveway will be visually dominant along the street and out of character with the existing context. Landscape between building is more appropriate to the residential character of the area and helps to reduce the bulk and scale of the new buildings. The vehicle access between the Aged Care building and central senior living building is not shown in section. The entry at this location is likely to require higher clearances for service access and waste management. Further information is required.

## **2.7 Pedestrian access**

There are no footpaths along the north-western side of Terry Road. Footpath width and gradients are needed to support residents and should be DDA compliant.

A safe pedestrian crossing across Terry Road is needed to facilitate safe resident access to the town centre and to the RECL.

There is insufficient detail in the concept design to evaluate accessibility at building entries in relation to site slope, retaining walls, and ground floor levels.

## 2.6 Landscape

Landscape quality and tree planting are key elements of the local character and insufficiently addressed in the DCP. The objectives in the DCP should be amended to include reinforcing the neighbourhood character and landscape setting; promoting mid-block tree planting; and providing amenity for outlook, shade, privacy.

Deep soil zones should be reviewed to reinforce desired tree planting zones and increases along rear boundaries. Tree retention and replacement is critical to reinforcing the local character. OSD should be located under hardstand areas or within basement car parks and prohibited in deep soil zones.

Further information is required for fencing, retaining walls, and front setbacks landscape character.

## 2.7 Development Staging

It is not clear how staging is resolved in relation to the proposed stage boundary along the rear property boundary of 129 Ryedale Road. The angled line does not relate to the site layout and built form in the concept design and is not adequately addressed in the DCP. If Stage 1 occurred without Stage 2, the site strategy, FSR, heights and setbacks demonstrated in the concept design no longer makes sense.

The height strategy results in greater floor space on the west and less floor space on the east of the subject site. A blanket FSR of 1.2:1 is only achievable across the whole site or in Stage 2. The lower height in Stage 1 can only achieve an FSR of 1.1. Stage 1 is also the part of the site where deep soil, tree retention along rear boundaries and sensitive interfaces with adjacent properties require a lower scale built form with more open space. Therefore Stage 1 is not likely to accommodate the maximum FSR. It is recommended that the LEP include different floor space ratios for Stage 1 and 2 to reinforce the height and built form strategy.

A Stage 1 only proposal would not be proximate to the town centre and would be sited between single dwellings. The Aged Care use and its porte cochere and ambulance access would be out of character with the residential streetscape. Setbacks along the Stage 1 boundary are required to protect residential amenity of existing houses within the Stage 2 site area, particularly the property not owned by the proponent. The staging boundary subdivides 133 Ryedale Road and should be amended to include the whole property in Stage 1. Providing setbacks along the property boundary would significantly limit the development footprint in Stage 1. By including 133 Ryedale Road a setback of 9m from the north-eastern overall site boundary as recommended in this report is achievable. For 127 to 131 Ryedale Road, a side setback of 6m is supported for Stage 1 as shown in the Stage 1 Level 1 concept plan.

### 3.0 Development Control Plan

#### 3.1 Objectives

The objectives are generally drafted to support the Indicative Concept design, but the level of design resolution and drawing detail is not sufficient to understand the development implications of the proposed uses on a sloping site. In particular, the buildings relationship to the ground plane and the Aged Care use are unresolved.

The Draft DCP warrants clearer objectives that can help support the desired future character of the site and enable merit-based solutions at the development application stage.

The Draft DCP would benefit from further editing as the objectives and controls are sometime mixed up or repetitive (see 2.2 Objective 1 and Control a). The objectives should clearly state what is to be achieved and the controls should describe how. The objectives are important for merit assessment, if these are too vague then there is no guidance to enable better design.

The 'Objectives of this part' section is too vague and does not address site specific considerations. For example, it is not clear what 'synergies with RELC' in Objective 3 and 'considerate of adjoining development' in Objective 4 mean and what their implications are for a future design. The bullet points under 2.0 General Development Controls are much clearer and would be useful relocated to this section.

A Desired Future Character Statement would be useful to help guide future development and to prioritise design responses where there may be competing issues.

Detailed comments on the DCP are provided in Attachment B.

### 4.0 Recommendations

The site strategy and proposed planning provisions for land use, floor space and height on a consolidated site (both Stage 1 and Stage 2) is capable of supporting a quality development that effectively transitions in scale between the town centre and existing residential neighbourhood. The proposed built form with buildings aligned with streets and a series of internal courtyards defined by buildings has the potential to reinforce the landscape character of the neighbourhood and to provide good amenity for existing and future residents.

The following amendments are recommended:

- Site staging, particularly staging boundaries, FSR and setbacks, is not adequately addressed in the concept plan and the DCP.

- Further guidance on non-residential uses, particularly the aged care use and commercial tenancy, is required in the DCP. The location of the aged care and its fit with the adjacent residential neighbourhood needs further justification.
- Recommended amendments to setbacks will improve the integration of the proposal with existing built and landscape patterns in the neighbourhood and further support enhanced residential amenity.
- How the buildings meet the street is challenging to resolve on a significant site slope and needs further design testing and guidance in the DCP, particularly blank walls, retaining walls, fencing, building entries, and access ramps.





# City of Ryde Development Control Plan 2014

Part: 6.6  
**127-133 Ryedale Road 4-14 Terry Road,  
Denistone**

**Translation**

**ENGLISH**

If you do not understand this document please come to Ryde Civic Centre, 1 Devlin Street, Ryde Monday to Friday 8.30am to 4.30pm or telephone the Telephone and Interpreting Service on 131 450 and ask an interpreter to contact the City of Ryde for you on 9952 8222.

