

COUNCIL ASSESSMENT REPORT

Panel Reference	PPSSNH-58
DA Number	LDA2019/0404
LGA	City of Ryde
Proposed Development	<p>Construction of a seven (7) storey mixed use building comprising of Council Chambers, offices and commercial floor space, and construction of a multi-purpose community building containing a 500-700 person hall and associated amenities.</p> <p>The proposal includes excavation for two (2) levels of shared basement parking accommodating 236 car spaces and end of trip facilities.</p> <p>Publicly accessible areas include a public plaza on the western side of the site. The proposal includes the realignment of Blaxland Road. A network of pedestrian through-site links, and paved and landscaped street frontages are also included.</p>
Street Address	1 Devlin Street, Ryde
Applicant/Owner	City of Ryde Council
Date of DA lodgement	20 November 2019
Number of Submissions	35 (16 objections, 19 in support)
Recommendation	Approval subject to conditions
Regional Development Criteria (Schedule 7 of the SEPP (State and Regional Development) 2011	Council related development over \$5 Million – Capital Investment Value: \$99,045,000 inc. GST
List of all relevant s4.15(1)(a) matters	<ul style="list-style-type: none"> • Environmental Planning and Assessment Regulation 2000; • Environmental Planning and Assessment (Savings, Transitional and Other Provisions) Regulation 2017 • Environmental Planning and Assessment Act 1979; • State Environmental Planning Policy (Infrastructure) 2007; • State Environmental Planning Policy (State and Regional Development) 2011; • State Environmental Planning Policy No. 55 – Remediation of Land;

	<ul style="list-style-type: none"> • Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005; • State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017; • Greater Sydney Regional Plan - A Metropolis of Three Cities, 2018; • Ryde Local Environmental Plan 2014; • Ryde Local Environmental Plan 2010; • Draft Remediation of Land State Environmental Planning Policy; • Draft Environment State Environmental Planning Policy; and • City of Ryde Development Control Plan 2014.
List all documents submitted with this report for the Panel's consideration	Attachment 1: Conditions of Consent Attachment 2: Architectural Plans Attachment 3: Landscape Plans
Clause 4.6 request	N/A
Summary of key submissions	<ul style="list-style-type: none"> • Poor urban design, built form and overdevelopment of site • Surveillance and connectivity of public spaces • Increase provision of public open space • Activation of ground floor plaza area • Inefficient pedestrian access • Traffic and parking impacts • Vehicular access impacts on adjoining properties • Impact on viability of surrounding commercial and retail uses • Noise impacts from commercial and community uses • Insufficient landscaping fronting Blaxland Road • Heritage impacts • Potential glare impacts from solar panels • On-going building maintenance
Report prepared by	Planning Ingenuity (Consultant Town Planners)
Report date	14 January 2021

Summary of Section 4.15 matters Have all recommendations in relation to relevant s4.15 matters been summarised in the Executive Summary of the assessment report?	Yes
Legislative clauses requiring consent authority satisfaction Have relevant clauses in all applicable environmental planning instruments where the consent authority must be satisfied about a	Yes

particular matter been listed, and relevant recommendations summarized, in the Executive Summary of the assessment report?	
Clause 4.6 Exceptions to development standards If a written request for a contravention to a development standard (clause 4.6 of the LEP) has been received, has it been attached to the assessment report?	N/A
Special Infrastructure Contributions Does the DA require Special Infrastructure Contributions conditions (S7.24)?	No
Conditions Have draft conditions been provided to the applicant for comment?	Yes

1. EXECUTIVE SUMMARY

This report is an assessment of a development application for the construction of a seven (7) storey commercial building containing offices and administration uses for the City of Ryde Council (known as the Civic Building), commercial tenancies for external tenants on the ground and first floor levels and a multi-purpose community building comprising a performance hall with seating for 500-700 persons, activity rooms, meeting rooms, an art gallery, public amenities and food premises. The proposal includes 2 basement car parking levels for 236 car parking spaces and construction of a public plaza and landscaping works, realignment of Parkes Street and Blaxland Road and associated public domain works at 1 Devlin Street, Ryde.

The development application seeks approval for a total gross floor area of 13,616m² (FSR of 1.4:1) consisting of an 8,828m² Civic Building and 4,667m² Community Building.

The Civic Building has a height of 29m and the community building has a height of 24.2m.

The application was notified and advertised between 10 January 2020 and 12 February 2020 in accordance with Part 2.1 of Ryde Development Control Plan 2014 (RDCP 2014) and 35 submissions were received (including 16 objections and 19 in support). In summary, concerns raised in submissions include impact of road works, accessibility and surveillance of public spaces, viability of retail at Top Ryde Shopping Centre, poor urban design and landscaping, impact on heritage items, traffic congestion and on street parking, noise impacts from commercial and community uses, and acoustic impacts on surrounding properties.

Amended plans were submitted on 26 October 2020 in response to issues raised by Council after a preliminary assessment of the proposal. The amended plans reconfigured and realigned the setback of the basement car park and loading dock (maintaining the total number of car parking spaces), an additional lift to provide dual lifts to service the pedestrian bridge to the north of the site, restrict access to part of the pathway along Devlin Street for maintenance purposes only, removal of proposed pedestrian crossing on Blaxland Road and replacement of the originally proposed white perforated metal roof with a solid metal cladding.

The amended proposal also seeks to relocate the community garden adjacent to the upper level of the community building to the ground floor at the north-eastern corner of the site to improve accessibility and street activation.

The scope of the amended proposal did not necessitate renotification of the application under RDCP 2014.

The site is identified as a Deferred Matter under the Ryde Local Environmental Plan 2014 (RLEP 2014) and therefore the Ryde Local Environmental Plan 2010 (RLEP 2010) is applicable to the proposed development. In accordance with LEP 2010, the site does not have any maximum floor space ratio controls. The site comprises of various

maximum height controls ranging between 0m along Blaxland Road and 75m along Devlin Street. The proposal complies with the building height controls applicable to the site under RLEP 2010.

The site is identified as Precinct 1- Civic/Mixed Use under Part 4.4 “Ryde Town Centre” of the Ryde Development Control Plan 2014 (RDCP 2014). The proposed development is generally compliant with the relevant site-specific controls under Part 4.4 of RDCP 2014. It is noted that a number of controls under Part 4.4 of the RDCP 2014 are not applicable to the proposed development as they anticipate residential development on the site, which is not proposed under the subject application.

The proposal presents non-compliances with controls under Part 4.4 of the RDCP 2014 in relation to the alignment of pedestrian through site routes, building setbacks, vehicle access points, loading bay locations, and provision of a continuous awning along Devlin Street. Assessment of the non-compliances are detailed in relevant sections of this report and are considered acceptable having regard to the merit of the proposal.

Whilst the proposal does not provide a direct north to south pedestrian through site link parallel to the alignment of Devlin Street as shown in Section 3.1 under Part 4.4 of the RDCP 2014, pedestrian access through the site is consistent with the objectives of providing accessible, direct, safe and attractive pedestrian links. The proposed orientation of pedestrian pathways through the site has taken into consideration the topography of the site, suitable built form addressing the Devlin Street, existing constraints within the public domain, particularly the hostile pedestrian environment along Devlin Street. As the site comprises of predominantly of civic and community uses and some commercial uses with a centrally located public plaza, the proposed pedestrian link will contribute to the amenity of pedestrians.

The application has demonstrated that the site can be appropriately remediated and made suitable for the proposed use under Clause 7 of State Environmental Planning Policy No. 55 Remediation of Land (SEPP 55). Appropriate conditions requiring a detailed site investigation report and remediation works are included in the draft conditions (see **Attachment 1**).

The application has been referred to relevant external authorities for comment. The application was referred to Transport for NSW (TfNSW), under Clause 104 of State Environmental Planning Policy (Infrastructure) 2007 for traffic generating development adjoining a classified road (Devlin Street). TfNSW have raised no objection to the proposal subject to recommended conditions included in Attachment 1. In addition to the recommended conditions, TfNSW identified queueing lengths in the right turn bay on Devlin Street as contributing to traffic queues and requested for lane extension works to be part of this development. It is noted that TfNSW has not imposed a condition requiring the extension of the right turn bay.

Council’s Traffic Engineer reviewed the request by TfNSW and concluded that the existing right turn bay cannot adequately accommodate peak hour traffic demands, regardless of the proposed development. As the scale and traffic impacts of proposal is not commensurate to the queueing impacts, the onus of undertaking lane extensions on

Devlin Street should not be imposed on the applicant. Therefore, the requirement for these works have not been included in conditions of consent.

Overall, the assessment concludes that the proposed development will result in the redevelopment of the site to provide a new “Civic Heart” that will have a significant positive contribution to the Ryde Town Centre. The development is of high-quality architectural design that has responded to the location within the mixed use area, while providing a form of development that is consistent with character of the precinct.

After consideration of the development against section 4.15 of the EP&A Act and the relevant statutory and policy provisions, the proposal is considered suitable for the site and is in the public interest. Consideration of various matters by Council’s technical departments has not identified any fundamental issues of concern, subject to recommended conditions of consent.

This report concludes that the development is sound in terms of design, function and relationship with its surroundings. The report recommends that consent be granted to this application in accordance with conditions provided in Attachment 1.

2. APPLICATION DETAILS

Applicant:	City of Ryde Council
Owner:	City of Ryde Council
Capital Investment Value:	\$99,045,000
Disclosures:	No disclosures with respect to the Local Government and Planning Legislation Amendment (Political Donations) Act 2008 have been made by any persons.

3. SITE DESCRIPTION

The site comprises of ten (10) allotments that are legally described as:

- Lot 10 in DP 1110978;
- Lots 11 & 12 in DP 1110978;
- Lot 50 in DP 1157410;
- Lot 53 in DP 1157410;
- Lot 2 in DP 1170801; and
- Lots Q – T in DP 443304.

The site is triangular in shape, with a site area of approximately 9,755m², a frontage of approximately 212.66 metres to Devlin Street, 189.44 metres to Blaxland Road and 96.28 metres to Parkes Street.

The site is located on the western side of Devlin Street and is bounded by Blaxland Road to the north and Parkes Street to the south.

The site is relatively flat on its northern side but falls steeply (approximately 7.3m) on its south-western side, from the Civic Centre car park to Parkes Street.

There are 82 trees and 5 tree groups identified on or adjacent to the site, in addition to landscaped areas including a triangular area of vegetation in the south-western corner of the site, bounded by Blaxland Road and Parkes Street, vegetation along the eastern side of Blaxland Road and within the at-grade car park on the western side of the site, and two (2) large grassed areas located to the north of the existing Civic buildings, in between Blaxland Road and Devlin Street.



Figure 1. Aerial Image of the site (outlined in red)



Figure 2. Site viewed from the intersection of Blaxland Road and Devlin Street.



Figure 3. View southwards across the site from the north end of Blaxland Road.



Figure 4. Viewed from the intersection of Blaxland Road and Parkes Street.



Figure 5. View from the eastern side of Devlin Street.

The site is located approximately 11km north-west of the Sydney CBD and is located within Ryde Town Centre. Top Ryde Shopping Centre is located opposite the site, on the eastern side of Devlin Street.

Devlin Street is an arterial road (known as the A3) that extends from the suburb of Mona Vale to the north to Blakehurst in the south and provides connections to the Sydney CBD. Devlin Street is a classified road and is managed by Transport for NSW (formerly RMS).

The site is within walking distance to bus stops on Parkes Street and Blaxland Road, and on the eastern side of Devlin Street. These bus stops are serviced by bus routes that connect the site with surrounding suburbs and greater Sydney.

Existing Development

The site currently contains the former Ryde Civic Centre, a seven (7) storey building and the adjoining Civic Hall. An at-grade car park forms part of the site, adjacent to the west of the Civic Centre, with Blaxland Road cutting through the site from north to south. A further at-grade car park is located on the western side of the site, accessed from Blaxland Road.

The Civic Centre contained Council's administration building and has been vacant since 2016.

Pedestrian access from the site to Top Ryde Shopping Centre is provided by two (2) pedestrian overbridges with accessible lifts. Refer to **Figures 6** and **7** for photographs of the existing building and structures.



Figure 6. View of the northern side of the existing Civic Centre.



Figure 7. Entrance to the Civic Hall and pedestrian bridge on the southern end of the site.

The existing buildings on the site are approved for demolition under Development Consent LDA2020/0295.

Surrounding Development

Surrounding development comprises of generally low density residential development to the west and south-west, with medium density residential development and Ryde Masonic Temple to the south, and medium density residential development to the north. To the east of the site, on the opposite side of Devlin Street, is the Top Ryde Shopping Centre (up to 11 storeys in height).

The site is not identified as a heritage item and is not located within a Heritage Conservation Area. However, the site is in the vicinity of a number of heritage items identified in Schedule 5 of the Ryde LEP 2014, being:

- Item I16: *Masonic Temple* at No. 142 Blaxland Road (local item)
- Item I17: *Hatton's Cottage* at No. 158 Blaxland Road (local item)
- Item I54: *Great North Road* (Devlin Street) (state item)
- Item I49: *Tramway Monument* (Obelisk) (local item) – this item is listed on Ryde LEP 2014 as being located on the site. However, the item has been relocated off site, to the intersection of Church Street and Blaxland Road.

A heritage item of State significance is located adjacent to the site and identified as Item 139: Tram Track on Blaxland Road, Ryde under Section 170 of the Heritage Act 1977.

Refer to **Figures 8** and **11** for photographs of the surrounding development.



Figure 8. Top Ryde Shopping Centre and northernmost pedestrian link bridge.



Figure 9. Hatton's Cottage at No. 158 Blaxland Road (west of site).



Figure 10. Masonic Temple and No. 142 Blaxland Road (south of site).



Figure 11. Typical low density residential development off Parkes Street (south west of the site)

4. PLANNING HISTORY AND BACKGROUND

Background

The existing Civic Centre building was open in 1964 with the Civic Hall extension opened later in 1970 to provide additional community facilities. In 2015, SafeWork NSW deemed the Civic Centre unsafe and the building has been subsequently vacant since 2016. The Civic Hall remains open to the public.

On 12 May 2015, Council endorsed the establishment of the Ryde Civic Hub Committee (herein referred to as 'the Committee') to oversee the redevelopment of the site.

On 23 June 2016, Council endorsed the Committee's recommendation to undertake an international design competition for the redevelopment of the site. Council undertook an International Design Competition inviting concept designs for the redevelopment of the site to accommodate a mixed use development comprising civic and community uses, residential and a transport hub. The competition received 566 registrations from architects in 73 countries. A total of 175 designs were submitted for consideration.

On 8 August 2016, the Design Competition Chair announced the winning scheme prepared by the Beijing Institute of Architectural Design. The winning design consisted of a mix of civic and community uses, retail, residential and publicly accessible outdoor open spaces (see **Figure 12** below).



Figure 12. Photomontage of design competition winning scheme

In 2017, Council carried out a feasibility study and determined that the design competition winning scheme was not financially viable.

In 2018, community consultation and further research was undertaken as part of the Ryde Community Strategic Plan, and it was identified that high density residential on the site was not supported by the community and there was a demand for additional community and cultural facilities. Subsequently, Council revised the scope for redevelopment of the site by removing the residential component and providing a development that comprises civic and community uses.

Masterplan and Community Consultation

Community consultation to gauge public interest and support for the redevelopment of the Ryde Civic Centre was carried out between 26 June and 25 August 2019 (8.5 weeks).

The community consultation process was extensive and included the following:

- Creation of project websites in 4 languages (English, Korean, Chinese Simplified and Chinese Traditional)
- Online surveys, phone surveys
- E-newsletters for subscribers
- Flyers to residents and property owners within 1km radius of the site
- Newsletters to ratepayers
- Advertising in local newspapers and social media
- Media releases
- Promotional banners on the site and smart poles

- Promotional banners in shopping centres
- 71 face-to-face sessions to engage with stakeholders in various locations throughout the LGA.

In total, Council's community consultation process reached approximately 1.97million people, engaged with approximately 13,137 people and received a total of 2,149 responses. Of the responses received, 85% of respondents were in support of the proposal to redevelop the site into a cultural and community hub.

In summary, the key considerations identified by the community included pedestrian access and mobility, traffic and parking, green space, functional and environmentally sustainable design, a range of community facilities.

Related Development Applications for the Subject Site

A development application for preliminary works associated with the subject proposal have been approved as follows:

- **LDA2020/0295** – approved by the City of Ryde Local Planning Panel on 15 October 2020 for demolition of existing structures and associated tree removal. It is noted that the only trees approved for removal were those located within the 'demolition zone'.

This application is herein referred to as "the demolition DA".

5. HISTORY OF THE SUBJECT APPLICATION

A brief history of the progress of this application is provided in the table below:

Table 1: Application History	
Pre-DA	
26 September 2018	A Pre-DA meeting was held with Council. Minutes from the meeting were issued to the Applicant and included comments from the City of Ryde Urban Design Review Panel (UDRP), as well as referral comments. The minutes provided raised a number of issues to be addressed in the DA.
Development Application	
20 November 2019	Development Application lodged with Council.
22 November 2019	Referrals sent to external agency and internal departments
4 December 2019	Comments from NSW Police (Ryde Area Command) received
12 December 2019	Ryde Urban Design Review Panel Meeting
20 December 2019	Referral received from Transport for NSW
10 January to 12 February 2020	30 day public exhibition of application
29 January 2020	Referral received from Council's Consultant Traffic Engineer
5 February 2020	Referral received from Council's Environmental Health Officer

6 February 2020	Referral received from Council's Senior Development Engineer
25 February 2020	Referral received from Council's Consultant Landscape Architect and Arborist.
26 February 2020	<ul style="list-style-type: none"> • Referral received from Ausgrid • Referral received from Council's City Works Department
2 March 2020	Request for additional information letter sent to applicant outlining a number of design issues relating to activation of the public domain, accessibility, public art, landscaping and traffic.
20 May 2020	Referral received from Sydney Water.
21 July 2020	Independent Heritage Review received from NBRS & Partners.
5 August 2020	Preliminary response to request for additional information (RFI) provided by the applicant.
3 September 2020	A further response was provided to the applicant, outlining issues that remain outstanding following preliminary response to request for information.
29 October 2020	<p>Applicant issues consolidated response to Request for Information accompanied by the following documentation:</p> <ul style="list-style-type: none"> • Amended Architectural Plans and Cover Letter prepared by Warren and Mahoney • Civil Plans prepared by Taylor Construction Group • Updated Landscape Plans prepared by Arcadia • Architect Letter responding to City Works Comments prepared by Warren and Mahoney • Updated Photomontage prepared by Plus Architecture • Stormwater Engineer Letter prepared by Robert Bird Group • Traffic Engineer Letter and Swept Paths prepared by TTPP • Traffic Modelling Response prepared by TTPP • Draft Arts and Cultural Plan • Arborist Letter prepared by Arbor Skills • Summary Response to Key Submissions prepared by RPS • Structural Engineering Letter prepared by Dunning's Consulting Engineers • Waste Management Report prepared by Dickens Solutions
30 October 2020	Amended DA was referred to various external agencies and internal departments.
12 November 2020	<ul style="list-style-type: none"> • Final recommendation received from Council's Environmental Health Officer. No objections to the development, subject to conditions of consent. • Final comments received from Council's Waste Officer, no objection subject to conditions of consent.
1 December 2020	<ul style="list-style-type: none"> • Final recommendation received from Council's Public Arts Team. No objections subject to conditions of consent. • Final comments received from Council's Consultant Landscape Architect. No objections subject to conditions of consent.
3 December 2020	Referral received from Ausgrid. No objection subject to recommended conditions.
11 December 2020	Response received from Sydney Water. No objection subject to recommended conditions.