**ARABIC**

إذا لم تفهم هذا المستند، يرجى الحضور إلى مركز بلدية وايد Ryde Civic Centre على العنوان: Ryde 1 Devlin Street من الاثنين إلى الجمعة بين الساعة 8.30 صباحاً والساعة 4.30 بعد الظهر، أو الاتصال بمكتب خدمات الترجمة على الرقم 131 450 لكي يتصلب من أحد المترجمين الاتصال بمجلس مدينة وايد، على الرقم 9952 8222، نيابة عنك.

**ARMENIAN**

Եթե այս գրությունը չէք հասկնար, խնդրեմ եկե՛ք՝ Րայդ Բիվից Սենտր, 1 Տեվլին փողոց, Րայդ, (Ryde Civic Centre, 1 Devlin Street, Ryde) երկուշաբթի՛ն Ուրբաթ կա ժամը 8.30 – կէ ժամը 4.30, կամ հեռաձայնեցե՛ք Հեռաձայնի ե Թարգմանության Ապաստարաններ՝ 131 450, ե խնդրեցե՛ք որ թարգմանի՛ մը Րայդ Բաղադրարարանին հետ կապ հասարար՝ ձեզի համար, հեռաձայնելով՝ 9952 8222 թիվին:

**CHINESE**

如果您看不懂本文，請在週一至週五上午 8 時 30 分至下午 4 時 30 分前往 Ryde 市政中心詢問 (Ryde Civic Centre, 地址: 1 Devlin Street, Ryde)。你也可以打電話至電話傳譯服務中心，電話號碼是: 131 450。接通後你可以要求一位傳譯員為你打如下電話和 Ryde 市政廳聯繫，電話是: 9952 8222。

**FARSI**

اگر این مدرکد یا تعریفی که در آن است را نمی فهمید لطفاً از 8.30 صبح تا 4.30 بعد از ظهر دوشنبه تا جمعه به مرکز شهرداری وايد، Ryde Civic Centre, 1 Devlin Street, Ryde یا به سرویس مترجم تلفنی شماره 131 450 تلفن کنید و از یک مترجم بخواهید که از طرف شما با شهرداری وايد شماره 9952 8222 تلفن کند.

**ITALIAN**

Se non capite il presente documento, siete pregati di rivolgervi al Ryde Civic Centre al n. 1 di Devlin Street, Ryde, dalle 8.30 alle 16.30, dal lunedì al venerdì; oppure potete chiamare il Telephone Translating and Interpreting Service al 131 450 e chiedere all'interprete di contattare a vostro nome il Municipio di Ryde presso il 9952 8222.

**KOREAN**

이 문서가 무슨 의미인지 모르실 경우에는 1 Devlin Street, Ryde 에 있는 Ryde Civic Centre 로 오시거나 (월 – 금, 오전 8:30 – 오후 4:30), 전화 131 450 번으로 전화 통역 서비스에 연락하셔서 통역사에게 여러분 대신 Ryde 시청에 전화 9952 8222 번으로 연락을 부탁하십시오.

Amend. No.	Date approved	Effective date	Subject of amendment

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## 1.0 Introduction

### 1.1 Land to which this Part applies

This part applies to land identified as follows:

- Lots 1 to 3 and Lots 21, 22, 23 and 25 in DP9350;
- Lots X and Y in DP 393480;
- Lot C DP 367067.

The land to which this Part applies is shown on Figure 1.

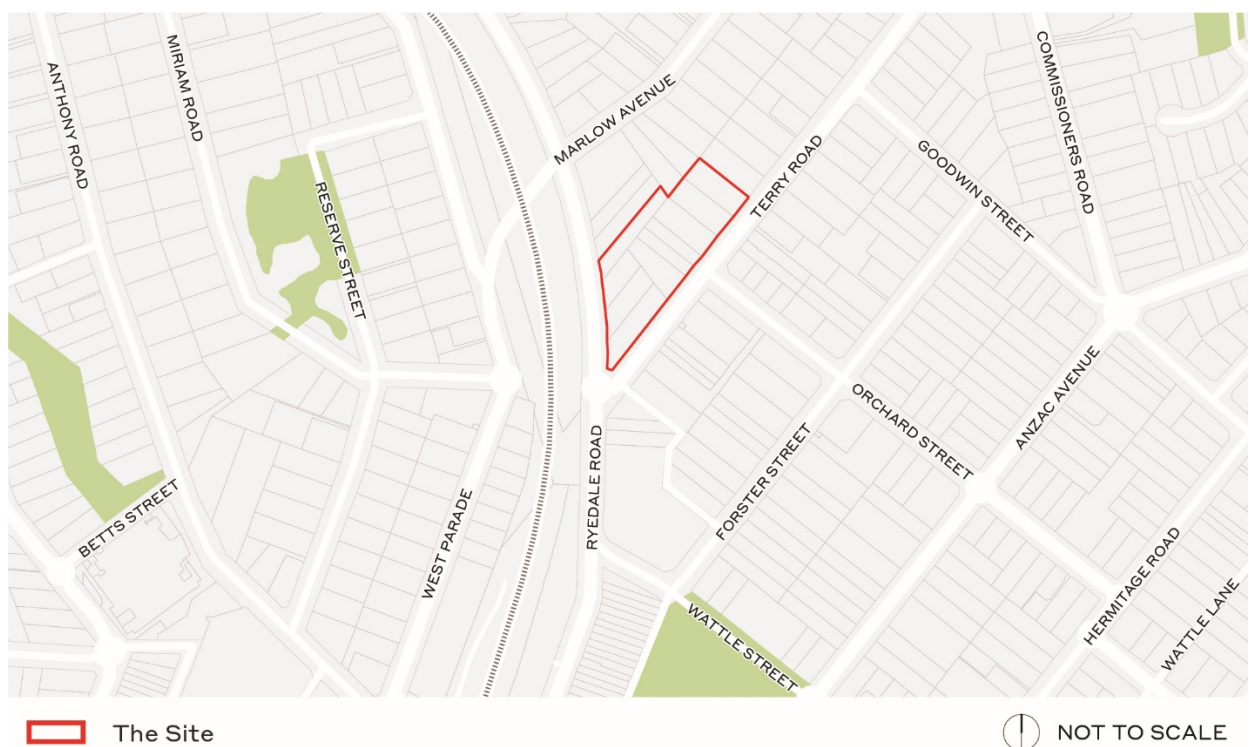


Figure 1 Land to which the Plan Applies

### 1.2 Objectives of this Part

The objectives of this Part are:

1. To provide a site responsive development control framework.
2. To ensure the orderly use and development of the land (to which this Part applies) for Seniors Housing and Allied Commercial Use.
3. To promote development that is compatible with surrounding development and has clear synergies with Ryde-Eastwood Leagues Club.
4. To ensure the future redevelopment of the site is considerate of adjoining development.
5. Provide the opportunity for the future development of a Seniors Housing development which:
  - a) Provides for a diversity of housing choice; and

- b) Is located nearby to services and facilities to support the ageing population.

### 1.3 Purpose of this Part

The purpose of this section of the DCP is to guide the future development of the site for Seniors Housing only, by identifying the development principles and controls for the site. It seeks to ensure the orderly, efficient and environmentally sensitive development of the site to achieve high quality urban design outcomes and will:

- Give effect to the aims and objectives of Ryde Local Environmental Plan 2014;
- Facilitating the orderly development of land that is permissible under that Plan.

### 1.4 Relationship to other sections of the DCP

This section forms part of The Ryde Development Control Plan 2014 (DCP 2014). Development within the land to which this plan applies, will need to have regard to this section of the DCP as well as other relevant controls in DCP 2014. In the event of any inconsistency between this section and other sections of DCP 2014, this section will prevail to the extent of the inconsistency.



## 2.0 General Development Controls

This section provides controls designed to guide the redevelopment of the land to which this Part applies and to ensure that:

- Development is to be designed to be compatible with and have a satisfactory interface with surrounding residential development;
- Development does not have an adverse effect on the amenity enjoyed by residents of surrounding properties.
- Development that is of a scale and form of Seniors Housing development responds to the topography of the land within the ideal environmental context and optimises resident amenity.

### 2.1 Density

#### Objectives

1. To permit a scale and form of Seniors Housing development that responds to the geometry of the site and the adjoining interfaces.
2. To allow for a density that is commensurate with the sites proximity to public transport infrastructure and nearby services; including those offered by Ryde-Eastwood Leagues Club.

#### Controls

- a. allow for a development that is of a bulk and scale compliant with Clause 6.13 'Development of land at 127-133 Ryedale Road and 4-14 Terry Road, Denistone' under the Ryde Local Environmental Plan 2014.

### 2.2 Dwelling Mix

#### Objectives

1. To ensure the Seniors Housing contains a mix of dwellings commensurate with the demand for Seniors Housing.

#### Controls

- a. provide a mix of units commensurate to the demand for Seniors Housing;
- b. The mix of units is to be distributed evenly amongst the building.

### 2.3 Streetscape

#### Objectives

1. To ensure that the development is design and constructed to improve and complement the existing streetscape.
2. To provide for a development that anchors the Ryedale Road and Terry Road street corner.
3. To allow for landscaping opportunities that will soften the built form.
4. To maximise opportunities for passive surveillance of Terry Road and Ryedale Road.

## Controls

- a. The development is to be compatible in scale and form with the established streetscape patterns along Terry Road.
- b. The development must be suitably articulated along Terry Road and Ryedale Road to provide visual interest to both street frontages. This is to be achieved through careful consideration of scale, proportions, rhythm, building materials and the placement of building elements such as entry points, windows and balconies in order to avoid blank walls or repetitious design features. Deep insets or physical breaks are to be created to break up the perceived building length. The maximum length of a building without a physical break or inset is 25m.
- c. The corner component of the development to Terry Road and Ryedale Road must emphasise the prominence of the street corner and incorporate architectural interest to the façade and roof.
- d. The streetscape and residential amenity is to be enhanced through the embellishment of landscaping, incorporating canopy trees along both street frontages.
- e. Provide opportunities for the retention of existing street trees as much as possible.
- f. Direct access from the street is to be provided to buildings fronting both Terry Road and Ryedale Road including at least;
  - i. One point of entry off Ryedale Road; and
  - ii. Two points of entry off Terry Road.
- g. Pedestrian access points are to be clear and legible with building numbers shown predominantly for patrons and visitors.
- h. Balconies are not to be continuous across the building facades.

## 2.4 Building Height

### Objectives

1. To ensure that the scale of development is related to the character and streetscape of the surrounding area.
2. To provide for a building envelope to enable increased development potential that is of a height and scale appropriate to the local site and local context.
3. To provide for a height that is sympathetic to the topography of the land and its interfaces with adjoining properties.

### Controls

- a. The maximum building height for development on the land is to be RL 52 in accordance with the height prescribed by Clause 6.13 'Development of land at 127-133 Ryedale Road and 4-14 Terry Road, Denistone' under the Ryde Local Environmental Plan 2014.
- b. The height and scale of the development is to be modulated to provide for an appropriate built form transition to the adjoining residential properties along Terry Road as depicted in Figure 2
- c. Allow for a built form that transitions with the topography of the land and streetscape.