17 December 2020	<ul style="list-style-type: none"> • Final referral received from Council's City Works Department. No objections raised, subject to conditions. • Response received from Transport for NSW (TfNSW). No objections raised, subject to conditions.
4 January 2021	Final referral received from Council's Development Engineer. No objections to the development subject to conditions of consent.

Table 1. Summary of DA History.

5.1. Summary of amendments

On 26 October 2020, the Applicant submitted amended plans and additional information in response to Council's letter dated 2 March 2020. The amended proposal does not include any significant amendments to the originally submitted proposal and seeks to reconfigure the basement car park, relocate the community garden, provide additional lifts to service the pedestrian bridge to the north, delete the pedestrian crossing to the north of the car park entry on Blaxland Road, increase glazing and window openings on the Blaxland Road elevation (Community Building) and replace the roof material on the Community Building.

Details of the amendments made are outlined below:

Basement Carpark

- Reconfiguration of Basement 01 and 02 to provide greater setbacks to the Parkes Street (southern) boundary, Devlin Street (eastern) boundary, and Blaxland Road (western) boundary. The amended basement design maintains the proposed 236 car parking spaces to be provided for the development.
- The proposal has been amended to increase the number of car parking spaces on Basement 02 from 72 car spaces to 105 car spaces and provide lift access from the Civil Building and Community Building.
- Reconfiguration of Basement 01 to reduce car parking spaces from 164 car spaces to 131 car spaces and increase staff bicycle parking spaces from 52 spaces to 64 spaces.
- The proposed loading dock has been relocated within Basement 01 and has a height clearance of 4.5m.
- The alignment of the basement car park adjacent to Blaxland Road has been amended to be more parallel to the property boundary. Terraced planting adjacent to the Blaxland Road boundary (refer to **Figures 13** and **14** below) is proposed to reduce the visual impact of the basement protrusion.

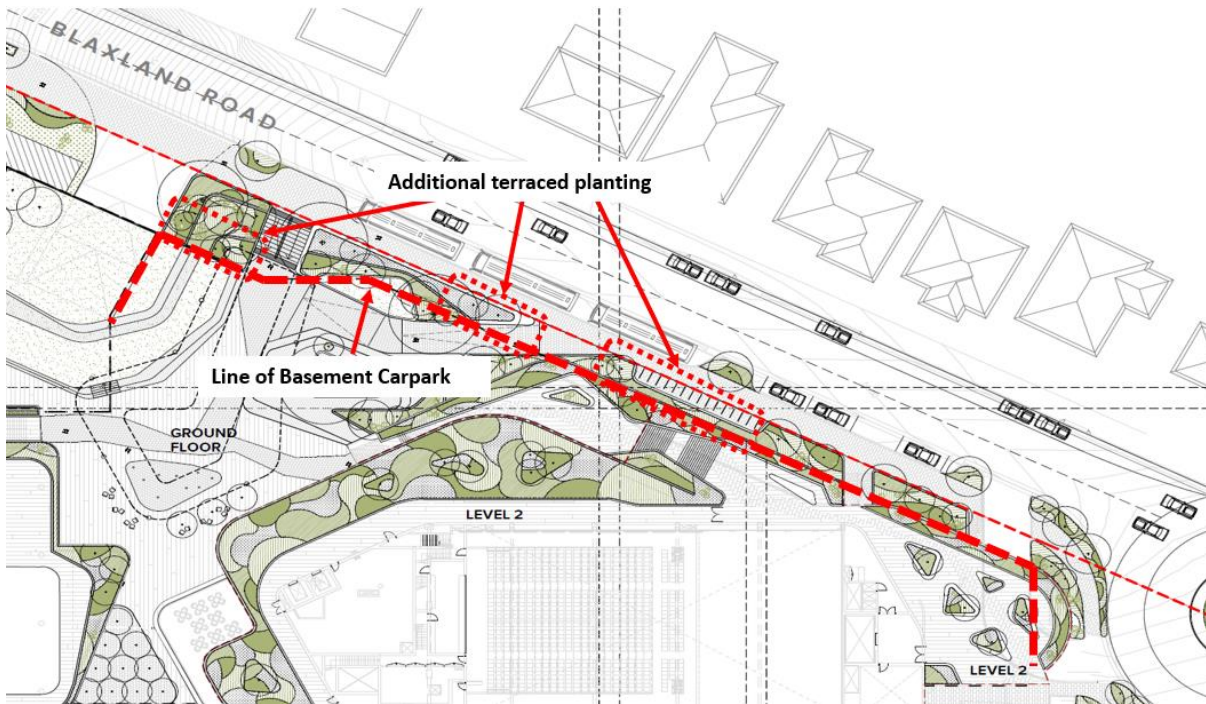


Figure 13. Amended alignment of basement car park and additional landscaping adjacent to Blaxland Road boundary

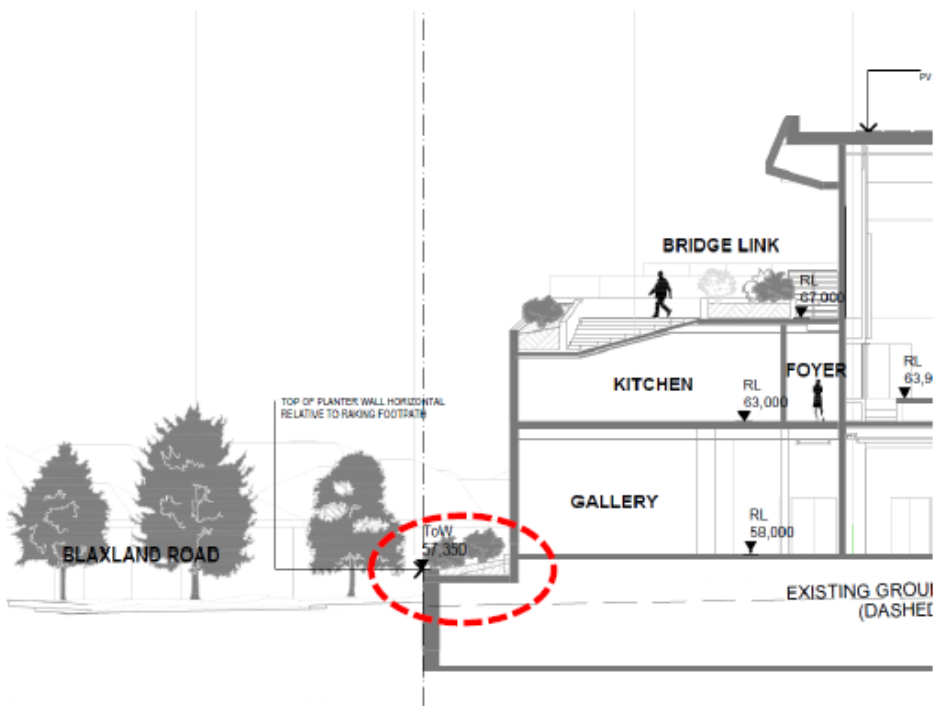


Figure 14. Proposed section of basement protrusion and additional terraced landscaping to minimise visual impact from Blaxland Road

Ground Floor

- A portion of the footway adjacent to the Devlin Street elevation has a width of 1.455m and is to be restricted for maintenance purposes.

- The proposed pedestrian crossing on Blaxland Road, located to the north of the car parking entry, has been removed as it will not meet the TfNSW warrants for a pedestrian crossing.

External Materials

- A solid metal cladding in “Dulux Duratec Power Coat Zeus White Gloss” replaces the originally proposed white perforated metal sheet for the roof of the Community Building (see **Figures 15 and 16** below).

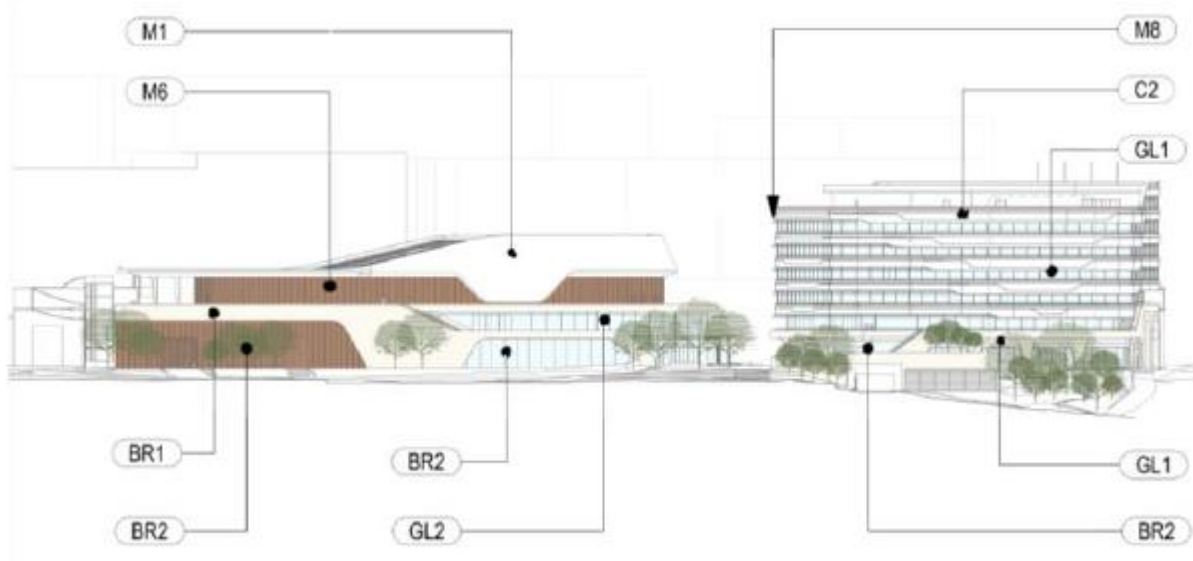


Figure 15. Proposed elevation showing location of “M1 – Metal sheet – Dulux Duratec Powdercoat Zeus Whitegloss” on the community hall building

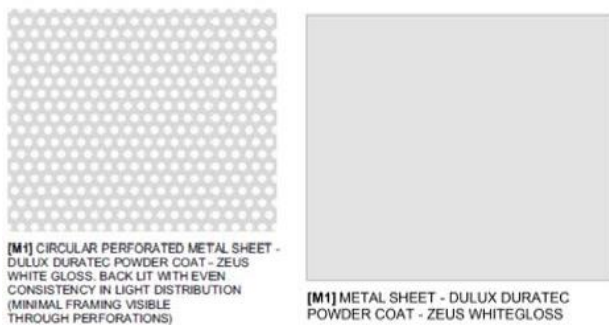


Figure 16. Originally proposed perforated cladding and replacement material (solid metal sheet) as shown on the amended materials schedule

- Additional glazing has been introduced to the gallery spaces within the Community Building fronting Blaxland Road to increase passive surveillance and activation (see **Figure 17 and 18**).



Figure 17. Originally proposed community building elevation fronting Blaxland Road

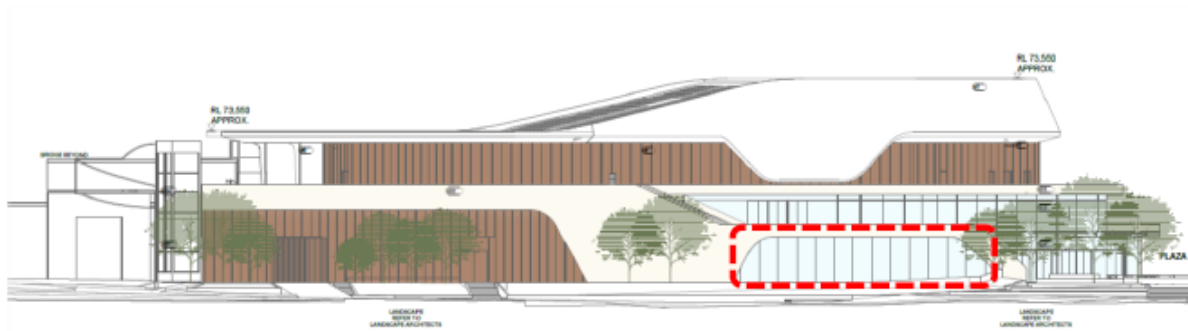


Figure 18. Amended elevation of the community building fronting Blaxland Road. Additional glazing on the façade (as shown in red dashed line)

Relocation of Community Garden

- The originally proposed community garden on the upper level of the western side of the community building has been relocated to the ground floor level at the north-eastern corner of the site. The amended location seeks to increase activation at street level. Landscaping of the upper level of the community building has been amended to comprise of a variety of planters (see **Figure 19** below).



Figure 19. Relocation of Community Garden to the north-eastern corner of the site (outlined in red dashed line)

Public Lift Access

The amended proposal includes the provision of an additional public lift servicing the pedestrian bridge to the north of the site. The proposal for dual lifts will ensure adequate public access is provided in the event of any breakdown, malfunction or maintenance works.

6. THE PROPOSAL (AS AMENDED)

The proposal seeks approval for the construction of mixed use development comprising a seven (7) storey commercial building (Civic Building) consisting of Council Chambers, Council administration offices and commercial floor space, and a 4 storey multi-purpose community building containing a 500-700 person performance hall, meeting rooms, an art gallery, commercial tenancies and associated amenities.

The proposal includes excavation for two (2) levels of shared basement parking for 236 car parking spaces, bicycle parking and end of journey facilities.

The proposal also provides a new public plaza through the centre of the site (between the Civic Building and Community Building) with a network of pedestrian through-site links and landscaped areas fronting Blaxland Road, Parkes Street and Devlin Street. The proposal includes the realignment of Blaxland Road and road widening to Parkes Street.

The proposal seeks approval for the removal of 57 trees within the site and retention of 25 trees located within the site and neighbouring properties.

6.1. Summary of the development

A summary of key numerical information is provided below:

Table 2: Development Data	
Component	Proposal
GFA	13,616m ² <ul style="list-style-type: none">• Community Building = 4,667m²• Civic Building = 8,828m²
FSR	1.4:1
Height	Civic Building – RL 86.40 (29m) Community Building – RL 78.700 (24.2m)
Parking	<u>Car parking</u> <ul style="list-style-type: none">• 236 spaces across two basement levels.• 8 accessible spaces (incl).• Loading facilities at Basement Level 1 (Civic Building) and Ground Level (Community Building).

Table 2: Development Data	
Component	Proposal
	<u>Bicycle parking</u> <ul style="list-style-type: none"> • 64 staff spaces and end of trip facilities at Basement Level 1. • 40 visitor spaces at ground level.

Civic Building

The application proposes a seven (7) storey commercial building on the southern side of the site. The building will contain commercial tenancies and Council's reception area on the ground floor, the City of Ryde Council's administrative offices on Levels 2 – 4, Council Chambers on Level 5, and a food and drink tenancy with an outdoor terrace and space for a future gym on Level 6. Each level of the building will contain amenities and end of trip facilities.

Solar panels are proposed on the roof of the building to supplement the hot water system.

The building will have a total GFA of 8,828m², of which 1,888m² will be lettable commercial floor space.

The building has been designed to address its prominent corner location as well as the proposed public plaza. As such, the main pedestrian entrance to Council's reception area is located in the south-eastern corner, whilst the entry to commercial tenancies is at the northern portion of the building, fronting the plaza. A continuous path of travel for pedestrians is provided from the southern footbridge link, across the southern and eastern parts of the building at Level 1 and 2, to the plaza. Two (2) passenger lifts located on the south of the building will provide equitable access to street level (Devlin Street).

Community Building

The proposed Community Building has a total GFA of 4,667m².

The five (5) storey Community Building comprises a performance hall with a capacity for 500-700 persons, four (4) activity/rehearsal rooms, three (3) meeting rooms, offices, kitchen facilities, an art gallery, café (including outdoor dining), reception and various public amenities. A loading dock and service areas are provided at the northern end of the building, accessed via a new roundabout on Blaxland Road.

The building incorporates a curved roof design that accentuates the height on the southern side and addresses the new plaza. Main entrances to the building will be provided from the plaza to the south, with service access located to the north. The building incorporates a path of travel from the northern pedestrian bridge link across the building at Level 2 to access the plaza.

Solar panels are proposed on the roof of the building to off-set energy consumption. The solar panels will not be visible when viewed from street level.

Basement

Excavation is sought to facilitate the construction of two (2) levels of basement car parking for 236 car parking spaces, including 8 accessible spaces, bicycle parking spaces and end of trip facilities. Access to the basement is provided directly from a new vehicular crossing on Blaxland Road.

Basement Level 2 will contain 105 car spaces, including 2 accessible spaces. Three separate lift cores provide access to Basement Level 1, and the Civic and Community buildings.

Basement Level 1 will contain 131 car spaces, including 6 accessible spaces. It will also contain a consolidated bicycle parking area with 64 staff spaces and end of trip facilities. A large bin room is located within the basement, adjacent to a loading dock. Various plant and storage rooms are located throughout the basement. A substation is also provided within the south-western corner.

Civil and Public Domain Works

The proposal includes the realignment of Blaxland Road which currently passes north south through the site. The realigned Blaxland Road will run along the western edge of the site and provide a 17.3m wide road reserve, providing a two-lane road with street parking and paved footpaths on either side. A section of the road will provide three (3) street parking bays for bus drop-off. The realigned road will connect with Parkes Street in the southwest corner of the site, adjacent to the at-grade car park on the western side of the site.

A roundabout at the northern end of the realigned road will provide access to the loading area of the Community Building.

Pedestrian walkways and public open spaces will also be provided throughout the site. These have been provided as six (6) precincts, as outlined in the Public Realm plans prepared by Arcadia and detailed below (see **Figure 20** below). These include pedestrian paths of travel from both the northern and southern pedestrian link bridges (from Top Ryde Shopping Centre over Devlin Street) to the proposed public plaza located centrally within the site.

Ecologically Sustainable Design (ESD)

The proposal seeks to obtain a 5 star Green Star DAB rating and a 5.5 star NABERS Energy for Office rating supported by a Sustainability Report prepared by ARUP.

The proposal includes solar panels to off-set carbon emissions and a solar thermal hot water collector, use of energy efficient materials, water efficient appliances and stormwater collection system integrated with the landscaping of the site.

6.2. Publicly Accessible Spaces

The proposed public open spaces will be separated into six (6) interconnected precincts, as outlined in **Figure 20** and discussed below.