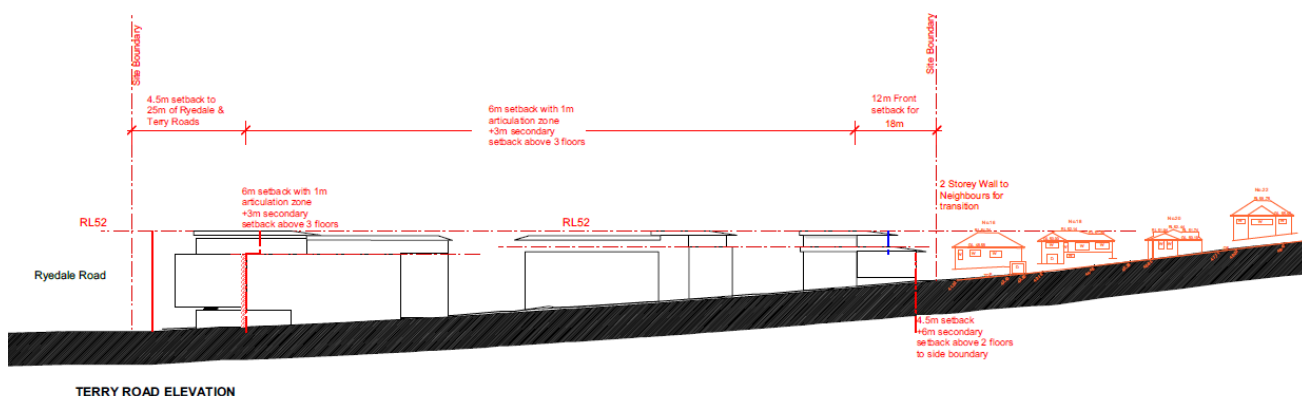


Figure 2 Terry Road Elevation

## 2.5 Setbacks

### Objectives

1. To allow sufficient building separation within the development and to adjoining properties to promote landscaping opportunities and to enhance amenity.
2. To provide a streetscape that is complemented by a front setback that responds to the prominence of the street corner with opportunities for landscaping and to provide visual continuity and building pattern.
3. To provide secondary setbacks that allow for a transition in the bulk of the built form.

### Front Setbacks

#### Controls

- a. The development of the land is to provide a front setback of 6 metres to the front building line. Balconies and entry features may encroach 1 metres forward of the front building line to provide depth and articulation to the façade.
- b. Notwithstanding 2.5.1(a);
  - i. the corner of Ryedale and Terry Road is to be setback 4.5 metres for the first 25 metres of the site.
  - ii. For a minimum of 18 metres from the boundary with 16 Terry Road, the development will be setback 12 metres from street.
- c. The development is to be provided with side, rear and secondary setbacks in accordance with Figure 3.

### Side and Rear Setbacks

#### Controls

- a. Appropriate intervening landscape treatments are to be provided within the side and rear setback areas to soften and screen the development when viewed from adjoining residential properties.
- b. The development must allow for adequate building modulation and articulation along rear and side boundaries to reduce visual bulk when viewed from adjoining properties.
- c. The development is to be provided with side, rear and secondary setbacks in accordance with Figure 3.



- a. Private open space must be provided for all ground floor residential dwellings.
- b. Primary private outdoor areas must provide the following minimum areas:
  - i. For ground floor dwellings, not less than 15 square metres of private open space is provided.
  - ii. In the case of any other dwelling, there is a balcony with an area of not less than 10 square metres.
- c. Private open space areas are to comprise a minimum length or depth of 2 metres.
- d. Private open space is to be provided in the front setback zone to maintain an appropriate level of passive surveillance. Direct access from the street to private open space areas on the ground floor is discouraged for safety and security reasons.

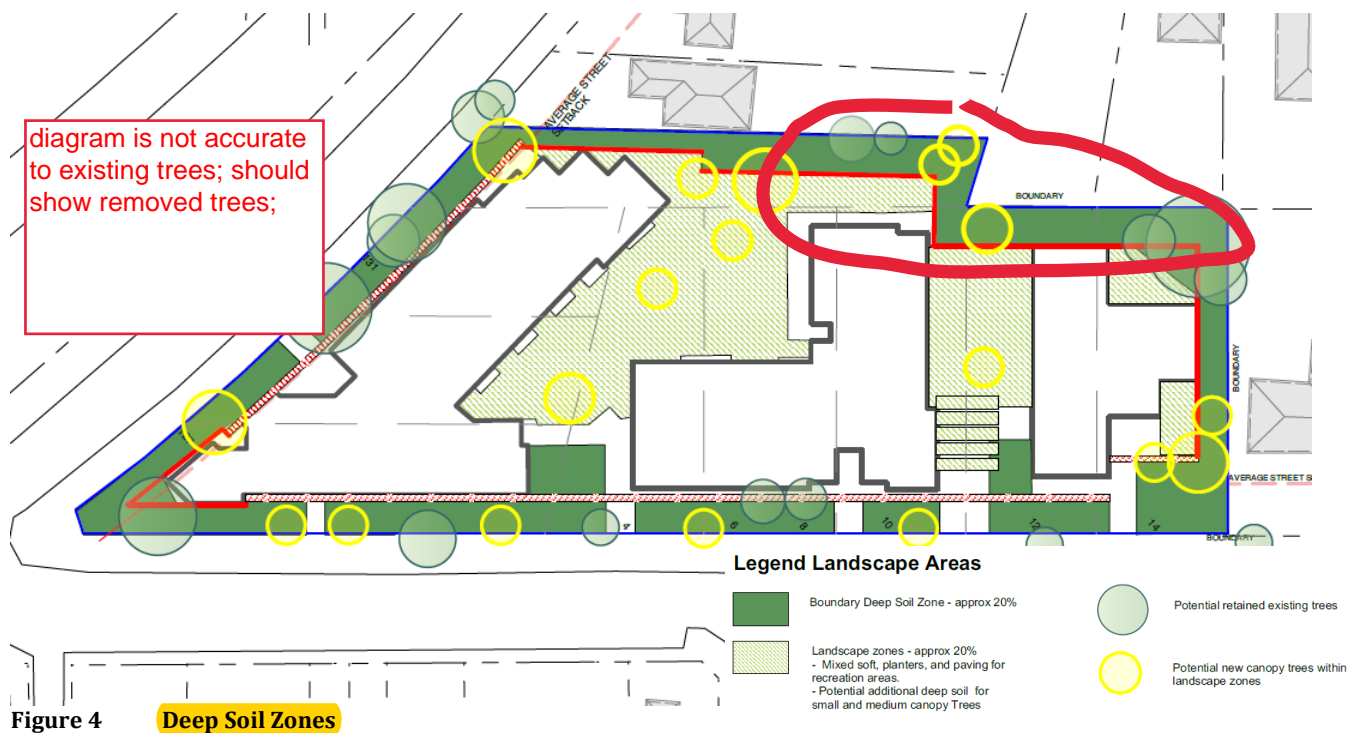
## 2.8 Landscaping & Tree Preservation

### Objectives

1. Create opportunities for landscaped areas and planting around the building to increase amenity for occupants and soften its appearance from the public domain.
2. Seek to reduce the visual presence of the building through large scale plantings.

### Controls

- a. A minimum 30% of the site area is to be landscaped area.
- b. Retain on site mature trees where appropriate and practicable, and incorporate additional large planting as key elements of the landscape plan.
- c. Allow for deep soil zones in accordance with Figure 4.
- d. Provide deep soil zones which will encourage tree root systems and facilitate water absorption across the site, especially in the setback zones.
- e. Raised planters or earth mounding should be used to enable planting on structures.
- f. Development is to comply with the provisions contained in Part 9.6 Tree Preservation under this DCP.
- g. A Landscape Plan is to be submitted with any Development Application demonstrating compliance with the landscape requirements of this DCP.



## 2.9 Design Quality

### Objectives

1. To ensure well-designed buildings constructed of durable and attractive materials.
2. To provide for a development that incorporates materials and finishes that are compatible with the character of surrounding areas.

### Controls

- a. A development to be erected on the land is to be designed in accordance with the Design Principles of the State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004.
- b. The use of painted render finish is to be minimised ~~where possible~~.
- c. The development must incorporate a range of materials to highlight the built form.

## 2.10 Ancillary Support Uses

### Objectives

1. To provide for a commercial allied land use within the ground floor of the seniors housing development that complements the operation of the Seniors Housing development.

### Controls

- a. A commercial allied use can be incorporated into the ground floor of the corner building, fronting both Ryedale Road and Terry Road.
- b. The operation of the commercial allied use must not cause undue impact on the residential amenity of the Seniors Housing units within the development.



## 2.11 Services

### Objectives

1. To ensure that the development provides appropriate servicing for the development in a manner that has minimal impact on the built form and public domain.

### Controls

- a. All services infrastructure including the fire hydrant, gas meters and the like are to be located within the building envelope and where not otherwise required to be visible, to be screened from view from the public domain.
- b. Power shall be undergrounded along the frontage of the site.

## 2.12 Solar Access & Overshadowing

### Objectives

1. To optimise the number of Seniors Housing units receiving sunlight to habitable rooms, primary windows and private open space
2. To ensure buildings are sited and designed to minimise overshadowing of nearby dwellings.

### Controls

- a. Living rooms and private open spaces of at least 70% of dwellings within a building receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid-winter.
- b. The development of the land must not reduce solar access to the private open space areas of any nearby residential development to less than 3 hours of sunlight between 9am and 3pm in midwinter.
- c. Primary living areas and private open spaces to be orientated in a northerly direction wherever possible.
- d. Shadowing diagrams are to be prepared and submitted with the Development Application.

## 2.13 Visual and Acoustic Privacy

### Objectives

1. To ensure that the siting and design of the building(s) provides visual and acoustic privacy for residents and neighbours in their dwellings and private open spaces.

### Controls

- a. Primary outlooks are to be directed towards the street or communal open space and avoid looking onto neighbouring private open spaces.
- b. Direct overlooking of private outdoor areas and / or living rooms of adjoining residential properties is to be minimised by fixed screening, landscaping, **spatial separation** or a combination of these elements.
- c. **Views onto adjoining private open space shall be obscured by screen planting where possible.**

## 2.14 Car Parking & Vehicular Access

### Objectives

1. To provide convenient and safe access and adequate car parking that meets the needs of all future residents and visitors.
2. To provide access arrangements which do not impact upon the efficient or safe operation of the surrounding road system.
3. To minimise any adverse impact of vehicular access on the surrounding public domain and neighbouring properties.

### Controls

- a. Vehicular access is to be provided in the form of:
  - i. A residential entry/exit off Terry Road.
  - ii. A loading dock entry/exit providing access to the residential car park; and
  - iii. A horse-shoe driveway providing ambulance access for the aged care.
- b. On-site parking is to be provided in accordance with the requirements of Part 9.3 Parking Controls of this DCP.
- c. On-site parking is to be provided in a basement level located behind the building line. At grade car parking can be provided for visitor parking and ambulant bays.
- d. Housing for Seniors is to be provided in accordance with the State Environmental Planning Policy: Housing for Seniors or People with a Disability 2004 (the Seniors Housing SEPP).
- e. Car park entry ramps are to be encapsulated within the building and landscape treatment.
- f. The number of vehicle access points on the site are to be minimised where practicable.

## 2.15 Accessibility

### Objectives

1. To ensure that the development of Seniors Housing meets the needs of the future occupants of the buildings, being predominantly older persons and people with disabilities.