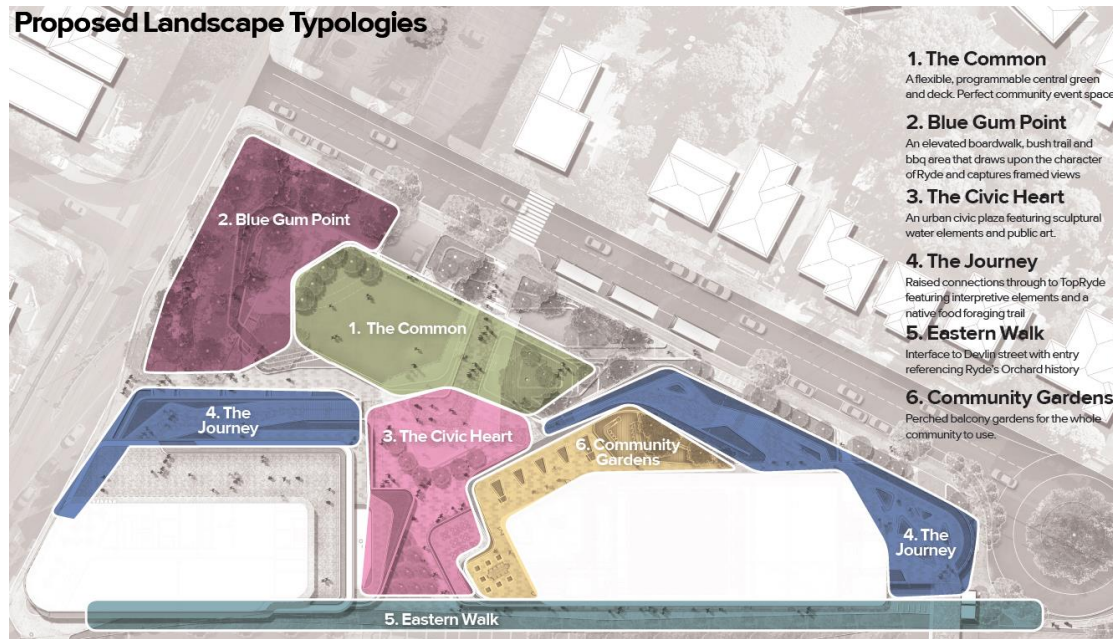


Figure 20. Proposed public open space precincts under original submission. (Source: Arcadia)

1. The Common

A central green is proposed on the site which will comprise of a large lawn area with stepped timber seating edge. A separate timber amphitheatre style seating area will be located to the north of the lawn, with access through the area provided via a pedestrian pathway from Blaxland Road. The pathway will connect to the Civic Heart plaza and the Civic and Community buildings to the east. A further pathway through the site is proposed along the western edge of The Common and will provide accessible ramps through the site.

Public art consisting of a sculptural shade/art element is proposed over the pathway.

2. Blue Gum Point

Blue Gum Point will be located in the southwest corner of the site and will provide a raised canopy walkway and lookout amongst a dense cluster of trees. A BBQ/picnic area will also be provided, adjacent to the central lawn. An interpretative discovery path will run east west through the tree cluster, with bike parking located adjacent to the central north south pedestrian walkway.

An artistic installation is proposed to the balustrade on the western side of the BBQ/picnic area.

3. The Civic Heart

The Civic Heart will provide the central public plaza connecting the Civic and Community buildings with the rest of the site. It will be accessed via pedestrian pathways from the east, west, north and south, and will include landscaping and public seating as well as al fresco dining opportunities. Sculptural signage will activate the eastern entrance with sculptural concrete edging and shade/art elements activating the western entrance to the plaza.

4. The Journey

Level 2 of the Community building will provide public open space comprising of seating areas and break out spaces, with community gardens located on the western side. The area will benefit from panoramic views towards the west and southwest. A pedestrian connection from the pedestrian bridge to the north through to steps down to the Civic Heart will be provided, assisted by interpretative planters and edge planting.

The Journey will also connect the pedestrian bridge to the south to the Civic Heart via a walkway across external spaces on Levels 1 and 2 of the Civic Building.

5. Eastern Walk

A pedestrian pathway is proposed along the eastern edge of the site, adjacent to Devlin Street, connecting to Parkes Street to the south and to the Civic Heart. The original plans included an extension along the eastern side of the Community Building, however this has been amended to restrict access for maintenance purposes only due to concerns with regards to pedestrian safety.

A landscape buffer is proposed along its eastern edge of the site with wayfinding and lighting.

6. Community Garden

Community Gardens were originally proposed at Level 2 on the Community Building, accessed via The Journey. These have been relocated to ground level at the northern end of the site to improve accessibility and activation. The gardens will provide garden plots, potting and seedling areas, and public seating.

Architectural Renders



Figure 21. Proposed western side of the development, viewed across the realigned Blaxland Road (Source: Plus Architecture)



Figure 22. Proposed Civic building as viewed from the Devlin and Parkes Streets intersection to the south (Source: Plus Architecture)



Figure 23. View of the Civic Heart public plaza and Community building from The Common lawn.
(Source: Plus Architecture)

7. URBAN DESIGN REVIEW PANEL

On 12 December 2019, the Ryde Urban Design Review Panel (UDRP) reviewed the detailed design of the buildings and landscaping on the site noting the comments previously provided by the UDRP at the pre-DA meeting held on 25 July 2019.

Although a mixed-use civic, commercial and community proposal, the Panel's comments were structured against the relatively universal design quality principles outlined in the State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development (SEPP 65).

The Panel were generally supportive of the proposal and offered a number of suggestions to improve its integration with the existing and future context.

The Panel's comments have been provided below. Where necessary, the applicant's response has also been included.

Table 3: Comments from Urban Design Review Panel	
Consideration	Comments
<u>Context and Neighbourhood Character</u>	<p><i>This proposal is a Council-sponsored project located on the previous Ryde City Council Chambers and Civic Centre. The project will serve as Council's new offices and provide associated public facilities including community activity rooms, an auditorium, gallery, café and commercial space for independent tenants. The proposal includes basement car parking and a public plaza and landscaped space.</i></p> <p><i>The site is an island with frontage to Blaxland Road, Parkes Road and Devlin Street. The site is opposite the Top Ryde Shopping Centre and</i></p>

	<p><i>is linked to that centre by two overhead pedestrian bridges, to the north and south, across Devlin Street.</i></p> <p><i>This site has been a civic focus for the centre of Ryde for a considerable period of time and is worthy of a landmark public development. In recognition of this, Council has prepared site specific development standards and a DCP.</i></p> <p><i>The proposal includes demolition of the existing Council Chambers and adjustments to the alignment of Blaxland Road. The primary exposure of the site and its main visual address is along Devlin Street. The primary vehicle access is from Blaxland Road to the west.</i></p> <p><i>Two distinct building forms are proposed, each with frontage to Devlin Street, but with the primary pedestrian and vehicular entries from Blaxland Road west.</i></p> <p><i>The two building forms intentionally create a protective barrier of development to Devlin Street with a physical break located centrally. The primary public plaza space is located to the west.</i></p> <p><i>The siting strategy and general arrangement of the proposal are supported, and the scheme has been positively amended to modify the extent to which the public plaza is connected and visible from Devlin Street. The Panel is supportive of the balance now evident in the scheme.</i></p> <p><i>The Panel notes the landscape presentation, and the architectural treatment, along Devlin Street have been improved in this latest iteration of the proposal, and are supported in principle.</i></p> <p><i>The configuration of the public plaza space to the west is supported, subject to ensuring it is active and vibrant during the day and in the evening.</i></p> <p><i>A program of cultural and community events, and other activities, will be critical to achieving this. In isolation, the small cafe - on its own - will not be sufficient to activate the public space. The Panel is encouraged that Council is beginning to develop a program of public activities to bring life to the plaza, community facilities and gallery.</i></p>
<u>Built Form and Scale</u>	<p><i>Generally, the revised proposal has positively addressed concerns previously raised by the Panel.</i></p> <p><i>The relationship of the two primary building forms to Devlin Street has improved, and is supported.</i></p> <p><i>The configuration of the public plaza, its landscape design and the balance struck between flexibility and amenity is generally supported. The Panel notes the introduction of additional shade planting towards the centre of the site, and the concentration of dense planting to the western corner of the site.</i></p>

The Panel notes the cafe has reduced in footprint and withdrawn closer to the east and Devlin Street. This cafe space and outdoor dining might be better configured closer to the central areas of the public plaza.

The proposed configuration for access from Top Ryde shopping centre via the two bridges could be further improved by adjusting the arrangement and location of proposed lifts. Lift locations should be considered for users connecting between Top Ryde and the site and between the surrounding neighbourhood and Top Ryde. Consideration for mobility impaired people and mums with prams is needed, particularly for the northern bridge where people would otherwise be forced to access the plaza at ground level. A legible and safe ground level route is needed.

The Panel is concerned that from the public plaza, the legibility of the proposed links to Top Ryde is still compromised. Neither bridge, nor any of the 4 proposed lifts, are visible from the plaza space. The office building's southern elevation curves and projects in front of sight lines between the bridge and the plaza.

The Panel recommends that at least one of the public lifts should be visible and accessed directly from the plaza space.

The Panel also encourages further activation of the proposed community garden space and the associated public walkways at upper levels between plaza and pedestrian bridges.

The Panel restates its support for reduced parking rates in the proposed basement - given the extent of parking available at Top Ryde shopping centre which appears at many times of the day and evening to be under-utilised.

The Panel restates its concern for the prominent northern loading dock servicing the performing arts centre. The location and impact of this loading dock is significant and forms the primary presentation of the building. This is a challenging issue, unlikely to be addressed with architectural treatments alone and consequently, the Panel encourages consideration of alternative arrangements.

Applicant's Comment:

Activation of the Plaza:

The location of a café and outdoor dining area is flexible across the ground floor plane. A large portion of the ground floor of the Civic Building is defined as commercial space, which can be subdivided subject to tenant requirements.

Food and beverage use is only one option for a use of any of the dedicated commercial space located on the ground plane and activation may also be from community facilities or service providers. However, at the stage of a DA determination it is impossible to determine the exact use and location of ground floor uses. The ground floor plan dedicates substantial extent of the façade to glazed elements which facilitates activation through uses accommodated in the building.

Public Lift Access:

Access to the site from the east is provided by both the northern and southern pedestrian bridges from the Top Ryde Centre, creating a journey which bring people into public plaza at the centre of the project.

The northern bridge does not connect to an enclosed corridor, this may be a misinterpretation of the drawings. The intent is to draw people directly into the civic plaza via the accessible roof-top path that negotiates the level changes and takes people to the centre of the site in the shortest and most direct way. There is an option to take the lifts to street level and access the site via the Blaxland Road footpath, these lifts also cater for people from Top Ryde Shopping Centre heading not to the Ryde Central project but north along Blaxland Road or Devlin Street. Similarly, the southern bridge offers options coming from Top Ryde. There is a path leading from the existing bridge around the Civic Building via two terraces negotiating the 9 metre level change. The other choice is to utilise lifts near the bridge landing to street level and walk along Parkes Street to the site, or cross Parkes Street to access other local areas.

Activation of Community Gardens

The community garden space has been relocated to the northern portion of the Community Building. The previous location has been converted into a planter and the landscape plan has been updated to reflect the revised landscaping solution.


Northern Loading Dock

The northern loading dock is considered to be well integrated into the design of the Performance Hall and is screened with a 3m landscaping strip including trees to be planted. The appearance of the dock is considered acceptable given the constraints of the site and the functional requirements of the development.

It needs to be acknowledged the loading lock is significantly recessed under Level 1 (approximately 9 metres) creating shadowing. The combination of the significant recessing of this facility would mean the landscaping would be a dominant feature of this area and minimise the potential for the loading dock to be readily visible.

Assessment Comment:

The Applicant has reviewed options for the loading dock and basement and its location has been found to be functionally necessary as proposed. At the request of the UDRP a photomontage of the loading dock (Devlin Street elevation) has been provided and demonstrates that the proposed landscape treatment will adequately screen and soften the appearance of the building. Manuka Shrubs to reach a height of 1.5m x 2m width will provide screening at street level for drivers passing the site along Devlin Street and Water Gums to reach a height of 10m will soften the built form when viewed from a distance.

	 <p>Figure 24. View of proposed loading dock (Devlin Street southern approach)</p>
<p><u>Density</u></p>	<p><i>The proposal is well below the allowable maximum building height and density, and the Panel would support additional height and massing on the commercial tower to ensure the development is an active and vibrant hub at all times of the day and evening.</i></p> <p>Assessment Comment:</p> <p>Noted.</p>
<p><u>Sustainability</u></p>	<p><i>Sustainability was not discussed in detail, although appropriate sustainability targets have been established for the design of the building. As this is a Council development the Panel would encourage an approach that sets a new benchmark in sustainability measures for Ryde for all the development and green space on the site, and including ongoing monitoring of performance upon occupation.</i></p> <p>Assessment Comment:</p> <p>The proposal seeks to obtain a 5 star Green Star DAB rating and a 5.5 star NABERS Energy for Office rating supported by a Sustainability Report prepared by ARUP.</p>
<p><u>Landscape</u></p>	<p><i>The proposal includes extensive areas of public space and landscape, and is supported.</i></p> <p><i>The intention to bring green landscape through the site is a strong concept the Panel supports. The Panel notes the revised landscape design further reveals the presence of landscape and trees within the plaza from Devlin Street and this is supported.</i></p> <p><i>The Panel notes further positive refinements in the detailed landscape design and these are supported in principle.</i></p> <p><i>The ongoing challenge - noted previously - will be the programming of this public space in order to generate high levels of usage and activation. The lack of active edges to the plaza spaces is a constraint. Again, the Panel is encouraged that Council is planning activation programs and supports uses which bring public life to the plaza spaces.</i></p>

	<p>Assessment Comment:</p> <p>Noted. Refer to comments provided by Council's Consultant Landscape Architect and Arborist.</p>
<u>Amenity</u>	<p><i>The amenity of the public space has generally improved and is supported in principle. The proposed extent of shade, awnings, trees, micro-climate and amenity in public space have improved in this design iteration.</i></p> <p><i>The refined entry points to the Council offices are supported.</i></p> <p><i>As noted previously, the movement network from Top Ryde into the site forms a primary pedestrian connection. Many people will park in the retail centre and walk to the Council chambers or performance and community spaces. As such the journey could be more legible and delightful.</i></p> <p><i>Although the proposal has improved, the revised scheme should do more to activate the journey from Top Ryde and would benefit from further design refinement.</i></p> <p><i>As noted under Built Form and Scale, clarity of way-finding to the civic plaza is critical. Currently, the two pairs of co-located lifts oblige any users of these lifts to arrive at the civic centre via street level on Devlin Street.</i></p> <p><i>The Panel restates the recommendation that at least one of each of the public lifts should directly serve the central civic plaza space thereby providing choice for visitors and a sense of a more direct journey to this space.</i></p> <p>Assessment Comment:</p> <p>Both bridges incorporate lift access direct to street level, as well as to walkways proposed across both the civic and community buildings. The continuous path of travel provided from both pedestrian bridges is considered to be satisfactory, with lighting and signage proposed within the development to assist with wayfinding.</p>
<u>Safety</u>	<i>This issue is discussed under Amenity.</i>
<u>Housing Diversity and Social Interaction</u>	N/A
<u>Aesthetics</u>	<p><i>The architectural character of the proposal has been developed and refined, and generally represents a positive improvement. Two architectural characters are proposed for the site.</i></p> <p><i>The architectural expression of the commercial/administration building has benefited from further development and refinement, the Panel is satisfied the building has begun to adopt a more robust, civic character with substance and depth in the facade. This is particularly important</i></p>

	<p><i>at the lower levels of the building, where brick detailing should reveal such depth.</i></p> <p><i>The detailed architectural expression of the performance auditorium building has improved, but the use of a white perforated metal cladding is questioned. The Panel supports the objective for luminance, but is not yet convinced that perforated metal will achieve the anticipated luminosity or longevity, and concerns are raised for maintenance and serviceability. The Panel encourages ongoing exploration of material selection for the roof element, which is emblematic of the public nature of the project, warranting high quality materials.</i></p> <p><i>Both buildings should continue to be presented with detailed facade studies, sections and elevations in order to 'commit' to the achievement of a high quality suite of facade types.</i></p> <p>Applicant Comment:</p> <p>It is understood the main concern regarding the proposed finish was in relation to the perforations proposed to the metal sheeting and how this would impact on the maintenance and appearance of the finish in the long terms.</p> <p>To address this, it is now proposed to replace the sheeting on the community building with a powder coated metal sheeting. As illustrated on the materials sample sheet (DA 0700 Rev 4), the proposed colour for the sheeting is <i>Zues Whitegloss</i>.</p> <p>Assessment Comment:</p> <p>The amended proposal replacing the originally proposed perforated metal with a solid metal roof cladding is considered to be a suitable response to the issues raised by the UDRP and achieves a suitable aesthetic presentation and more robust, durable finish for the Community Building.</p>
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Design matters addressed by Amended Plans

The amended proposal has satisfactorily addressed issues raised by the UDRP and Council officers as follows:

- Provisions of dual lifts at the pedestrian bridge at the northern end of the site improves accessibility.
- The relocation of the community garden and amended landscape design adjacent to the Community Building enhances legibility and pedestrian safety.
- The visual impact of the northern loading dock is minimised with appropriate screen planting.
- The originally proposed white perforated metal cladding on the Community Building is replaced with a solid metal cladding.

- The basement car park protrusion fronting Blaxland Road cannot be removed however the amended proposal has increased the setback from the property boundary and increased terrace style landscaping to reduce the visual impact of the basement when viewed from Blaxland Road.
- Additional glazing has been introduced to the ground floor elevation of the Community Building fronting Blaxland Road to contribute to street activation and passive surveillance.
- The reconfiguration of vehicular access, car parking and loading areas within the basement car park satisfactorily addresses the issues raised in Council's request for information letter dated 2 March 2020.
- The amended proposal including swept path analysis has satisfactorily demonstrated safe and efficient manoeuvring for vehicles to and from the basement car park.
- The originally proposed pedestrian crossing on Blaxland Road, to the north of the car park entrance, has been removed. A numerical warrant assessment is no longer required.
- The amended public domain plans are supported in principle, subject to imposition of conditions of consent requiring compliance with relevant public domain works in accordance with Part 8.5 – Public Civil Work of the RDCP 2014 and Section 7 of the City of Ryde Public Domain Technical Manual.
- The amended proposal provides additional details relating to waste storage facilities. Council's Waste Management Team raises no objection subject to conditions demonstrating sufficient storage areas and revision of the Waste Management Plan in accordance with Council's waste requirements.

Outstanding Issues

The amended proposal has not submitted additional information to address the issues raised in Council's letter dated 2 March 2020 as discussed below. The Applicant's response is considered acceptable having regard to the following:

- The ground floor café and outdoor dining area has not been reconfigured to be positioned closer to the public plaza as recommended by the UDRP. The Applicant submits that the design of the ground floor commercial tenancies provides opportunities for flexible layouts and a range of commercial uses that will contribute to activation of the public plaza and public domain.
- No changes have been proposed to the Devlin Street elevation of the Community Building as community groups have indicated a preference for privacy and the pathway immediately adjacent to the building is restricted for maintenance access only. Given the hostile pedestrian environment along this section of Devlin Street,

the proposal is considered to provide an acceptable response to the public domain.

- Further investigations to determine stormwater management to ensure that the development will not exacerbate flooding in downstream catchments has not been finalised by the Applicant. However, the Applicant has confirmed that there will be no discharge to Devlin Street which is supported by Council's Senior Development Engineer. The Applicant has advised that opportunities to improve current flooding conditions will be investigated at the detailed design stage and has requested that stormwater management requirements be imposed as conditions of consent. Council's Senior Development Engineer raises no objection to imposing conditions addressing detailed design of stormwater management (see **Condition 43**).
- The Applicant has not submitted a Car Parking Plan of Management to demonstrate the management of shared car parking spaces within the basement car park is suitable to meet the demands for parking for the development. After further consideration, Council officers are supportive of imposing a condition requiring the preparation of a Car Parking Plan of Management for Council approval (see to **Condition 165**).

8. APPLICABLE PLANNING CONTROLS

The following legislation, policies and controls are of relevance to the development:

- Environmental Planning and Assessment Regulation 2000;
- Environmental Planning and Assessment Act 1979;
- State Environmental Planning Policy (Infrastructure) 2007;
- State Environmental Planning Policy (State and Regional Development) 2011;
- State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017;
- State Environmental Planning Policy No. 55 – Remediation of Land;
- Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005;
- Greater Sydney Regional Plan - *A Metropolis of Three Cities*, 2018;
- Ryde Local Environmental Plan 2014;
- Ryde Local Environmental Plan 2010;
- Draft Remediation of Land State Environmental Planning Policy;
- Draft Environment State Environmental Planning Policy;

- City of Ryde Development Control Plan 2014; and
- Ryde Section 7.11 Development Contributions Plan 2020.