### Controls

- a. The development is to be designed and constructed having regard to the standards concerning access and useability within the State Environmental Planning Policy (Housing for Seniors or people with a Disability) 2004, the Disability (Access to Premises – Buildings) Standards 2010 (Premises Standards), The Disability Discrimination Act 1992 and the Building Code of Australia.
- b. The development must include a provision for a new footpath with gradients and cross falls that comply with AS1428.1, on the northern side of Terry Road outside the proposed facility entrance, linking to the existing footpath on Ryedale Road.
- c. The primary pedestrian access point into the development is to be from Terry Road.
- d. The existing 'Splitter' island near the intersection of Terry Road and Ryedale Road is to be reconstructed to a pedestrian refuge that complies with The Disability Discrimination Act 1992.

## 2.16 Stormwater Management

### Objectives

1. To provide an acceptable means of controlling stormwater runoff from properties that will not cause nuisance or damage to other properties.
2. To preserve and protect the amenity and property of existing residents.

### Controls

- a. A stormwater management system is to be provided in accordance with the requirements of Part 8.2 Stormwater Management provisions of this Development Control Plan.
- b. **On-Site Detention (OSD)** is to be provided to prevent downstream flood impacts.
  - i. Stormwater Management Report must ensure that the total stormwater runoff from the site in the predeveloped case is maintained in the post developed case.
  - ii. The discharge point should be the in-ground public drainage system as Council drainage pits and pipes exist on Ryedale Road and Terry Road.
- c. A bunded crest may be required to prevent PMF flows from entering the carpark from Terry Road. A flood information report (level & flow information) will need to be submitted by the applicant in line with City of Ryde DCP Part 8.2.
- d. Water Sensitive Urban Design (WSUD) is to be provided to reduce any adverse impact on natural environment. A WSUD report is required in line with City of Ryde DCP Part 8.2.

## 2.17 Waste Minimisation and Management

### Objectives

1. To ensure the efficient storage, access, collection of waste and quality design of facilities.
2. To minimise any adverse impact of waste collection on the surrounding public domain and neighbouring properties.

### Controls

- a. The storage, management and collection of waste is to be in accordance with the requirements of Part 7.2 Waste Minimisation and Management provisions of this DCP.
- b. An Operational Waste Management Plan must be submitted with the Development Application.



City of Ryde  
Civic Centre  
1 Devlin Street  
Ryde NSW 2112

[www.ryde.nsw.gov.au](http://www.ryde.nsw.gov.au)

## **ATTACHEMENT 2**

### **CITY OF RYDE LATEST COMMENTS TO APPLICANT**

## Paul Bu

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**From:** Paul Bu  
**Sent:** Wednesday, 29 April 2020 5:57 PM  
**To:** James McBride (JMcBride@ethosurban.com)  
**Cc:** Lexie Macdonald; Dyalan Govender  
**Subject:** CM: Ryedale Road Senior Housing PP - comments on amended proposal  
**Attachments:** Ryedale Rd PP\_comments on Site Setback Diagram.pdf

Dear James,

Thanks for following up with the above Planning Proposal. We have thoroughly assessed the submitted materials in response to the Urban Design Review Panel (UDRP)'s comments. As mentioned previously, our assessment found that the proposal has not adequately made the amendments recommended by the UDRP or satisfactorily justified the current design of the proposal.

One of the critical changes required is the proposed floor space ratio applicable to the site. Following the currently proposed built form strategy, the development will result in different levels of density distributed in Stage 1 and Stage 2 areas. The UDRP (dated 29/01/2019) advises that a blanket FSR control will not be appropriate across the whole site and an FSR of 1.2:1 is only achievable in Stage 2. The Stage 1 area with lower building heights and more open space will achieve an FSR of 0.93:1, as demonstrated by Concept Drawing 293 PP21 L.

We agree with the Panel's recommendation that the LEP should include different floor space ratios for Stages 1 and 2 to reinforce the height and built form strategy. This will require the inclusion of a proposed FSR map in the Planning Proposal showing two different floor space ratios in Stage 1 and Stage 2 areas.

### Site-specific DCP

Some parts of the site-specific DCP are not sufficient to provide certainty to guide future Development Application. Additional design controls are required as per the UDPR's recommendations to bolster the DCP. We have also found inconsistencies between the diagrams and the text controls as well as some errors which require rectifications.

Detailed comments on each section of the DCP are provided as follows. The proposed building envelope and associated DCP controls need to be amended before we can proceed with the Planning Proposal further.

### 1.2 Objectives of this part

Add after dot point No.4 - "To ensure the future redevelopment of the site is considerate of the amenity of existing and future residents."

### 2.0 General Development Controls

Introduction text is repetitive of Objective 5(a), (b) and (c) under Part 1.2. Delete. The controls in the DCP must prescribe how the objective is to be implemented.

### 2.1 Density

Control 2.1 (a) – as recommended by the UDPR, the control should provide guidance on the distribution of the density on the site. For instance, lower density should be provided in the eastern portion (stage 1) where it transitions to the low-density residential neighbourhood; higher density is to be located towards the western end (stage 2) closer to the Town Centre.

### 2.3 Streetscape



Add a new objective - "5. To ensure that the siting of development responds appropriately to the site's topography so that the extent of retaining walls and potential blank facades is minimised."

Control 2.3(a) – This is an objective, not a control. Amend and move to become a new objective - "6. To ensure that the scale, modulation and façade articulation of development respond to the established streetscape patterns along Terry Road and Ryedale Road."

Control 2.3(a) – To be replaced by "The maximum length of any individual building presented to Terry Road or Ryedale Road is 50 metres."

Control 2.3(c) – The font size appears to be inconsistent with others.

Control 2.3 (e) – Add to the end - "Front fences are to be designed in accordance with 'Section 2.16.1 Front and return Fences and Walls' under Part 3.3 of Ryde DCP 2014. Access ramps, if required, are to be provided perpendicular to the street frontage. Access ramps running parallel to the street will dominate the building frontage and are discouraged."

Control 2.3 (f) - Revise to: "Maximise opportunities for the retention of existing trees on the site in accordance with Ryde DCP Part 9.5. Where retention is not possible, these trees must be replaced by at least one (1) additional tree."

Add Control 2.4(i) - "A minimum of two(2) physical breaks are to be provided along Terry Road to break up the built form and allow for visual relief. Each physical break must have a minimum building separation distance of 12m."

Add Control 2.3(j) - "The extent of retaining walls and the protrusion of basement car park above the ground must be no more than 1.2m high."

## **2.4 Building Height and Form**

Control 2.4(b) - Revise to "The height and scale of the development are to be modulated to provide for an appropriate built form transition to the adjoining residential properties along Terry Road by incorporating side setbacks and upper-level setbacks as depicted in Figure 2."

Control 2.4(c) - Revise to "Provide a built form that transitions with the topography of the land and streetscape to ensure lower buildings heights to the north and east of the site, adjacent to the nearby low-density residential dwellings as depicted in Figure 2."

Figure 2 - It should be updated to reflect the proposed 9m front setback for a minimum of 18m adjacent to No.16 Terry Road. The side setback should also be updated to reflect the proposed 6m side setback and a further 6m upper-level side setback to No.16 Terry Road.

## **2.5 Setbacks**

### **Front Setbacks**

Objectives - add "4. To maximise opportunities for the provision of deep soil and large tree planting in setback zones."

Figure 3 - indicate deep soil zone and landscape planting in the street setback zone to reflect the new objective 2.5(4) above.

Control (b)(ii) - inconsistent with the setback plan. Should be rectified to: "For a minimum of 18 metres from the boundary with 16 Terry Road, the development will be setback 9 metres from the street."

### **Side and Rear Setbacks**

Control (b) - no response provided to the UDRP's comment. The description is related to Building Height & Form, not Side and Rear Setbacks. It should be moved to Section 2.4. It is recommended to be changed as follows:

Add a new objective under Section 2.4 - "To reduce the visual bulk of the development when viewed from adjoining properties."

Amend the control to: "The development must allow for adequate building modulation and articulation. The maximum length of any individual building presented to the side and rear boundaries is 18 metres."

Control (c) - replace the wording of "secondary setbacks" with "upper-level setbacks" so that there is consistency throughout the document.

Figure 4 - the figure is to be updated to incorporate setback changes as per the attached PDF.

## **2.6 Communal Open Space**

Objective 2.6(3) - this sounds like a control. Should be reworded to "To ensure appropriate levels of solar access are provided to communal open space and adequate levels of amenity are provided for residents."

## **2.7 Private Open Space**

Control 2.7(d) indicates direct access from the street to private open space is discouraged. This is contrary to the Objective 3C-1 of the Apartment Design Guide. It also contradicts Objective 2.3(4) of this site-specific DCP.

It should be amended to: "Private open space is to be provided in the front setback zone to maintain an appropriate level of passive surveillance for safety and security reasons. Direct access from the street to private open space areas on the ground floor is to be provided, where appropriate."

Add a new Control 2.7(e) - "Private open space is to be provided in the front setback zone to respond to the existing streetscape character and to maximise tree planting opportunities."

## **2.8 Landscaping & Tree Preservation**

Objectives - add "4. To ensure that adequate soil depths, drainage and irrigation are provided to support the longevity of plants and a diversity of plant types and scale."

Control 2.8(c) – Incorrect reference to figure number. It should be Figure 5. Add to the end of the sentence – “The deep soil zone must have a minimum dimension of 6 metres in any direction, except for the street corner where street setback is 4.5 metres.”

Control 2.8(e) - Add at the beginning of the sentence "Where true deep soil is practically unachievable, ..."

Control 2.8(f) - Reference to DCP Part 9.6 does not exist and is incorrect. Amend to "Development is to comply with the provisions contained in Part 9.5 Tree Preservation and Tree Management Technical Manual under the Ryde DCP 2014."

Figure 5 Deep Soil Zone - The existing trees, especially trees proposed to be removed, are still not accurate. It is advised to turn off the information related to trees in the diagram and only show proposed deep soil zones. Detailed vegetation information will be assessed at the DA stage when a site survey and arborist report are submitted. Figure 5 is to be updated once the vehicle entry locations are adjusted – this is discussed below under 2.14.

Add Control 2.8(g) - "An arborist report prepared by a qualified consultant is to be submitted with any Development Application to assess the impact on existing vegetation and to provide advice regarding tree protection zones, tree retention and removal."

## **2.9 Design Quality**

Amend Control c to become Objective 2.9(3) - "To incorporate a range of materials to provide visual interest, enhance visual amenity and articulate the built form."

## **2.10 Ancillary Support Uses**

Control 2.10 (b) sounds like an objective. Amend and move to become Objective 2.10(2) - "2. To ensure that the operation of the commercial, medical centre or seniors use within the ground floor corner must not cause any undue impact on the residential amenity of the Seniors Housing units within the development."

Amend Control 2.10(b) to: "The commercial, medical centre or seniors use within the ground floor corner is to be provided with direct street access and servicing, separated from the Senior Housing uses. The street access must be designed to comply with DDA requirements."

### **2.13 Visual and Acoustic Privacy**

Control 2.13 (c) to be amended to: "Views onto private open space of neighbouring properties are to be obscured by screen planting, suitable screening device to windows of habitable rooms and a standard 1.8m high fence."