9. PLANNING ASSESSMENT

9.1. Environmental Planning and Assessment Regulation 2000

This application satisfies Clause 50(1)(a) of the Regulation as it is accompanied by the nominated documentation required.

9.2. State Environmental Planning Policy (Infrastructure) 2007 (ISEPP)

Transport for NSW – Clause 101 (Development with frontage to classified road)

Devlin Street is a classified road and therefore Clause 101 applies to the site.

Whilst the site has a frontage to Devlin Street, vehicular access to the development is provided via Blaxland Road which is not a classified Road. In this regard, the proposal is consistent with the provisions of Clause 101 of the ISEPP as it has been adequately demonstrated that the development will not adversely impact the safety, efficiency and ongoing operation of Devlin Street and the surrounding roads.

Furthermore, as the development is for commercial, civic and community uses (not including residential, a place of public worship, hospital, educational establishment or childcare centre), it is not classified as development that is sensitive to traffic noise and vehicle emissions from the classified road.

It is noted that TfNSW has not objected to the proposal, subject to conditions discussed later in this report.

Transport for NSW – Clause 104 (Traffic-generating development)

In accordance with Schedule 3 of the ISEPP governing ‘traffic generating development’, the proposal comprising two (2) basement levels for 236 car parking spaces and waste and servicing spaces is required to be referred to TfNSW.

TfNSW have provided a response to the application and are generally in support of the proposed development, subject to recommended conditions of consent that have been included under **Attachment 1** (see **Conditions 15-17, 68, 69 and 73-75**).

It is noted that TfNSW has noted a traffic queueing issue on Devlin Street as follows:

“TfNSW has reviewed the submitted application and advises that the submitted SIDRA traffic modelling for the 2026 scenario (with development) indicates that the queue length in the right turn bay on Devlin Street will be approximately 204 metres. This results in vehicles spilling into the through lane resulting in queueing.

TfNSW therefore requests that the proponent extends the right turn bay as a mitigation measure for the development, subject to approval from TfNSW in accordance with section 87 of the Roads Act, 1993.”

The abovementioned request has been reviewed by Council's Traffic Engineer, who acknowledges the existing right turn bay measures approximately 160m in length and the SIDRA model identifies a queuing length of approximately 181.7m during peak hour traffic (2026 peak), excluding the demand generated by the proposed development. Given that TfNSW has identified the right turn bay will not sufficiently accommodate traffic demands generated by projected traffic volumes, appropriate upgrade works should be undertaken by TfNSW as part of the pinch point program as it presents a benefit to the local area.

Council's Traffic Engineer has reviewed current driving patterns of Council staff which indicates a majority of staff arriving at the site via the south (Victoria Road). As such, the proposal will not generate significant traffic volumes or adversely impacts queueing in Devlin Street to warrant the applicant to undertake lane extension works to the right turn bay, at the applicant's cost, given that demand is currently and predicted to be generated by users beyond the scope of the proposal.

It is noted that TfNSW has not specifically required the undertaking of lane extension works to the right turn bay on Devlin Street as a condition of consent. In this regard, the request by TfNSW has been considered as part of this assessment and is not supported as a nexus to the proposal has not been adequately demonstrated.

9.3. State Environmental Planning Policy (State and Regional Development) 2011

The proposal is categorised as a 'Council related development over \$5 million' under Schedule 7 of the above planning instrument and as such the proposal is required to be determined by the Sydney North Planning Panel in accordance with Section 4.7 of the EP&A Act.

9.4. State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017

Arborist documentation submitted with the application has identified eighty-two (82) trees and five (5) groups of trees located on the existing subject site, adjoining street verges and adjoining neighbouring allotments which may be impacted by the proposed development.

Fifty-eight (58) site trees are proposed to be removed as part of this application, as outlined in the Arborist Reports prepared by ArborSkills Arboricultural Consultancy. Following lodgement of the subject application, a development application (LDA2020/0295) seeking consent for the removal of 29 of these trees and 2 tree groups (Trees 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, Group B & Group C) was approved by the Ryde Local Planning Panel on 20 October 2020.

Conditions of consent for LDA2020/0295 provided that the remaining trees were to be retained and protected during demolition works and pending assessment and determination of the subject application.

This application proposes the removal of a further 28 trees and 1 tree group (Trees 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 21, 22, 23, 24, 39, 40, 74, 75, 76, 78, 79, 80, 81, 82 & Group A) that were not approved for removal under the demolition DA.

It is noted that Tree 77 is proposed for removal but Council's Consultant Landscape Architect and Arborist does not support its removal. Therefore, a total of **57** trees are approved for removal, with **25** to be retained.

Council's Consultant Landscape Architect and Arborist has assessed the application and raises no objection to the removal of the subject trees, subject to recommended **Condition 86** relating to tree protection of 25 trees and 1 tree group on the site and adjoining sites that are not proposed for removal (Trees 1, 2, 3, 4, 5, 20, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 70, 71, 72, 73, 77 & Group D) and new tree replacement planting on the site. This includes **Condition 35** relating to additional tree planting to be provided in a landscaped buffer between the site and Devlin Street, which will need to be approved by Council prior to the issue of a Construction Certificate. Further, **Condition 36** will require additional screen planting adjacent to the substation buffer along the Blaxland Road frontage of the site.

In addition to the above, Council's Consultant Landscape Architect and Arborist note that the Arborist report identified habitat trees on the site, however insufficient information was submitted relating to the ecologist impact of tree removal. The applicant has provided a response to Council's request for additional information, however the response has not been undertaken by a qualified Ecologist. Whilst the recommendations for the methodology of tree removal provided by Arbor Skills dated 28 July 2020 is generally supported, a condition (see **Condition 34**) is recommended that a suitably qualified Ecologist is engaged to identify any fauna identified and provide recommendations on how trees are to be removed in an ecologically sustainable manner prior to the issue of a Construction Certificate.

9.5. State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55)

The requirements of State Planning Policy No. 55 – Remediation of Land apply to the subject site. In accordance with Clause 7 of SEPP 55, the consent authority must consider if the land is contaminated and, if so, whether it is suitable, or can be made suitable, for the proposed use.

A Preliminary Site Investigation report prepared by JK Environments has been submitted with the DA. The report concludes that the site can be made suitable for any future development, subject to the recommendations below:

"1. Undertake a Detailed Site Investigation (DSI), to meet the minimum sampling density required and for site coverage, including underneath the buildings and structures. An asbestos quantification assessment should be undertaken. A groundwater assessment should be included by installing wells at the site. Some of the AEC such as the potential presence of USTs (decommissioned in-situ or otherwise), the electricity transformer, the former tram lines and demolition of former buildings at the site should be targeted, if possible. A ground penetrating radar (GPR) scan should be undertaken for the whole site; and

2. Undertake a waste classification of the fill and natural material on site for off-site disposal."

Council's Environmental Health Officer has reviewed the Preliminary Site Investigation report and is satisfied that the site can be made suitable for the proposed development,

subject to conditions of consent requiring a detailed site investigation report to be prepared prior to the issue of a Construction Certificate (see **Condition 65**). Furthermore, **Condition 66** will require that any necessary remediation works as recommended by the report is also undertaken prior to the issue of a Construction Certificate.

9.6. Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 is a deemed SEPP and applies to the whole of the Ryde Local Government Area.

The aims of the Plan are to establish a balance between promoting a prosperous working harbour, maintaining a healthy and sustainable waterway environment and promoting recreational access to the foreshore and waterways by establishing planning principles and controls for the catchment as a whole.

The site is located within the designated hydrological catchment of Sydney Harbour and therefore is subject to the provisions of the above planning instrument. However, the site is not located on the foreshore or adjacent to the waterway and therefore, with the exception of the objective of improved water quality, the objectives of the planning instrument are not applicable to the proposed development.

Subject to appropriate stormwater management conditions in Attachment 1, the proposal will not result in any adverse environmental impacts on water quality within the catchment and satisfies the aim and objectives of the planning instrument.

9.7. Greater Sydney Regional Plan - A Metropolis of Three Cities, 2018

A Metropolis of Three Cities ("the Plan") is the regional plan for managing Greater Sydney's growth. The Plan aims to ensure that planning and land use of the Greater Sydney Region is equitable and sustainable.

The Plan discusses Ryde's potential to expand as a civic and commercial hub, with localised services offering social infrastructure services and cultural facilities.

The proposal provides civic, community and cultural uses to be retained in Council ownership and is consistent with this plan.

9.8. Ryde Local Environmental Plan 2014

The site is identified as a 'Deferred Matter' under the Ryde LEP 2014 Land Application Map (refer to **Figure 25** below). As such, the planning controls including zoning, height and floor space ratio contained within Ryde LEP 2014 are not applicable to the site.

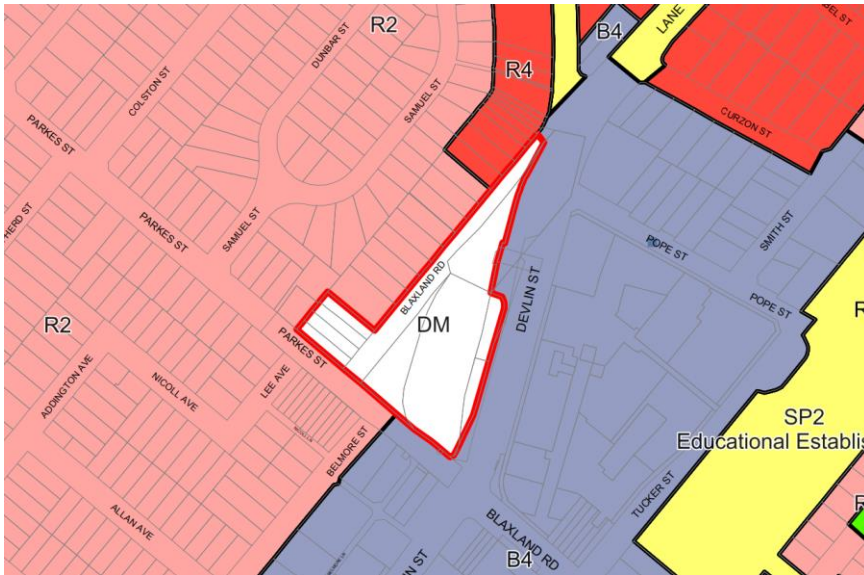


Figure 25. Site shown as a 'Deferred Matter (DM)' under Ryde LEP 2014

9.9. Ryde Local Environmental Plan 2010

Clause 2.2 – Zoning

The site is located within the *B4 Mixed Use* zone under the Ryde Local Environmental Plan 2010 (RLEP 2010). Development for commercial, retail, community and entertainment facilities is permitted in this zoning.

Adjoining properties are zoned R4 High Density Residential to the north, B4 Mixed Use to the east and south (including Top Ryde Shopping Centre), and R2 Low Density Residential to the west under the provisions of RLEP 2014.

Clause 2.3 – Zone Objectives

The consent authority must have regard to the objectives for development in a zone when determining a development application in respect of land within the zone.

The objectives for the B4 Mixed Use zone are as follows:

- *To provide a mixture of compatible land uses.*
- *To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.*
- *To create vibrant, active and safe communities and economically sound employment centres.*
- *To create safe and attractive environments for pedestrians.*
- *To recognise topography, landscape setting and unique location in design and land-use.*

The development is consistent with the above objectives, and will be consistent with the State and local strategic intent for the zone by introducing a mixture of compatible land uses, being commercial, civic and community buildings which serve the employment and community needs of the local and wider community. The proposal to provide civic, community and cultural uses is consistent with the historic use of the site for civic purposes.

Additionally, the subject site is located within walking distance of numerous bus services, retail, employment and commercial services, and enhances walking and cycling opportunities in the locality. The proposed pedestrian through site links contribute to pedestrian accessibility within the site and to the surrounding area. It is therefore considered to be a suitable location for this development.

Figure 26 below shows the zoning context of the site.

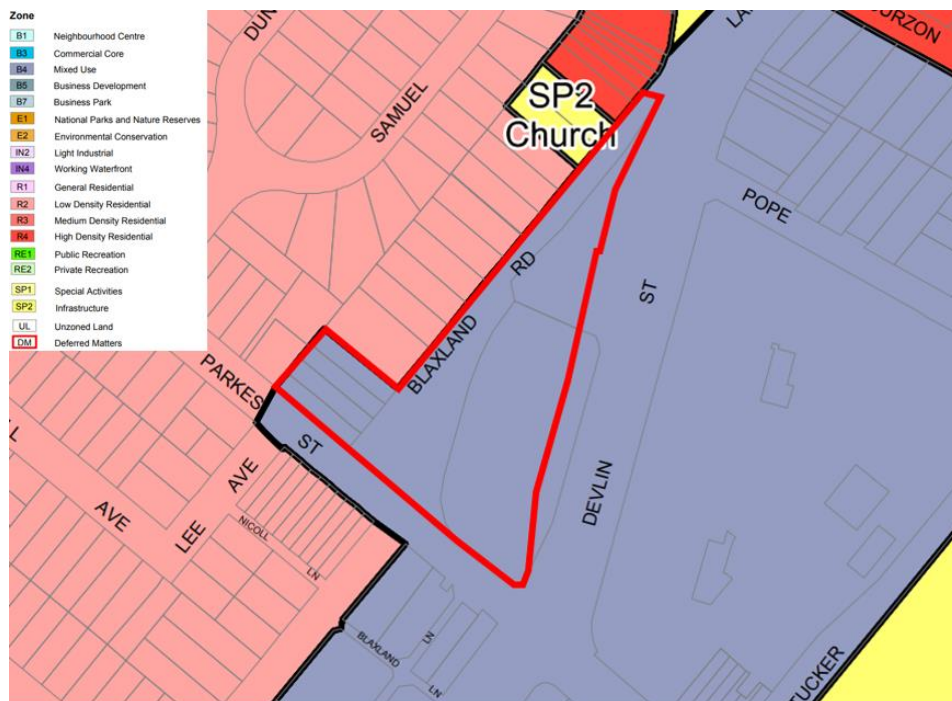


Figure 26. Site zoning (B4 Mixed Use) with site outlined in red under RLEP 2010

Clause 4.3 - Height of Buildings

Maximum building height limits under the RLEP 2010 of 0m, 15.5m, 21.5m, and 75m apply to the development site (refer to **Figure 27** below).

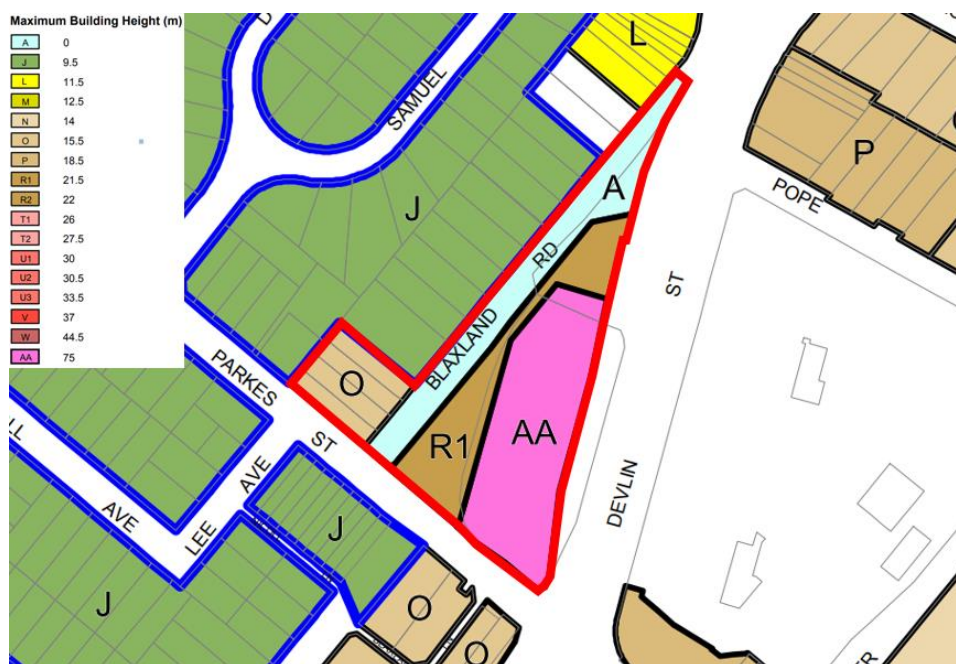


Figure 27. Height of Buildings Map extract – site outlined in red under RLEP 2010

A maximum building height of 23.75m for the community building and 29m for the civic building is proposed which is compliant with the maximum building heights prescribed under RLEP 2010.

Clause 4.4 – Floor Space Ratio

The RLEP 2010 does not provide a maximum floor space ratio for the site.

Clause 5.10 – Heritage Conservation

A number of local and state heritage items are mapped as being on or in the vicinity of the site, including:

- Masonic Temple (hall), 142 Blaxland Road, Ryde (Item number 16);
- Hatton's Cottage, 158 Blaxland Road, Ryde (Item number 17); and
- Great North Road, Bedlam Point to Eastwood (Item number 54).

Accordingly, a heritage assessment against Clause 5.10 of the LEP is required. The application is accompanied by a Heritage Impact Statement (HIS) prepared by RPS that is consistent with the requirements of Clause 5.10.

Council engaged Heritage Consultants NBRS to undertake a peer review of the HIS prepared by RPS. The assessment by NBRS concluded that the proposed development will have an acceptable impact on the heritage significance of the heritage items located in the vicinity of the site. The assessment recommends a number of conditions to mitigate any potential adverse impacts on the nearby heritage assets including a salvage strategy to salvage any decorative architectural features, implementation of guidelines relating to the Great North Road, retention of landscaping associated with

Hatton's Cottage, and dilapidation reports for both Hatton's Cottage and the Masonic Temple. The recommendation for a Salvage Strategy was imposed as a condition on the demolition DA (LDA2020/0295) and is not required as part of this application. Relevant conditions have been incorporated into conditions of consent in **Attachment 1** (see **Conditions 38, 41 and 86**).

Clause 6.2 – Earthworks

The objective of this clause is to ensure that earthworks for which development consent is required will not have a detrimental impact on environmental functions and processes, neighbouring uses, cultural or heritage items or features of the surrounding land.

A Geotechnical Report prepared by Douglas Partners Pty Ltd accompanies the application and outlines the preliminary geotechnical investigation that was undertaken to provide information on the subsurface conditions on the site, including the drilling of boreholes at accessible locations, laboratory testing and engineering analysis.

The report provides details of the field work and preliminary comments relevant to design and construction of the proposed development which is consistent with the objectives and provisions of this clause.

6.7 Planning controls for Ryde Town Centre

Clause 6.7 applies to development on land in a precinct mapped on the Ryde Town Centre Precincts Map. The site is mapped as being in Precinct 1 “Civic/Mixed use” as outlined in red in **Figure 28** below.



Figure 28. Extract from Ryde Town Centre Precincts map. (Source: RLEP 2010)

As such, the development is required to comply with the precinct planning controls contained within Schedule 6 of RLEP 2010. However, given that the proposed development does not provide more than 20,000m² of GFA or any residential uses, the precinct controls do not apply to the proposed development pursuant to subclause (2) of the Precinct 1 controls contained in Schedule 6.

Nonetheless, an assessment against the controls is outlined below, demonstrating that the proposed development is consistent with precinct controls contained within RLEP 2010.