### **2.14 Car Parking & Vehicular Access**

Add a new Control 2.14 a(iv) - "the use of porte-cochere for vehicle access is to be avoided in the eastern portion (stage 1)" because Control 2.14 a(iii) already specifies an at-grade driveway for ambulance access. A 'horse-shoe' vehicle access will adversely impact on the neighbourhood character.

Reinstate Control 2.14(f) - "The number of vehicle access points on the site are to be minimised." This control was in the previous revision but somehow has been deleted in the current version.

### **2.15 Accessibility**

The two senior housing buildings will each has its own pedestrian entry. Control 2.15(c) is not required and can be deleted.

The font size needs to be consistent.

### **Concept drawings:**

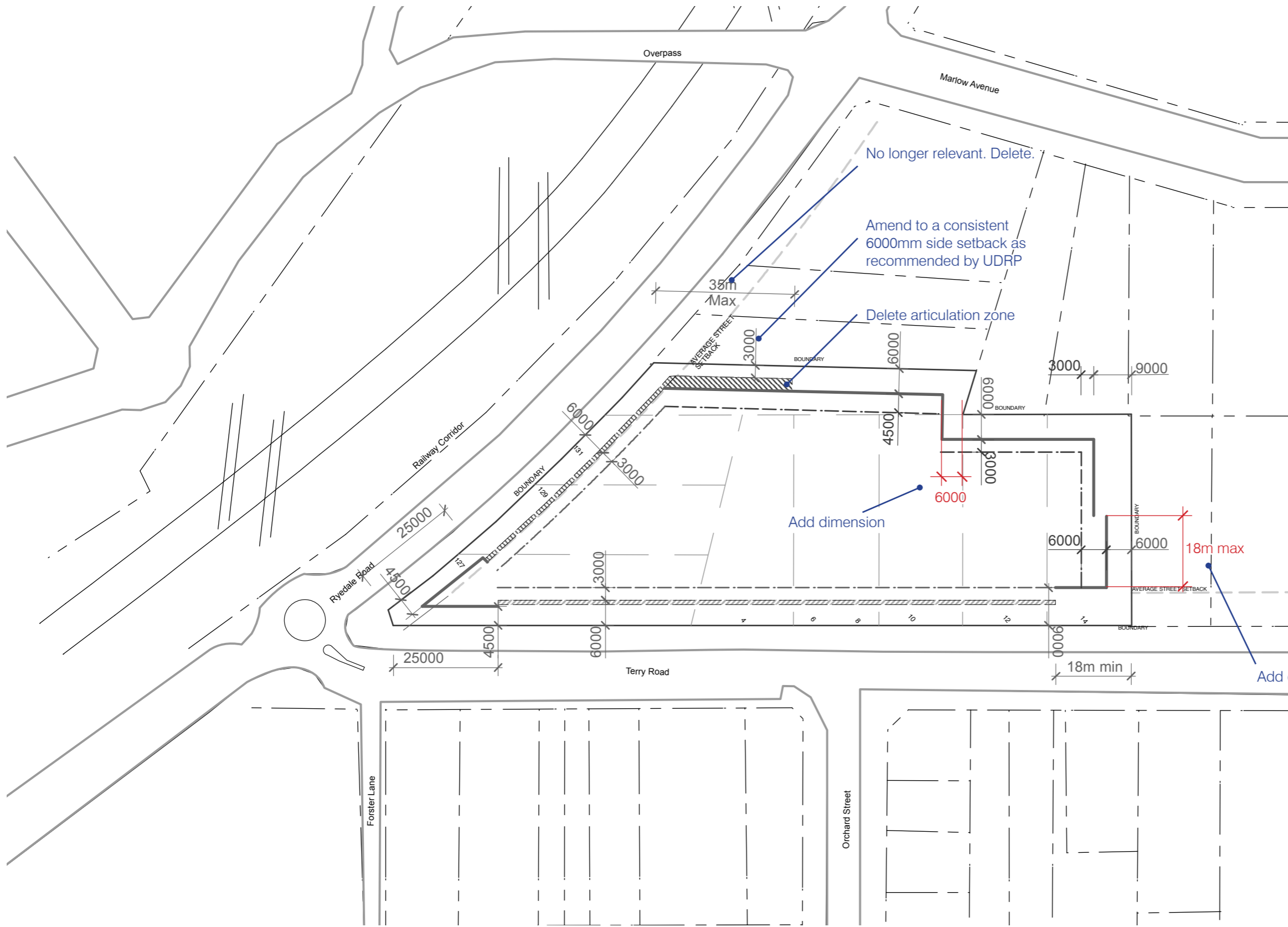
The following comments are in relation to the architectural concept package. The Concept design is to be amended to reflect the updated site-specific DCP Controls, including:

- Encapsulate car park entry ramps within the building form to comply with Control 2.14(e).
- adjust side setback to No.135 Ryedale Road, as recommended in the PDF attached.
- Rectify side setback to 16 Terry Road in Drawing 293 PP08 K - the 4.5m setback is inconsistent with the 6m setback indicated in the Urbis' written document and the setback plan.
- Update the FSR calculation to reflect the revised building envelop.

The above comments are provided to assist with the refinement of the Planning Proposal. We would like to progress the PP, but we will not be able to advise on the timing until a satisfactory response is received. At this stage, we cannot commit in any Local Planning Panel and council agendas until we have reviewed the amended package and obtained an approval from the Executive Team to proceed. Please be advised that for the reporting of a PP to Council we need to meet deadlines for internal reviews which require the Planning Report to be completed 4 to 6 weeks' time prior to the Council meeting.

For now we will await your amended PP. Please do not hesitate to contact me should you have any queries.

Regards,  
Paul



**City of Ryde comments  
April 2020**