Table 4: Precinct Controls Compliance	
Relevant Control	Compliance/Comment
1. Precinct 1 – Civic and mixed use	
(1) The total net useable floor area in Precinct 1 must not exceed 60,000m ² .	Complies – The total GFA proposed is 13,616m ² .
(2) This clause applies to development in Precinct 1 if the development would result in— (a) the total net useable floor area in all buildings in Precinct 1 exceeding 20,000m ² , or (b) residential use in Precinct 1	N/A – The total GFA does not exceed 20,000m ² .
(3) Development consent must not be granted for development to which this clause applies unless— (a) the development application is for the development of the whole of Precinct 1, and (b) the consent authority has considered the following— (i) access management (addressing vehicular, bicycle, pedestrian and public modes of transport), (ii) design quality, (iii) public domain enhancement, (iv) arts and culture facilities, (v) economic impact, (vi) social impact, (vii) staging, (viii) construction management, (ix) a 3D computer model of the development, (x) traffic impacts.	Complies – The development site encapsulates the whole of Precinct 1. Complies – The development has been adequately assessed against the relevant provisions of subclause (3)(b) as provided in the assessment against the Ryde DCP 2014 controls later in this report.

Table 4: Precinct Controls Compliance	
Relevant Control	Compliance/Comment
(4) If, before the commencement of this Plan, development consent was granted to development to which this clause applies, this clause does not prevent the consent authority from granting consent to a subsequent development application that seeks to modify that development whether before or after completion.	N/A
(5) If the consent authority is satisfied that compliance with subclause (3) is not necessary for the subsequent application, consent may be granted without compliance with subclause (3).	Assessment against subclause (3) is not required due to the amount and type of GFA that is proposed. Nonetheless, the proposal is consistent with the requirements of the subclause.
(6) For the purposes of this clause, car parking designed and located so that it is not visible when viewed from public streets, thoroughfares and plazas is not to be included in net useable floor area.	Basement car parking has not been included in GFA calculations.

9.10. Draft Remediation of Land State Environmental Planning Policy

The draft Remediation of Lands SEPP was exhibited from 31 January 2018 to 13 April 2018. The SEPP will maintain the objectives and existing framework of SEPP 55 and require the consent authority to consider the potential for land contamination as part of the assessment of development applications and rezoning of land. The SEPP will identify remediation works that require development consent and introduce certification and operational requirements for remediation works that can be carried out without development consent.

The explanation of Intended Effects accompanying the draft SEPP advises:

“As part of the review of SEPP 55, preliminary stakeholder consultation was undertaken with Councils and industry. A key finding of this preliminary consultation was that although the provisions of SEPP 55 are generally effective, greater clarity is required on the circumstances when development consent is required for remediation work”.

The draft SEPP does not seek to change the requirement for consent authorities to consider land contamination in the assessment of development applications. The conclusions made in relation to SEPP 55 are equally applicable to the draft SEPP.

9.11. Draft Environment SEPP

The draft Environment SEPP was exhibited from 31 October 2017 to 31 January 2018. The consolidated SEPP proposes to simplify the planning rules for a number of water catchments, waterways and urban bushland areas.

Changes proposed include consolidating SEPPs, which include:

- State Environmental Planning Policy No. 19 – Bushland in Urban Areas
- Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

The proposal is consistent with the provisions of the draft SEPP.

9.12. Ryde Development Control Plan 2014

The proposal has been assessed against relevant sections of the Ryde DCP 2014 below, and include the following:

- Part 4.4 – Ryde Town Centre;
- Part 7.2 – Waste Minimisation and Management;
- Part 8.2 – Stormwater Management;
- Part 9.2 – Access for People with Disabilities; and
- Part 9.3 – Parking Controls.

Part 4.4 – Ryde Town Centre

The site is located within “Precinct 1 – Civic/Mixed Use” of Part 4.4 of the Ryde DCP 2014.

The compliance table of the relevant controls pursuant to Part 4.4 Ryde Town Centre is below. It is noted that the controls under Part 4.4 were developed with the intent of redeveloping the site for a significant development of up to 60,000m² net useable space and 75m in height with a range of government, community, residential and commercial uses provided on site. This aligns with the applicable planning provisions in the RLEP 2010.

Following the development of site specific planning controls for the site under Part 4.4 of the RDCP 2014, Council undertook an international design competition inviting concept designs for mixed use development on the site. The winning design prepared by the Beijing Institute of Architectural Design comprises of a mix of civic, community and residential uses. Council undertook community consultation and a feasibility study for the winning design and found that residential uses on the site was not desired by the community and the project was not financially viable. Subsequently, Council sought to revise the scope for redevelopment of the site for civic and community uses with no residential component. Extensive community consultation was undertaken for the revised proposal which was generally supported by the community. As such, the adopted planning controls for the site under Part 4.4 of the RDCP 2014 are not all relevant to this application as the proposal does not comprise residential development and is not of a scale envisaged by the controls.

The proposed development has been considered against the relevant controls in Part 4.4 of Ryde DCP 2014, as outlined in the compliance table below.

Table 5: Ryde DCP 2014 Compliance Table	
Relevant Control	Compliance/Comment
3.0 PUBLIC DOMAIN	
3.1 Pedestrian Access + Through Site Links	
a. Provide pedestrian through-site routes and public domain areas in accordance with the Public Domain Control Drawing opposite. (Figure 4.4.02)	<p>Complies</p> <p>The proposed development provides a through site link along part of its eastern boundary which is generally consistent with Figure 4.4.02.</p> <p>It is noted that the development provides additional through links to the proposed plaza, Blaxland Road and Parkes Street.</p> <p>The pedestrian accessibility through the site has been significantly improved from that anticipated under the controls in Part 4.4 of the Ryde DCP 2014, given the proposal comprises predominantly civic and community uses and does not include any residential development.</p>
<p>b. Pedestrian through-site routes must be:</p> <ul style="list-style-type: none"> i. Direct, without concealment opportunities and designed to provide clear sightlines from one end to the other; ii. A minimum of 3 m wide, unless otherwise specified in Ryde LEP 2014 or this Part; iii. Designed to consider pedestrian safety and the security of adjacent businesses; iv. Activated by retail, civic and / or commercial land-uses; v. Naturally lit and ventilated; vi. Well lit at night; vii. Publicly accessible between at least 7 am and 7 pm daily, however 24 hour public access is preferred; viii. Accessible to all and designed to provide barrier free access; ix. Have regard to Safer-by-Design Principles; and x. Courtyards, plazas or squares should be provided to complement pedestrian through-site routes. 	<p>Does not comply – justified</p> <p>The originally submitted proposal did not consist of a pedestrian through site link along the eastern boundary of 3m in width and inadequate activation is provided by the community building fronting Devlin Street. Concerns were raised regarding pedestrian safety. The proposal was subsequently amended to restrict pedestrian access along part of the eastern frontage of the Community Building and has been designated for maintenance purposes only (see Figure 29 below).</p> <p>This is an acceptable solution to address pedestrian safety, as the rest of the site is adequately activated by pedestrian access from Top Ryde via the bridge to Blaxland Road and the pedestrian access from Blaxland Road and Parkes Street. Furthermore, the Community Building is a public building that will also facilitate pedestrian access internally.</p> <p>The amended link has been integrated into the design of both buildings on site and provides linkages to the northern and southern ends of the site via the centrally located public plaza. Lighting and wayfinding signage are proposed along the pedestrian</p>

link and will ensure that it is consistent with CPTED principles.

As such, the proposed through site link location and design is considered to be consistent with the objective of the control, despite the non-compliances.

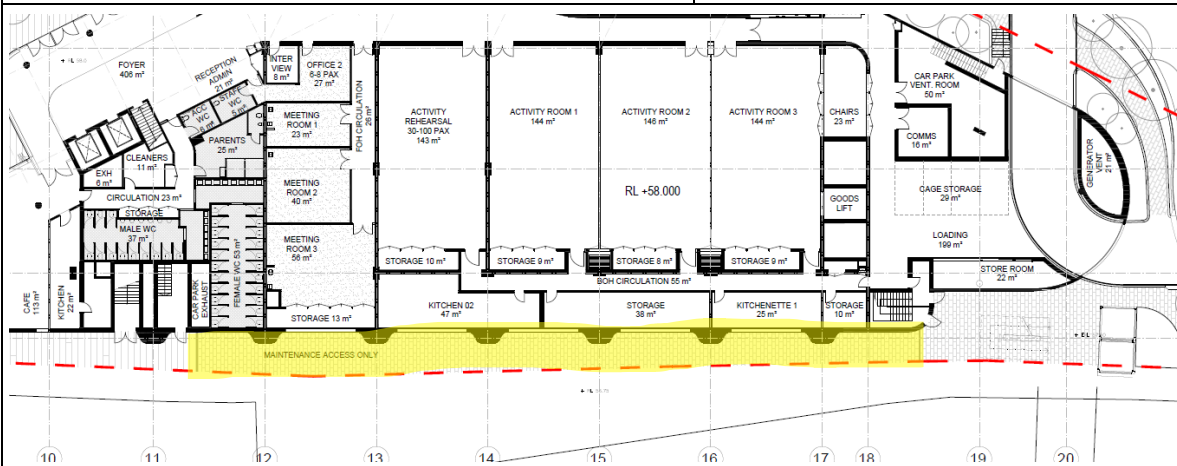


Figure 29. Link for maintenance access only between Community Building and Devlin Street (shaded in yellow)

3.2 Environmental Management and the Public Domain

a. Provide solar access to no less than 80% of the ground plane for at least 2 hours between 10 am and 2 pm on June 21 (exclusive of shadows cast by trees) to the following public domain areas:

- School playgrounds.
- Landscaped grounds of heritage items.
- Ryde Park including bowling greens.
- Public Open Spaces in the area identified in the Public Domain Control Drawing. (Figure 4.4.02)

Complies

Shadow diagrams have been provided with the application and demonstrate compliance with the controls. Shadows will generally be cast over the Parkes and Devlin Streets from 11am on 21 June, ensuring that the landscaped grounds of nearby heritage items, including the Masonic Hall will receive compliant sunlight during midwinter. The proposed public plaza and lawn will also receive compliant levels of sunlight, being orientated to the northwest.

b. Building design is to minimise adverse wind effects on public open spaces. The orientation, height and form of development are to be designed to promote public safety and comfort at ground level. Awnings and galleria are to be provided, if necessary, for pedestrian comfort. Council may require an assessment of wind impacts and a statement of commitment regarding proposed wind mitigation measures.

Complies

The development is of a scale and height that will not result in adverse wind conditions. Awnings have been incorporated into the building design around the Civic Building to provide weather protection for pedestrians.

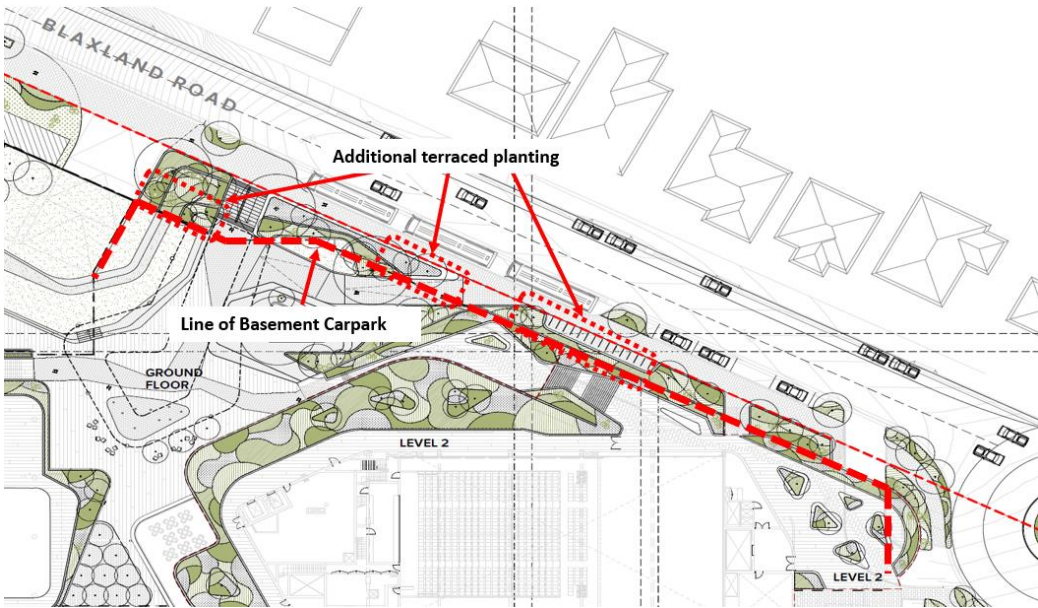
c. Building design should ensure that summer breezes are not blocked to private open space, such as courtyards and balconies, as well as to the public domain.

Complies

Proposed public open space will be open and benefit from summer breezes through the site.

3.3 Active Frontage	
a. Provide ground level active uses where indicated on the Active Frontage and Awnings Control Drawing. (Figure 4.4.03)	Partial compliance - justified An active frontage is provided for the civic building along its eastern edge; however no activation is provided for the community building. This is considered to be acceptable on merit given that the development is orientated to towards the proposed public plaza on its western side.
b. Active uses contribute to personal safety in the public domain and comprise: i. Community and civic facilities. ii. Recreation and leisure facilities. iii. Shops. iv. Commercial premises v. Residential uses, particularly entries and foyers. However, these should not occupy more than 20% of the total length of each street frontage.	Complies Commercial premises, and community and civic facilities are proposed at ground level. The proposal does not include any residential development.
c. Where required, active uses must comprise the street frontage for a depth of at least 10 m.	Complies Active uses at ground level are at least 10m in depth.
d. Vehicle access points may be permitted where active frontage is required if there are no practicable alternatives.	N/A No vehicles access points are proposed along active frontages.
3.4 Awnings + Entry Canopies	
a. Provide continuous awnings as indicated in Active Frontage and Awnings Control Drawing (Figure 4.4.03).	Partial compliance - justified An integrated colonnade/awning is provided for the Civic Building along its eastern edge. No awning is provided for the Community Building as pedestrian movements are directed towards the proposed public plaza on its western side and the pathway along the eastern boundary is designated for maintenance only. The lack of awning along the maintenance pathway is considered acceptable.
b. Awning soffit height is to be a minimum of 3 m awnings are to be set back 600 mm from the kerb edge. The heights of adjoining awnings should be considered.	Complies The integrated awnings within the Civic Building comply.
c. Design awnings to protect pedestrians from sun and rain. Glazed awnings will not be permitted where awnings are required unless it can be demonstrated that: i. A cleaning and maintenance regime will be established; and	N/A Glazed awnings are not proposed.

ii. Solar protection (shade) can be achieved; and iii. Lighting will be installed to the underside of the awning that will light the footpath.	
d. Provide lighting, preferably recessed, to the underside of awnings, sufficient to ensure a high level of safety and security for pedestrians at night.	Complies Detailed lighting design of common areas will be confirmed with Construction Certificate documentation.
f. Where the street or ground level is sloped, awnings should step down the hill.	N/A The awnings will be integrated into the building design.
3.5 Access and the Public Domain	
a. If required by Council, footpath improvements in accordance with the Ryde Town Centre Public Domain Plan are to be implemented by the developer.	Complies – subject to condition The public domain along all frontages of the site is required to be upgraded in accordance with the Ryde Town Centre Public Domain Plan. The proposed boundary adjustment along Blaxland Road provides sufficient width within the public domain to facilitate required upgrade works (see Condition 56).
b. All development must comply with Australian Standard 1428 and Part 9.2 Access for People with Disability under this DCP.	Complies A BCA and DDA Compliance Statement prepared by Blackett Maguire and Goldsmith dated 1 November 2019 has been submitted demonstrating compliance with relevant provisions of Part D3 of the BCA and the Disability (Access to Premises-Buildings) Standard 2010. Conditions 2 and 40 require the development to comply with all relevant Australian Standards, including AS 1428.
c. Barrier free access must be provided to the common areas of all buildings and public domain areas.	Complies Barrier free access is provided to all buildings and public domain areas throughout the development.
d. Adequate parking and safe convenient access to buildings for people with disabilities must be provided.	Complies Eight (8) accessible parking spaces are proposed within basement level car parks, equating to 3% of car parking spaces on site. These are located close to lifts to ensure equitable access to all parts of the development.
e. To provide active frontage and quality building design, vehicular access ramps must be screened from view, contained wholly within buildings and may not ramp along street boundary alignments except in Devlin Street and by approval of Council and the RMS.	Complies, subject to condition The vehicular access ramp to the basement car park is integrated into the landscape design within the development. Condition 36 requires additional screen planting to be

	incorporated into the landscaped areas adjacent to the access ramp (see Figure 30 below).
	
Figure 30. Additional terraced planting to screen the access ramp	
f. Minimise the size, quantity and visual intrusion of vehicle access points. The preferred width of vehicle access points is 3 m however, up to 6 m may be permitted. Greater widths for car parking access may be approved, if it can be demonstrated that the greater width is necessary and that pedestrian safety is not compromised.	Does not comply – justified The proposed vehicle access is 10m wide. This enables access for cars as well as Heavy and Medium Rigid Vehicles accessing the basement loading dock. Council's Traffic Engineer has raised no objections to the size and location of the vehicle access in respect of pedestrian safety.
g. Vehicular traffic must be separated from pedestrians and vehicular access points clearly identified with paving, signage and the like.	Complies Vehicular and pedestrian accesses to the site are clearly separated.
h. Loading docks must be located so that vehicles do not stand on any public road, footway, laneway or service road and vehicles entering and leaving the site move in a forward direction.	Complies Both loading docks (located at Basement Level 1 and at-grade within the community building) are integrated into the development and allow vehicles to enter and exit in a forward direction.
i. Parking should be well lit, easily accessible and screened from view to maintain the attractiveness of the streetscape.	Complies The majority of car parking is located within basement levels and thus not visible from the street. The basement car park protrusion fronting Blaxland Road cannot be removed however the amended proposal has increased the setback from the property boundary and increased terrace style landscaping to reduce the visual impact of the basement when viewed from Blaxland Road.

	Limited on-street parking is also provided along Blaxland Road. Condition 56 requires installation of street lighting in accordance with the Ryde Public Domain Technical Manual and Ryde DCP 2014.
3.6 Signage	
All signage is to be in accordance with Part 9.1 Signage of this DCP.	N/A Signage is not proposed.
3.7 Public Domain Finishes and Elements	
a. Provide paving in accordance with the Ryde Town Centre Public Domain Plan.	Complies – subject to condition In accordance with the Ryde Town Centre Public Domain Plan, paving within the public domain along all frontages of the site is required to be upgraded to granite banding as part of this development. A detailed public domain plan is required to be submitted to Council for approval prior to the issue of a Construction Certificate (see Conditions 56 and 57).
b. The safety of pedestrians is to be given priority over vehicular traffic.	Complies Council's Traffic Engineer has raised no issues regarding pedestrian safety in relation to the development.
c. Developers must provide for public domain embellishment, including paving, lighting, signage and street furniture in accordance with Ryde Town Centre Public Domain Plan and relevant Council policies and specifications at their own cost for all new developments and for additions or alterations to an existing development of 500 sqm or greater.	Complies – subject to condition Council's Public Domain Team is satisfied that the public domain adjoining the site is capable of accommodating the required upgrade works in the Ryde Town Centre Public Domain Plan. A detailed public domain plan is required to be submitted to Council for approval prior to the issue of a Construction Certificate (see Condition 56).
3.8 Landscaping and Street Trees	
a. Street trees and other planting shall be provided in accordance with the Ryde Town Centre Public Domain Plan and their health guaranteed for a minimum of 2 years.	Complies – subject to condition Condition 56 requires that street trees are provided in accordance with the Ryde Town Centre Public Domain Plan prior to issue of a Construction Certificate.
b. Ground level entry areas should be well lit and unobstructed by plantings to minimise risk to personal safety.	Complies Pedestrian and vehicle entries to the site are clear and legible, being unobstructed by plantings. Details of common area lighting will form part of the Construction Certificate documentation (see Conditions 56 and 57).

3.9 Public Art	
a. Public art must be included in all new developments of \$5 million dollars or greater.	<p>Complies- subject to condition</p> <p>A draft Public Arts Plan has been provided with the application. Council's Urban Strategy (Public Art) officer has reviewed the draft Plan and raises no objection, subject to the preparation of a detailed Public Art Plan in accordance with the City of Ryde's Public Art Principles outlined in the <i>City of Ryde Public Art Planning Guide for Developers</i> for Council approval prior to the issue of a Construction Certificate (refer to Condition 129).</p>
<p>b. A site specific Arts and Cultural Plan is to be submitted together with the development application. The Arts and Cultural Plan should be prepared by an arts and cultural planner and should address the following:</p> <ul style="list-style-type: none"> i. Identify opportunities for the integration of public art in the development; ii. Identify themes for public art that are informed by the site history and local community issues including environmental sustainability; iii. Be inclusive of communities catering for the elderly, youth, children, mothers and minority groups; iv. Durability, robustness and longevity; and v. Demonstrate how public art is incorporated in the site and built form design 	<p>Complies - subject to condition</p> <p>As above.</p>
c. Public art shall be located in publicly accessible areas of new development such as foyers, building exteriors, rooftops, adjoining footpaths and the like.	<p>Complies -subject to condition</p> <p>As above.</p>
d. To the greatest extent possible public art should have a dual purpose. For example public art may include lighting that contributes to luminance levels in the public domain and hence public safety. Public art may also include paving and street furniture such as seating, safety barriers and water features.	<p>Complies - subject to condition</p> <p>As above.</p>
e. Public art may be required as part of an Interpretation Plan for heritage and archaeological resources	<p>N/A</p> <p>The site is not identified as a heritage item.</p>
3.10 Hoardings	
<p>a. For any development in Ryde Town Centre hoardings must include the following (unless duration of construction is to be less than 12 weeks):</p> <ul style="list-style-type: none"> i. Coordinated graphics that may form part of the public art program for the site; 	<p>Complies - subject to condition</p> <p>The erection of hoardings is required to be in accordance with relevant requirements provided in Condition 10.</p>

<p>ii. Project consultant information in one location;</p> <p>iii. Required safety signage; and</p> <p>iv. Solid panels in preference to open mesh and fencing.</p>	
<p>b. Traffic and Pedestrian Plan of Management is required for the hoarding, construction or demolition phase.</p>	<p>Complies - subject to conditions</p> <p>The preparation of a Construction Pedestrian and Traffic Management Plan is required to be submitted to Council for approval and must be implemented during construction in accordance with Conditions 67, 69 and 92.</p>
<p>4.0 ARCHITECTURE AND URBAN FORM</p>	
<p>4.1 Building Height</p>	
<p>a. Buildings must comply with the maximum heights described in Ryde LEP 2014 - Height of Buildings Map.</p>	<p>Complies</p> <p>The proposed development has a maximum height of 29m for the Civic Building and 24.2m for the Community Building. Both buildings comply with the maximum building height of 75m for the site under RLEP 2010.</p>
<p>e. To ensure that ground floor levels are adaptable over time for a wide range of uses, the floor to ceiling height shall be a minimum of 3.5 m clear for the ground floor and street levels in all development, regardless of uses, in the B4 Mixed Use – land-use zone except for Precinct 4.</p>	<p>Complies</p> <p>The proposed ground floor of both buildings have a floor to floor height of 5m and floor to ceiling heights that exceed the minimum control of 3.5m. The proposed floor to ceiling heights will enable the ground floor spaces to adapt to a range of commercial and community uses.</p>
<p>4.2 Setbacks and Build-to Lines</p>	
<p>a. Building setbacks at the ground level must comply with the Setbacks Control Drawings Figure 4.4.07 and Figure 4.4.17.</p>	<p>Partial compliance - justified</p> <p>The proposed buildings are generally consistent with the Build-to-line along the Devlin Street frontage and are setback at least 3m from Blaxland Road at ground level.</p> <p>However, the proposed Civic Building does include elements at ground level that are only setback by approximately 2.5m from the Parkes Street frontage (see Figure 31 below). These elements form part of the colonnade feature of the façade of the Civic Building and are therefore largely open, with only the pillars intersected with the ground level (see Figure 32 below). The southern walls of the Civic Building will be further setback behind the colonnade, being some 3.7-5.3m setback from the realigned Parkes Street boundary which complies with the setback controls. The footway on the southern side of the site boundary</p>

(Parkes Street) will be at least 3.15m wide and will adequately accommodate pedestrian traffic. As such, despite the numerical non-compliance with the setback control, the proposal will comprise of sufficient space at ground level to allow the free flow of pedestrians along the Parkes Street frontage.

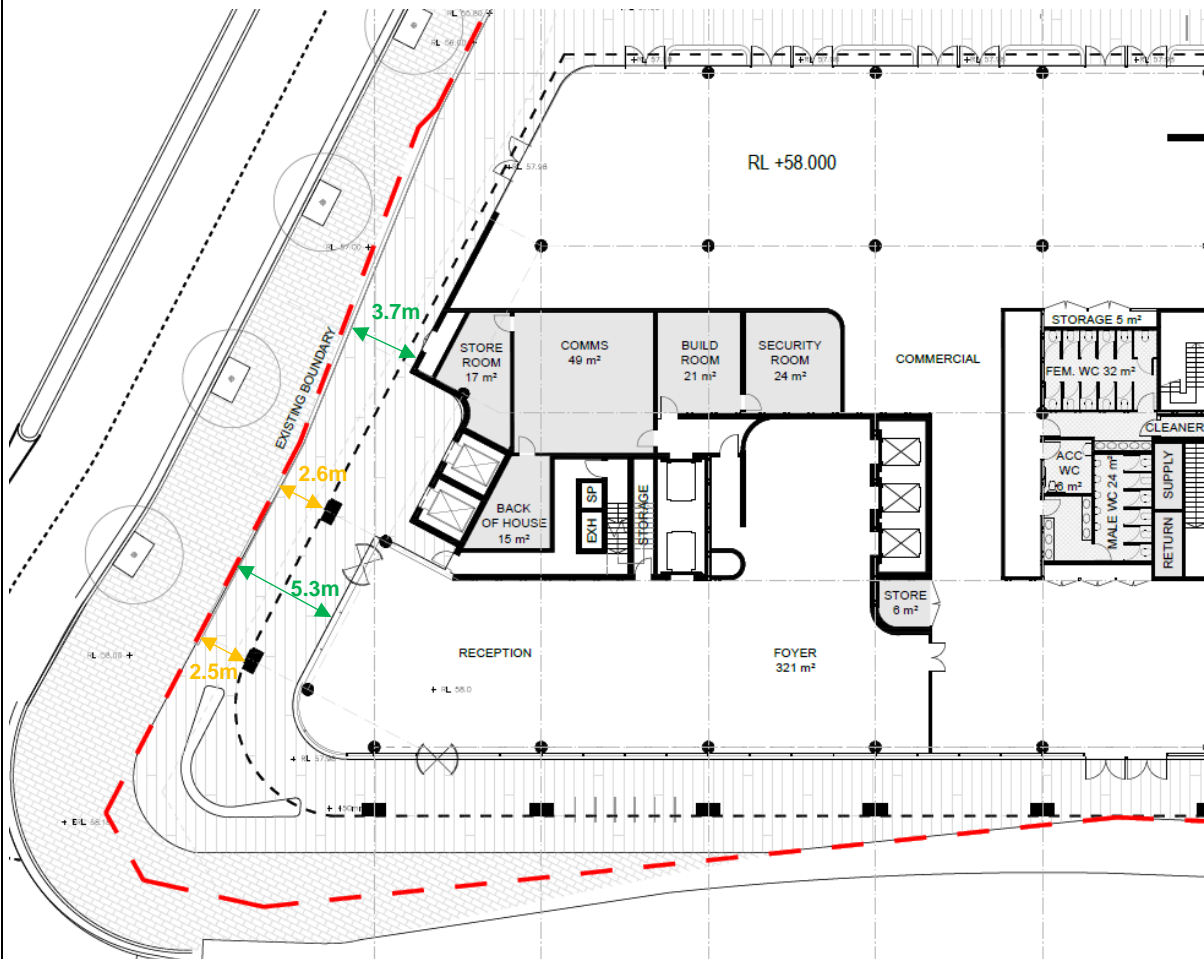


Figure 31. Extract from ground floor plans illustrating setbacks from Parkes Street

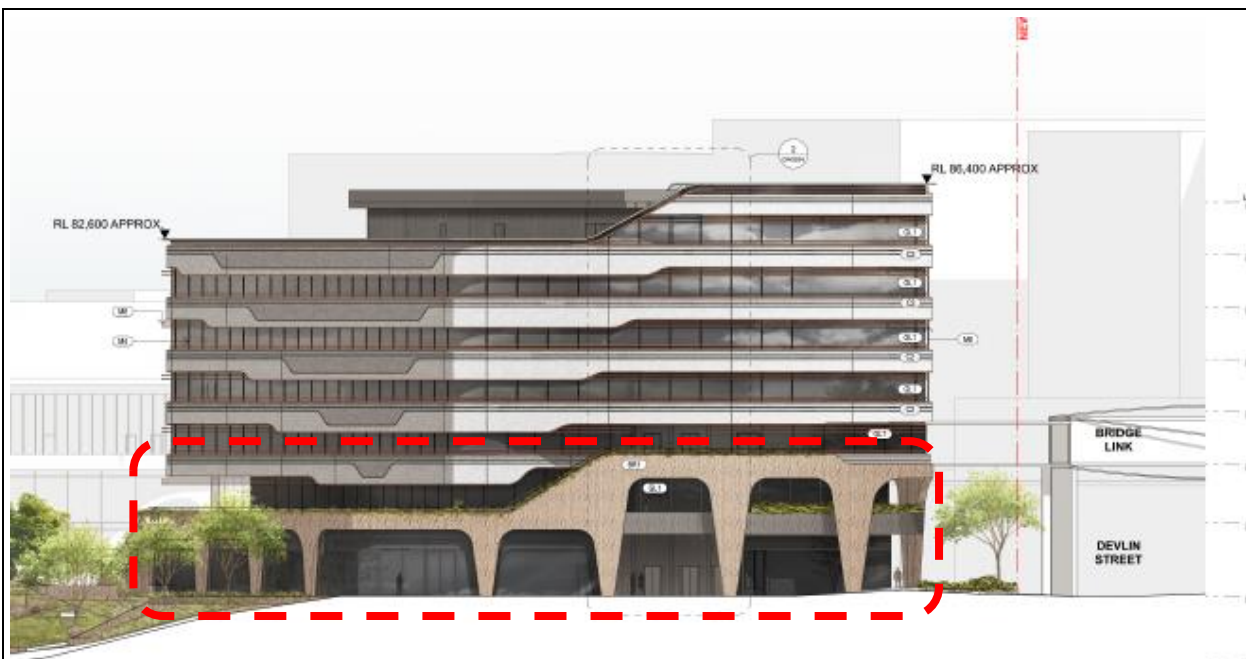


Figure 32. Southern elevation of the proposed civic building, illustrating colonnade feature

b. Develop built forms that are appropriate to the land use and setback requirements including row or street-wall buildings having continuous active uses at the ground level street frontage where the Zero Build-to-Line is specified.

Partial compliance - justified

Both buildings are of a scale, form and design that is appropriate for the proposed civic, community and cultural uses and is supported by the Ryde UDRP. The Civic Building includes an active frontage to the east (Devlin Street), with the Community Building orientated towards the proposed public plaza. As discussed in the report above, active frontage and pedestrian access along part of the eastern (Devlin Street) frontage of the Community Building is not considered appropriate due to safety concerns for pedestrians.

c. Ground level architectural features such as recessed doors and windows are permitted to a maximum of 400 mm from the Zero Build-to-Line to design out concealment opportunities and promote personal safety and security.

Complies

The Civic Building provides activation along the eastern frontage with the reception and foyer area to Council offices and promotes passive surveillance.

The eastern side of the Community Building will not be accessible other than for maintenance purposes to limit any potential concealment opportunities.

4.3 Building Depth

a. All occupied points on a commercial floor shall be no more than 15 m from a source of daylight. The preferred maximum depth of office buildings with openings on one side is 15 m. The preferred maximum depth of office buildings with openings on two or more sides is 30 m.

Partial compliance - justified

The majority of the Civic Building ground floor commercial floor areas will be less than 15m from an external window, except for a small section of commercial floor space located centrally within the floor plate. This area is located adjacent to

	<p>service areas and is primarily circulation space within the commercial tenancy. The first floor commercial tenancy complies with the maximum depth of 15m.</p> <p>The office floors of the Civic Building are some 31m depth (measured east to west). However, this non-compliance is considered acceptable given that all usable floor space will be within 15m of a window and will have outlook to the north, east, south and west ensuring satisfactory access to natural light.</p>
c. Maximise natural ventilation in retail and commercial uses by incorporating where possible stack ventilation, openable windows, open air circulation spaces and courtyards.	<p>Complies</p> <p>The commercial floor space will have more than one aspect to maximise natural ventilation.</p>
4.4 Architectural and Design Quality	
a. Development on corners must address all street frontages. Entries, windows and other architectural elements should be placed to reinforce the corner.	<p>Complies</p> <p>The Civic Building has been designed to reinforce the southern edge of the site and provides activation to both Parkes Street and Devlin Street.</p>
b. Provide building articulation elements including awnings, verandahs, decks, loggias, pergolas, bay windows and recessed doors.	<p>Complies</p> <p>Both buildings are articulated through the use of various materials, building setbacks, roof design, and colonnades at ground level.</p>
c. Windows and entries shall be placed to overlook public spaces and streets to provide surveillance opportunities.	<p>Complies</p> <p>Both buildings incorporate windows and entries that address the street and provide passive surveillance of the public domain and public open space including the new public plaza.</p>
d. Balconies may not be continuous along the whole length of building façades.	<p>N/A</p> <p>No balconies are proposed.</p>
e. Provide solar protection, including awnings, recessed windows, roof overhangs, external shutters and screens to the western and northern elevations of buildings.	<p>Partial compliance - justified</p> <p>Colonnades and roof overhangs are provided at ground level for solar protection. Limited solar protection is provided on upper levels, however this is acceptable given the non-residential uses proposed on site. The proposal is capable of achieving satisfactory ESD principles as outlined in the Energy Efficiency Report prepared by ARUP and dated 30 October 2019.</p>
f. Development should protect the existing level of amenity of adjacent development as well as for all users of the site.	<p>Complies</p>

	<p>The proposed development complies with built form controls for the site in regard to building height and setbacks as prescribed in the DCP (under the Precinct Controls in Section 8.1) and will not adversely impact on the amenity of surrounding properties. Solar access diagrams have also been provided with the application and demonstrate that neighbouring residential properties will not be adversely overshadowed by the development.</p> <p>The level of traffic generated by the development is considered to be acceptable and it is noted that no objections have been raised by Council's Traffic Engineer or TfNSW.</p> <p>As such, the development will not unreasonably impact on the existing amenity of neighbouring properties.</p>
<p>h. The material quality of all buildings and structures shall be to the satisfaction of the Council. In the opinion of Council building materials, external cladding and glazing shall:</p> <p>i. Incorporate the principles of environmentally sensitive design, including passive solar design and whole of life energy conservation,</p> <p>ii. Be durable, robust and of premium quality,</p> <p>iii. Be integrated with the Arts and Cultural program for the site,</p> <p>iv. Be attractive and contribute to the material quality of the public domain.</p>	<p>Complies</p> <p>The proposed materials and finishes (as amended to include a solid metal cladding to the roof of the Community Building), the proposal is considered satisfactory as it provides buildings with high quality and durable materials that will contribute positively to the visual quality streetscape.</p>
<p>i. Building materials shall not result in glare that causes discomfort or threatens the safety of pedestrians or motorists. A Reflectivity Report may be required to be submitted with the Development Application.</p>	<p>Complies</p> <p>No highly reflective materials are proposed. A condition has been imposed to ensure that roofing and external materials are of low glare and reflectivity (see Condition 54).</p>
<p>j. Renewable resources such as plantation timber and waste minimisation should be used.</p>	<p>Complies</p> <p>A Waste Management Plan has been submitted with the application and includes procedures for the reuse of materials on site, where feasible.</p>
<p>l. Applications for new development where the site area exceeds 900 m2 must include the following documents that address issues of design quality:</p> <p>i. A site analysis drawing that considers the context of the development including but not limited to pedestrian desire lines, public transport, sunlight access, adjoining and nearby development, topography and the location of significant trees.</p>	<p>Complies</p> <p>The required documentation was provided with the development application with the exception of a 1:500 model and 3D computer model of the proposed development. Although the site area is greater than 900m², the scope of the development is not substantial to require the provision of a physical or 3D model in</p>

<ul style="list-style-type: none"> ii. A proposed site layout plan that shows the relationship of the proposal to its context including adjoining properties and the public domain iii. A model at 1:500 that includes the context iv. 3D computer model of the proposed development and its context v. Elevations and photomontages that show the streetscape for at least the entire block vi. A design statement detailing how the proposal addresses the objectives of this Part and the principles of the Residential Flat Design Code and outlining the input at the earliest stages of a professional multidisciplinary design team that includes, for example, landscape architects, arts and cultural planners, architects, environmental engineers and transport planners. vii. One or more 1:20 sections through the building street façade. 	<p>this instance. The details submitted with the application satisfactorily details the context of surrounding developments and is considered acceptable.</p>
4.5 Streetscape Buildings and Elements	
<p>a. Items identified in the table entitled “Streetscape Buildings and Elements” (Table 4.4.01) should be retained.</p>	<p>Complies</p> <p>The sandstone retaining wall on Blaxland Road is identified within the ‘Streetscape Buildings and Elements Table’.</p> <p>Council’s Heritage Consultant identified the significance of this element referencing the Statement of Significance for the Great Northern Road as sourced from the NSW Heritage Database. The Great North Road remnant alignment (in Punt Road, Gladesville through to North Road, Ryde and Blaxland Road, Eastwood) forms part of a Colonial period road system.</p> <p>The proposal seeks to straighten the currently curved road to meet Parkes Street at a T-intersection. Accordingly, under the recommended management guidelines from the NSW Heritage database a heritage assessment is required prior to any substantial work which may affect the alignment of the road including archaeological consultation as part of the detailed design work for this infrastructure modification.</p> <p>This requirement has been imposed as a condition of consent (see Condition 38).</p>
<p>b. A heritage assessment of all streetscape buildings is to be included with development application. The heritage assessment is to be made in accordance with the NSW Heritage Division guidelines and is to consider the setting of the item.</p>	<p>Complies</p> <p>A Heritage Impact Statement prepared by RPS was submitted with the development application and considers the impacts of the development on nearby heritage items.</p>

	Council's Heritage Consultant has undertaken an independent heritage assessment of the application and the submitted HIS and has concluded that the proposed development will have an acceptable impact on the heritage significance of the heritage items located in the vicinity of the site.
c. A pre-lodgement meeting should be held with Council staff for all streetscape buildings.	Complies A pre-lodgement meeting was held on 26 September 2018.
d. If a streetscape item is found to have heritage significance sufficient to list as a local heritage item then the heritage controls of this Part apply to the subject site.	N/A The site does not contain any heritage items.
e. Streetscape buildings may be adapted for compatible new uses. If retention of the whole building is not practicable the street front façade shall be retained and incorporated in new development.	N/A No prescribed streetscape buildings will be removed as a result of the development.
f. New development adjacent to streetscape buildings should reflect the scale, massing, parapet lines, stringcourses, material qualities and fenestration patterns of the streetscape items.	Complies The sandstone retaining wall on Blaxland Road is identified within the 'Streetscape Buildings and Elements Table'. The proposal is not considered to have any adverse impacts on surrounding heritage items subject to further assessment to be undertaken prior to any substantial work which may affect the alignment of the road including archaeological consultation as part of the detailed design work for this infrastructure modification. This requirement has been imposed as a condition of consent (see Condition 38).
5.0 HERITAGE	
5.1 Understanding Heritage Significance	
a. For all heritage items provide a Statement of Heritage Impact, which includes an assessment of heritage and cultural significance, prepared in accordance with relevant NSW Heritage Division guidelines. The Statement of Heritage Impact is to consider the extent and impact of new development on heritage significance and existing fabric, the curtilage, landscape setting and significant views to and from the item.	Complies A HIS was submitted with the application and has been reviewed by Council's Heritage Consultant who raises no concerns regarding the impact of the proposal on the significance of heritage items in the vicinity of the site.

5.3 The Setting	
a. New development in the vicinity of a heritage item is to be compatible with the visual character of the heritage item and its significant context or setting.	Complies Assessment of the proposal and any impacts on surrounding heritage items have been undertaken by Council's Heritage Consultant and discussed in Section 8.9 of this report.
b. If the site of a heritage item is amalgamated, the original lot structure shall be discernible in all new development and the visual curtilage retained.	N/A The site does not contain a heritage item.
c. The natural topography and landscaped setting of the site of a heritage item is to be retained.	Complies The proposed development will not result in the removal of any heritage landscaping, including Tree 20 (Camphor Laurel), located within the curtilage of the heritage listed Hatton's Cottage and is required to be retained (see Condition 86).
d. Significant views and other visual links to and from a heritage item are to be preserved and enhanced.	Complies The development will not impact on any significant views or visual links to heritage items in the vicinity of the site.
6.0 SUSTAINABLE DEVELOPMENT	
6.1 Environmental Management	
a. Development is to comply with Part 7.1 Energy Smart, Water Wise of Development Control Plan 2010. Development within Precinct 1 is to achieve a minimum 5.0 Greenstar Rating and development in Precinct 2 is to achieve a minimum 4.0 Greenstar Rating.	Complies The development seeks to achieve a 5 star Green Star rating in accordance with the Environmental Sustainability & Energy Efficiency Report prepared by ARUP that was submitted with the application. The development is required to achieve the targets set out in the as Energy Efficient Report and requirements under Part 7.1 of the RDCP 2014 (see Condition 39).
b. New development is required to submit an Energy Efficiency Performance Report to indicate overall environmental performance and management in relation to the following matters: i. Solar access that has been achieved for residential living areas, public open space and private open space including clothes drying areas; ii. Solar access for adjoining and nearby development and public domain areas; iii. How energy efficiency is integrated into the orientation and design of buildings and the public domain; iv. Energy efficiency of all appliances including but not limited to hot water systems, clothes dryers, mechanical ventilation, ceiling fans and the like;	Complies An Environmental Sustainability & Energy Efficiency Report prepared by ARUP was submitted with the application. The report addresses the relevant parts of this control and notes that development will achieve a Grade B building in accordance with the Property Council of Australia's rating 'A Guide to Office Building Quality', by incorporating the following measures: <ul style="list-style-type: none"> • 5 star Green Star DAB rating • 5.5 star NABERS Energy for Office

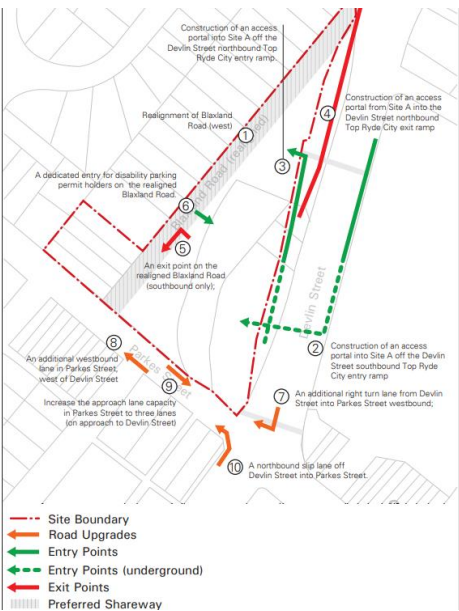
<p>v. How water usage is minimised and how the quality and quantity of water discharge from the site is managed; and</p> <p>vi. Details of the potential for water recycling.</p>	<ul style="list-style-type: none"> • 2 points under the Water credits in Green Star DAB • Operational Waste Management Plan • Minimum 50% of Indoor Environment Quality (IEQ) points <p>The recommendations of the report are required to be achieved in Condition 39.</p>
6.2 Water Management	
<p>b. A Water Management Statement and an Integrated Water Cycle Plan must indicate:</p> <p>i. How the water usage is minimised and how the quantity of water discharge from the site is managed;</p> <p>ii. Details of the potential for water recycling and rainwater harvesting and re-use options;</p> <p>iii. Installation of appliances and plumbing hardware that have a minimum AAA Australian Standards Water Conservation Rating;</p> <p>iv. Investigation of treatment and reuse options of Grey Water for non-potable uses as part of the development; and</p> <p>v. Potential for any surplus harvested rainwater being piped for irrigation or other reuse possibilities to downstream Ryde Park.</p>	<p>Complies</p> <p>Details of water management, including on-site detention proposed have been outlined in Civil Plans and a Statement prepared by Robert Bird Group. The documentation has been reviewed by Council's Senior Development Engineer who has raised no objections, subject to conditions requiring further information to be prepared and submitted to Council for approval prior to the issue of a Construction Certificate (see Conditions 43, 44, 45 and 166).</p>
6.3 Waste Management	
<p>a. All applications for demolition and development must be accompanied by a Waste Management Plan that specifies the type of waste to be produced and the proposed arrangements for ongoing waste management, collection and disposal.</p>	<p>N/A</p> <p>Demolition waste management was dealt with under the development consent for demolition works under LDA2020/0295.</p>
<p>b. All Waste Management Plans shall be prepared in accordance with the relevant requirements of the Waste Recycling and Processing Service Act 1970, and the Waste Minimisation and Management Act 1995, and the Protection of the Environment Operations Act 1997 and Part 7.2 Waste Minimisation and Management.</p>	<p>Complies</p> <p>A Waste Management Plan prepared by Dickens Solutions was submitted with the application. Council's Waste Officer has reviewed the plan and raised no objections, subject to preparation of a detailed Waste Management Plan and waste storage designs in accordance with Part 7.2 of the RDCP 2014 (see Conditions 63 and 64).</p>
6.4 Stormwater Management	
<p>a. Development must comply with the Part 8.2 Stormwater Management.</p>	<p>Able to comply</p> <p>Stormwater management plans have been submitted with the application and has been reviewed by Council's Senior Development Engineer who raises no objections, subject to conditions requiring further information to be prepared and submitted to Council for</p>

	approval prior to the issue of a Construction Certificate. The documentation must demonstrate stormwater runoff can be adequately accommodated and will not adversely affect downstream properties (see Conditions 14, 43-46, 96, 117, 153, 155-158 and 166).
6.5 Alternatives to Private Vehicle Transport	
a. Refer to 2.7 Bicycle Parking within Part 9.3 Parking Controls of this DCP.	<p>Complies</p> <p>Section 2.7 prescribes that bicycle parking is to be provided equivalent to 10% of the required car spaces. The required capacity at this rate would be 35 bicycle spaces based on the DCP calculated parking requirement (348 spaces). The proposed development includes 64 staff spaces and end of trip facilities at Basement Level 1, as well as 40 short stay visitor spaces at ground level. This far exceeds the requirements of Section 2.7.</p>
b. Workplace Travel arrangements are made in every commercial building to encourage greater use of available public transport services by staff. Target 40% of staff to use public transport in each commercial or office premises.	<p>Complies, subject to conditions</p> <p>The submitted Transport Impact Assessment indicates that only 10% of employees accessed the site via public transport when it was fully operational.</p> <p>Condition 127 requires a Framework Travel Plan to be prepared in accordance with the City of Ryde Travel Plan Guidelines and be submitted for approval prior to the issue of CC. The Plan will need to target at least 40% staff usage of public transport.</p>
c. Development is to provide bus facilities if required including but not limited to seats, awnings and provision for signage.	<p>Complies</p> <p>A short stay bus bay is proposed on Blaxland Road. Council's Public Domain Team has not required any specific bus stop structures to be installed.</p> <p>A condition requiring the reinstatement of any existing bus stops along the frontage of the development is in Condition 58.</p>
8.1 PRECINCT 1- CIVIC/MIXED USE	
8.1.2 Future Character	
1. Providing significant new mixed used development of up to 60,000 m2 of net useable floorspace (66,000 m2 gross floor area) that complements and supports the high density urban character and functions of the Ryde Town Centre.	<p>Complies</p> <p>The proposed development provides a mixed use development with approximately 8,828sqm of civic and commercial floor space, and 4,667sqm of community floor space. No residential use is proposed as part of this development.</p>

2. Replacing the existing Ryde Civic Centre and Civic Hall with approximately 2,600 m2 of net useable floor space (approximately 3,000 m2 gross floor area) comprising a Council Chamber and civic uses (including flexible community, function, Final and performance spaces).	<p>Complies</p> <p>The proposal provides approximately 6,940sqm of civic floor space and 4,667sqm of community floor space, including a 500-700 seat performance space.</p>
3. Realigning Blaxland Road and undertaking road network improvements to support the redevelopment of the site.	<p>Complies</p> <p>Blaxland Road will be realigned as part of the proposal including works to the intersection of Blaxland Road and Parkes Street.</p>
4. Establishing significant new development that complements and supports the high density urban character and functions of the wider Ryde Town Centre.	<p>Complies</p> <p>The proposed development is of a scale and density that is compliant with the relevant controls that apply to the site. It is noted that the high density mixed use character envisaged by the planning controls include residential development on the site. Residential development is not considered to be a feasible option for Council and is not supported by the community and has not been included as part of this proposal.</p> <p>The proposal for civic and community uses on the site complements the surrounding townscape within Ryde Town Centre.</p>
5. Delivering high quality architectural and landscape design both in built form and public domain that is based on environmental and sustainability principles.	<p>Complies</p> <p>The development provides a landmark development, including a new Civic Building on the prominent intersection of Parkes Street and Devlin Street. The proposed Community Building is contemporary in design and will enhance the visual quality of the locality. Extensive landscaping and new public domain areas, including a civic plaza are integrated into the development and will provide a new "Civic Heart" within Ryde Town Centre.</p>
8.1.3 General Precinct Provisions	
a. The development of the site is to comply with the controls for the Site A and Site B in the following section of the DCP	<p>Complies</p> <p>The proposed works are wholly contained with "Site A". No works are proposed to "Site B".</p> <p>The proposal complies with the relevant controls for "Site A" as outlined below.</p>
8.1.4 Landscape and Public Domain Character	
a. The public domain areas and pedestrian links are to comply with the controls for the Site A and Site B in the	<p>Complies</p>

<p>following section of the DCP and the provisions of the City of Ryde Public Domain Plan.</p>	<p>Appropriate landscaping is provided along all frontages and a public, landscaped plaza is provided within the site.</p> <p>The amended proposal, including the provision of additional lifts at the northern pedestrian bridge and upgrade of footpaths along the frontage of the site will improves pedestrian access to and from the site and Top Ryde Shopping Centre and the surrounding locality.</p> <p>The setback of the buildings, particularly to Blaxland Road responds appropriately to the low density residential developments to the west of the site.</p> <p>Refer to the discussion below and Condition 36.</p>
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8.1.5 Precinct Access and Circulation

<p>e. Site access arrangements and road network improvements are to be provided in accordance with Figure 4.4.12.</p> 	<p>Partial compliance - justified</p> <p>Blaxland Road is proposed to be realigned as part of the proposal, to create a new T-intersection with Parkes Street.</p> <p>Public domain upgrade works will be undertaken in accordance with the Ryde Town Centre Public Domain Plan.</p> <p>The proposed development includes a single vehicular access point to the basement car parking and loading areas from Blaxland Road. This is consistent with the DCP.</p> <p>However, the development does not include vehicle entry and exit points directly from Devlin Street as use of the existing ramp on Devlin Street to access the basement levels were not considered appropriate. No objections to the proposed vehicular access to the site via Blaxland Road have been raised by Council's Traffic Engineer or TfNSW.</p> <p>The proposed access points are therefore considered to be acceptable on merit.</p>
<p>f. The detailed design of the realigned Blaxland Road as shown in Figure 4.4.09 and Figure 4.4.12 is to:</p> <ol style="list-style-type: none"> Have a road reserve that is a minimum of 17 metres wide; Incorporate short stay on-street parking; Maintain direct vehicle access to and from existing properties to the west; Provide a shared pedestrian and vehicular environment where appropriate; 	<p>Complies</p> <p>The realignment of Blaxland Road is consistent with the DCP and includes the following:</p> <ul style="list-style-type: none"> A 17.3m wide road reserve; Short stay on-street parking spaces along its eastern and western sides; Direct vehicle access to Nos. 158-182 Blaxland Road;

<p>v. Provide clearly delineated vehicle and pedestrian spaces at the northern end of the realigned Blaxland Road, to minimise opportunities for conflict; and</p> <p>vi. Incorporate a vehicle turning circle and drop off area at the northern end of the site.</p> <p>A cross section of Blaxland Road is illustrated in Figure 4.4.13.</p>	<ul style="list-style-type: none"> • A pedestrian crossing at the northern end, adjacent the roundabout; • A roundabout at the northern end.
8.1.6 Site A	
Land Uses	
<p>a. Site A is to comprise mixed uses, with predominantly residential, retail, commercial and civic uses.</p>	<p>Complies</p> <p>The development provides a mixture of uses, including civic, commercial and community uses. No residential uses are proposed as part of this development.</p>
<p>b. New civic uses (approximately 2,600 m2 net useable floor space / 3,000 m2 GFA) are to include a new Council Chamber and associated facilities and flexible spaces for a range of community, function, final and performance activities.</p>	<p>Does not comply - justified</p> <p>The proposal provides approximately 6,940sqm of civic and community floor space, including a new Council Chamber, Council administration offices and community meeting and activity rooms, and a multi-purpose performance hall. Although the proposed GFA exceeds the provisions of the DCP, this is acceptable on balance that the proposal does not include residential uses and does not exceed the scale or height for development of the site envisaged under the DCP.</p>
<p>c. The new civic uses should be designed and located to facilitate easy pedestrian access to the existing civic and community uses within Precinct 2 on the opposite side of Devlin Street. The preferred location for the provision of future civic uses is towards the northern end of Site A in proximity to the existing northern pedestrian bridge over Devlin Street (refer to Figure 4.4.14). Alternative options for the location of the future civic uses will be considered on their merit.</p>	<p>Complies</p> <p>The development includes civic uses on the southern end of the site, which is acceptable on merit given its proximity to the southern pedestrian bridge over Devlin Street which will be integrated into the design to provide direct access to Top Ryde Shopping Centre on the eastern side of Devlin Street.</p> <p>The development also provides an equitable and legible path of travel to the Civic Plaza and Community Building via both the northern and southern pedestrian bridges.</p>
<p>d. Retail and/or commercial uses should be in proximity to the new civic uses in order to create active and vibrant public spaces.</p>	<p>Complies</p> <p>Commercial floor space can be accessed directly from the civic uses and plaza in the centre of the site.</p>
<p>e. Ground floor uses fronting Devlin Street are to be predominantly non-residential (e.g. commercial, retail,</p>	<p>Complies</p> <p>No residential uses are proposed.</p>

civic, community, incubator commercial, SOHO apartments and the like).	
f. Ground floor uses elsewhere within Site A should activate street frontages and public spaces where there are higher levels of pedestrian activity. The active uses may include retail, commercial and civic uses or residential apartments with direct access from the street	<p>Complies</p> <p>Commercial, civic and community uses are incorporated at ground level, activating street frontages to Devlin Street, Parkes Street and Blaxland Road, as well as the proposed Civic Plaza and pedestrian through site links.</p>
Land Uses	
a. The public domain is to be a high quality design, embellished with quality and durable materials and be provided in accordance with the standards set out in the DCP and Ryde Town Centre Public Domain Plan.	<p>Complies</p> <p>The proposed public domain is of a high quality design and will be embellished in accordance with the DCP and Ryde Town Centre Public Domain Plan (refer to Condition 56).</p>
b. The Devlin Street frontage is to comprise a combination of hard and soft landscape elements that enhance the pedestrian amenity of this through route. Opportunities for substantial tree planting should be explored in the context of limited capacity to accommodate deep soil planting due to the portal vehicular access arrangement and future basement car parking.	<p>Complies</p> <p>The frontage along Devlin Street includes hard and soft landscaping along the pedestrian footpath. Part of the frontage adjacent to the Community Building will be paved but access is restricted for maintenance purposes to address pedestrian safety concerns.</p> <p>Condition 35 requires additional landscape plans to address planting arrangements adjacent to the vehicular ramp on Devlin Street and corner of Blaxland Road and Devlin Street. An enhanced planting scheme is also required to include street tree planting commensurate to the scale of the proposed development.</p>
c. Street trees (8 m metre canopy diameter at maturity) should be planted along the realigned Blaxland Road and at the northern end of the site. Deep soil planting zones or pit structures should be provided to accommodate the large trees.	<p>Complies</p> <p>Street tree planting along Parkes Street and Blaxland Road is required to be provided in accordance with this part of the DCP as part of amended landscape documentation required by Condition 37.</p>
d. Tree species should be selected to suit the streetscape including street width, building heights, setbacks and views.	<p>Able to Comply</p> <p>Council's Public Domain Team is satisfied that the proposal is capable of providing suitable street trees, subject to confirmation of street tree species as part of the required landscaping documentation to be submitted for approval prior to the issue of a Construction Certificate (see Condition 37).</p>

e. The design of new buildings and public domain is to minimise blind corners and recesses. Entrances to new civic buildings and spaces should be clear, well-lit and well defined.	<p>Complies</p> <p>The main entrances to both the civic and community buildings are clear and legible, being either directly from the street or proposed civic plaza.</p>
f. Setbacks are to be provided to Devlin Street, Parkes Street and Blaxland Road in accordance with Figure 4.4.16 to provide for improved amenity.	<p>Partial compliance - justified</p> <p>The proposal buildings are generally built to Devlin Street and are setback from Blaxland Road in accordance with the setback controls in the DCP. The Civic Building generally complies with the setback controls under the DCP except for the colonnade adjacent at the corner of Devlin Street and Parkes Street which is setback approximately 2.5m -2.6m from the property boundary. The setback is considered acceptable in this instance as there is sufficient height clearance and footpath width to accommodate pedestrian traffic and the colonnade will not adversely impact the amenity of the public domain.</p>
Pedestrian Amenity	
a. Development within Site A is to reinforce Devlin Street, Parkes Street and Blaxland Road as the primary pedestrian network for the Precinct. Refer to Figure 4.4.15.	<p>Partial compliance- justified</p> <p>Public domain improvements are proposed to both Parkes Street and Blaxland Road to enhance the pedestrian environment along these streets in accordance with provisions in the DCP. However, a pedestrian linkage will not be provided along the full extent of Devlin Street, with pedestrians directed into the site via the civic plaza rather than along the eastern edge of the Community Building. As previously discussed, this is considered to be a satisfactory arrangement to address pedestrian safety and will encourage public use of the plaza.</p>
b. New and improved pedestrian connections are to be provided to Devlin Street, Parkes Street and Blaxland Road.	<p>Complies</p> <p>The proposed pedestrian through site links, landscaped zones and the public plaza contribute positively to pedestrian amenity within the public domain between Devlin Street, Parkes Street and Blaxland Road.</p>
c. Future development is to provide for a good level of connectivity to the existing pedestrian bridges across Devlin Street at both ground and upper levels.	<p>Complies</p> <p>The development will be integrated with both pedestrian bridges, providing an equitable path of travel from the eastern side of Devlin Street to the subject site. The amended proposal also provides additional lifts to enhance accessibility for pedestrians using the pedestrian bridges.</p>

d. The pedestrian environment on Devlin Street is to be enhanced through the provision of continuous weather protection between the existing northern and southern pedestrian bridges on Devlin Street (refer to Figure 4.4.15). This may be in the form of awnings attached to built form, free standing awnings, colonnades or the like and any combination of these.	<p>Partial compliance- justified</p> <p>A colonnade awning is provided along the eastern side of the Civic Building not along the Community Building. This is considered an appropriate outcome given that pedestrian movements will be directed through the site via the centrally located pedestrian plaza rather than along the Devlin Street frontage of the Community Building (which will be restricted to maintenance traffic only).</p>
Built Form	
a. Future tower forms within Site A are to be located generally fronting Devlin Street and Parkes Street within the area shown on Figure 4.4.16.	<p>Complies</p> <p>The proposed Civic Building is located fronting Parkes and Devlin Streets on the southern end of the site.</p>
b. Ground level build to lines and building setbacks are to be in accordance with Figure 4.4.16. The setbacks are to be measured from existing property site boundaries or from the boundaries of newly realigned Parkes Street and Blaxland Road, as illustrated in Figure 4.4.16.	<p>Partial compliance - justified</p> <p>Refer to earlier discussion in this compliance table.</p>
c. Buildings of 4-6 storeys are encouraged along Devlin Street and Parkes Street. A minimum 4 storey street wall height should be established on Devlin Street and Parkes Street.	<p>Complies</p> <p>The proposed Civic Building is 7 storeys in height and the Community Building will be up to 4 storeys in height. Given the scale of the proposed buildings, the street wall heights are considered appropriate and complements the scale of surrounding developments.</p>
d. Buildings fronting the realigned Blaxland Road are to have upper levels above 4 storeys setback a minimum of 3 m (refer to Figure 4.1.17).	<p>Complies</p> <p>The proposed community building is up to 4 storeys in height and setback at least 3m from Blaxland Road.</p>
f. Buildings fronting Blaxland Road should have facades that are articulated and modulated. This may include 'punctuated' walls, variation in setbacks, and building elements such as balconies, porches, and sun shading devices.	<p>Complies</p> <p>The proposed Community Building is articulated on its western façade through the use of opening, varying materials and setbacks at upper levels. The façade promotes passive surveillance and activation to the public domain.</p>
g. Within the RL 130 height area shown on Figure 4.4.16 any tower / above podium building forms should have a maximum width (fronting the street) of approximately 40 m for residential development and approximately 50 m for commercial development.	<p>Complies</p> <p>The width of the Civic Building (measured east to west) is approximately 41m.</p> <p>No residential uses are proposed.</p>
h. A maximum façade length of 40m.	<p>Does not comply – justified</p> <p>The proposed Civic Building has an eastern façade of approximately 51m in length and</p>

	the community building has an eastern and western façade of approximately 84m in length. All building facades are highly articulated, with openings, varying materiality and setbacks. As such, the numerical non-compliance is supported on merit.
<p>j. Towers forms within Site A must:</p> <p>i. be designed as highly articulated, slender built form elements that allow for reasonable view sharing and outlook within and across the site;</p> <p>ii. be separated by a minimum distance of 24 m (between habitable rooms and balconies), to ensure there is spatial delineation between tower forms when viewed from the broader urban context; and</p> <p>iii. add to the interest of the skyline of the Precinct and Ryde Town Centre, through a modulated and articulated form and interesting roof elements.</p>	<p>N/A</p> <p>No towers are proposed, however the Civic Building is up to 7 storeys in height. It is highly articulated and provides a landmark building that complements its prominent corner location and scale of surrounding developments.</p>
<p>k. Tower elements should connect visually with ground level. This may be achieved by providing continuity in the vertical articulation of tower and podium elements.</p>	<p>N/A</p> <p>No towers proposed, however both buildings provide a strong visual connection with the ground level.</p>
<p>m. Building bulk and massing is to be distributed on the site so as to ensure:</p> <p>i. high amenity for public domain spaces, including good solar access and protection from high wind and noise levels; and</p> <p>ii. to minimise loss of amenity to existing adjacent buildings and public streets and spaces.</p>	<p>Complies</p> <p>The proposed built form is distributed across the site and incorporates appropriate building height and setbacks to ensure that the proposed Civic Plaza achieves good levels of amenity. Furthermore, the development will not unreasonably impact existing levels of amenity enjoyed by neighbouring properties and the public domain.</p>
<p>n. Building massing, scale and design is to minimise adverse wind impacts (such as down Adopteds) on the public domain in and around the development. Hence, the orientation, height and built form of development is to be designed to promote public safety and comfort at ground and publicly access podium levels.</p>	<p>Complies</p> <p>The proposed buildings are not substantial in scale to result in adverse wind impacts in and around the development. As such, no wind assessment is required to be submitted as part of the application, as agreed to by Council officers at DA lodgement.</p>
<p>o. Lift overruns and plant areas are to be recessed and/or incorporated into interesting roof elements of buildings.</p>	<p>Complies</p> <p>Lift overruns and plant areas are integrated into the buildings design and are not highly visible from street level or surrounding properties.</p>
<p>p. Community/civic spaces are required to have a civic character which includes but is not limited to the following:</p>	<p>Complies</p> <p>The proposed Community Building provides a high quality, contemporary design that complements and enhances the</p>

<p>i. Design elements are to be generously scaled and of high quality materials expressive of contemporary best practice;</p> <p>ii. Demonstrate best practice environmental sustainability outcomes;</p> <p>iii. Generous floor to ceiling heights, where appropriate; and</p> <p>iv. include multifunctional performance space, meeting and conference rooms and Council Chambers.</p> <p>v. a plaza area to compliment the functions and use of the civic/community spaces.</p>	<p>streetscape and the local area. It incorporates high quality materials and is of a scale that is appropriate for the proposed community uses. The building includes generous floor to ceiling heights and provides a multi-functional performance hall, art gallery, and smaller community meeting/activity rooms to service the needs of the community.</p> <p>The Community Building is further enhanced through the incorporation of extensive landscaping and a centrally located Civic Plaza that provides a focal point for the development. It includes areas for art and light installations, as well as opportunities for public seating, community uses and recreation.</p> <p>Council Chambers and administration offices are provided within the Civic Building.</p>
<p>q. The built form should be designed to minimise shadow impacts on surrounding properties.</p>	<p>Complies</p> <p>Shadow diagrams submitted with the application demonstrate that the proposed development will not adversely overshadow neighbouring properties.</p>
<p>r. The existing Obelisk on the site is to be relocated to a location approved by Council.</p>	<p>N/A</p> <p>The Obelisk is no longer located on the site, having been relocated to the intersection of Blaxland Road and Church Street.</p>
<p>Parking</p>	
<p>a. Parking areas are to be integrated with the form and arrangement of buildings on the site, screened or concealed from view from the public domain and adjoining streets. Sleeving of any above ground parking areas or high quality, decorative screening is required.</p>	<p>Complies</p> <p>Car parking is provided within 2 basement levels and is not prominently visible from the public domain, except for protrusions fronting Blaxland Road.</p> <p>Deep soil areas have been incorporated to either side of the basement entry to accommodate screen planting and reduce the visibility of the protrusion of the basement.</p>
<p>b. Loading of large vehicles to/from the site is to be made via Parkes Street only (excluding loading and unloading associated with performances and events).</p>	<p>Does not comply – justified</p> <p>The proposal includes two (2) loading areas; one being located at Basement Level 1 and one at ground level at the northern end of the Community Building. Both loading areas are accessed via Blaxland Road rather than Parkes Street.</p> <p>Both loading areas (as amended) are integrated into the design of the buildings and are not visually prominent. The location, size and design of the loading</p>

	<p>areas have been reviewed by Council's Senior Development Engineer and Traffic Engineer who raise no objection to the loading areas in regard to pedestrian and vehicular safety.</p> <p>It is noted that TfNSW have not raised any concerns with the loading areas.</p>
Sustainability	
a. Residential development is to comply the requirements of BASIX and achieve a minimum 4.0 Greenstar rating	<p>N/A</p> <p>No residential uses are proposed.</p>
b. Commercial development is to achieve a minimum 5.0 Greenstar rating.	<p>Complies, subject to conditions</p> <p>The proposal seeks to achieve a 5.0 Greenstar rating for the Civic in accordance with the Environmental Sustainability and Energy Efficiency Report prepared by ARUP. Requirements for the development to achieve the recommendations of the Environmental Sustainability and Energy Efficiency Report is in Condition 39.</p>
c. Civic development is to achieve a minimum 5.0 Greenstar rating in accordance with the current Green Star - Public Building rating tool (which may be a pilot or adopted rating tool at the time the relevant DA is to be submitted for assessment and determination).	<p>Complies, subject to conditions</p> <p>The proposal seeks to achieve a 5.0 Greenstar rating in accordance with the Environmental Sustainability and Energy Efficiency Report prepared by ARUP. Requirements for the development to achieve the recommendations of the Environmental Sustainability and Energy Efficiency Report is in Condition 39.</p>

Part 7.2 Waste Minimisation and Management

The application includes a Waste Management Plan (WMP) dated November 2019, prepared by Dickens Solutions, which provides waste management procedures during the demolition, construction and ongoing operation of the proposed development.

The application and WMP was referred to Council's City Works (Waste) Team who advised that no objection is raised to the proposal, subject to amendments being incorporated into the Plan to address food waste collection in accordance with provisions under Part 7.2 of the RDCP 2014. Compliance with the amended Plan is required under **Condition 63**.

Part 8.2 Stormwater Management

The application includes Civil Plans and a Civil Design Report prepared by Robert Bird Group, which includes provisions relating to stormwater management on the site, including On Site Detention (OSD) and Water Sensitive Urban Design (WSUD).

Council's Senior Development Engineer has reviewed the application and raises no objection to the proposal subject to further details demonstrating that the proposal is able to retain the existing stormwater regime on site, providing OSD that discharges to Belmore and Parkes Streets (see **Conditions 43-46**). A rainwater tank will also be required to ensure that appropriate WSUD is incorporated on site.

Part 9.2 Access for People with Disabilities

The application includes BCA and DDA Compliance Statement dated 1 November 2019, prepared by Blackett Maguire + Goldsmith. The Statement concludes that the development demonstrates an appropriate degree of accessibility and that compliance with the Disability (Access to Premises-Buildings) Standards 2010, AS1428.1-2009, and the relevant parts of the BCA, as required by Ryde DCP can be readily achieved.

Compliance with the recommendations of the BCA and DDA Compliance Statement (including the relevant Australian and DDA Standards) is required under **Condition 40** as well as compliance with the Building Code of Australia (see **Condition 2**).

Part 9.3 Parking Controls

In accordance with the car parking rates in the DCP, 348 car parking spaces are required for the proposed development. However, as demonstrated in the submitted Transport Impact Statement, given the specific uses proposed on site and the proposed operational hours of the various civic and community uses, it is not considered that strict application of the DCP rates is appropriate in the circumstances, as there is an opportunity for the car parking spaces to be shared between the different uses whilst another use (ie. car parking spaces allocated to office use) is not in operation.

The amended proposal includes the following parking provision:

- 236 car spaces (including 8 accessible spaces), providing a maximum distribution for each land use of:
 - 110 Council spaces;
 - 52 commercial spaces;
 - 39 Council Chamber meeting spaces;
 - 74 spaces for the Performance Hall;
 - 46 spaces for Activity rooms;
 - 12 spaces for the Gallery;
 - 6 spaces for Retail; and
 - 6 spaces for bar/ restaurant.
- 64 staff bicycle parking spaces with end of trip facilities.

- 40 public bicycle parking spaces at ground level.

In addition, the realignment of Blaxland Road will include some on-street car parking spaces on both the western and eastern sides.

The proposal for 236 car parking spaces is considered sufficient and is supported by Council's Senior Development Engineer, Traffic Engineer and TfNSW, subject to conditions including the preparation of a Parking Allocation and Management to demonstrate how car parking will be allocated to various uses prior to the commencement of the use of the development (see **Condition 165**).

It is also noted that the Ryde UDRP has expressed support for reduced car parking rates for the site given the location and parking at Top Ryde Shopping Centre appears to be under-utilised at various times of the day and evening.

10. SECTION 7.12 CONTRIBUTIONS

City of Ryde Section 7.12 Development Contributions Plan 2020

Council's current Section 7.12 Contributions Plan 2020 came into effect on 1 July 2020. The proposal is exempt from the provisions of Section 7.12 Contributions as the development is proposed by or on behalf of Council.

11. LIKELY IMPACTS OF THE DEVELOPMENT

The impacts associated with the proposed development have already been addressed in the report above.

The development is consistent with the applicable controls in RLEP 2010 and RDCP 2014. The proposed built form and character of the development will contribute to an attractive public domain, and importantly will provide civic and community uses within Ryde Town Centre.

The assessment demonstrates that the proposal will not have any significant adverse impacts upon any adjoining properties or the environment through compliance with the applicable planning instruments and controls. All relevant issues regarding environmental impacts of the development are discussed elsewhere in this report, including natural impacts such as tree removal and excavation, and built environment impacts such as traffic and built form.

In the context of the site and the assessments provided by external agencies and Council referral, the development is considered satisfactory in terms of environmental impacts.

12. SUITABILITY OF THE SITE

The proposed development is considered to be a suitable development for the site, being permissible in the zone and being compliant with the relevant planning controls

The proposal provides a landmark development in close proximity to public transport and services. Further, the development adequately addresses issues relating to heritage, land contamination, stormwater management, as well as traffic and parking.

13. REFERRALS

13.1. Internal Referral Comments

Council's Consultant Landscape Architect reviewed the originally submitted proposal and raised a number of issues including concerns in relation to the prominence of the basement, retention of Tree 77, additional information required to address the ecological impact of tree removal on fauna (as discussed in Section 8.4 of this report), a planted buffer to Devlin Street, and public domain planting.

Architectural drawing of the proposed building and site plan for the University of California, San Diego. The drawing shows a multi-story building with a large glass facade and a central entrance. A red dashed line outlines the proposed building footprint. The site plan includes a parking lot, a plaza, and a landscaped area. The drawing is labeled "UNIVERSITY OF CALIFORNIA, SAN DIEGO" and "ARCHITECTURAL DRAWING".

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Consultant Traffic Engineer

The originally submitted proposal was reviewed by Council's Traffic Consultant who raised issues relating to traffic modelling and SIDRA models prepared by the applicant, and a number of non-compliances or insufficient information provided relating to the car parking and loading areas. None of the issues raised by the Consultant Traffic Engineer were critical to the DA and required the applicant to provide additional information.

On 29 October 2020, the applicant submitted additional information to address the traffic issues raised by Council's traffic Consultant. The amended documentation was not re-referred to the Traffic Consultant for the reasons detailed above but has been reviewed by Council's Traffic Engineer, as discussed below.

Heritage Consultant

Council's Heritage Consultant undertook a peer review of the HIS submitted with the application and raised no objections to the assessment or recommendations.

The proposal is not considered to have any adverse impacts on the significance of existing heritage items, subject to recommended conditions of consent (see **Conditions 38 and 41**).

City Works (Traffic)

Council's Traffic Engineer raises no objection to the proposal (as amended) as the development is not considered to have any adverse traffic and parking impacts and will not give rise to any adverse impacts on local parking conditions or road safety. The assessment also considered service vehicle access and manoeuvring, with no objections raised subject to conditions (see **Conditions 42, 59, 67, 75, 82, 130, 133, 137, 165 and 167**).

In response to TfNSW's request for the applicant to undertake works to extend the right turn bay on Devlin Street to mitigate traffic queues, Council's Traffic Engineer has reviewed the request and does not agree with TfNSW that the onus for the lane extension works should be on the applicant as the traffic demand identified in the SIDRA model is generated by traffic from developments beyond the subject site. Whilst the development will contribute to some additional traffic on Devlin Street, it has not been demonstrated that the traffic generated by the development will be substantial and warrant the applicant to undertake the works as part of this proposal. As such, a condition requiring the extension of the right turn bay on Devlin Street has not been included in the recommendation in **Attachment 1**.

City Works (Public Domain)

Council's Public Domain Officer raises no objection to the proposal subject to preparation of public domain plans that are consistent with the requirements in Section 7 of the Ryde Public Domain Technical Manual and Part 8.5 – Public Civil Works in the RDCP 2014 (see **Conditions 3-7, 56-62, 76-82, 135, 136, 140-142, and 145-152**).

City Works (Waste)

Council's Waste Officer raises no objection to the proposal as amended, subject to conditions requiring an updated Waste Management Plan to be prepared prior to the issue of a Construction Certificate (see **Condition 42, 63, 64, 95, 102, 138, and 172-177**).

Environmental Health

Council's Environmental Health Officer raises no objection to the application, subject to recommended conditions of consent relating to land contamination, noise and fit out of food premises (see **Conditions 23-32, 65, 66, 105-109, 111-122, 118-124, 160, 167, and 177-180**).

Senior Development Engineer

Council's Senior Development Engineer raises no objection to the proposal, subject to conditions to address stormwater management and parking (see **Conditions 14, 43-48, 55, 96-98, 151-159 and 166**).

Urban Strategy (Public Art)

Council's Urban Strategy Centres Coordinator raises no objection to the proposal subject to preparation of a site specific Public Art Plan prior to the issue of a Construction Certificate (see **Condition 129**).

Development Contributions Coordinator

Council's Development Contributions Coordinator confirmed that the proposal is not subject to Section 7.11 Contributions Plan as the proposal does not comprise residential development.

In the case of the Section 7.12 Contributions Plan, the development is exempt under Part 2.5 of the Plan (Exempt Development), as the proposal is made on behalf of the Council.

13.2. External Agency Referrals

Transport for NSW (formerly RMS)

The application was referred to Transport for NSW (TfNSW) pursuant to Clauses 101 and 104 of State Environmental Planning Policy (Infrastructure) 2007. As discussed in the report above, TfNSW raises no objection to the proposed development, subject to recommended conditions of consent included in **Attachment 1**.

The comments provided by TfNSW in its referral to Council relating to the turn right bay on Devlin Street has been addressed in the report above.

NSW Police

The NSW Police raises no objection to the proposal and supports the recommendations provided in the CPTED Report, prepared by Harris Crime Prevention Services.

Sydney Water

Sydney Water raises no objections to the application, subject to recommended conditions (see **Conditions 53** and **143**).

Ausgrid

Ausgrid raises no objection to the proposal, subject to condition relating to electricity connections, street lighting and ensuring the development does not affect existing underground cables and substations (see **Conditions 18-22**).

12. PUBLIC NOTIFICATION & SUBMISSIONS

The application was notified and advertised for a period of 30 days between 10 January 2020 and 12 February 2020.

During the notification period, 35 submissions were received to the proposal, including 16 objections and 19 in support. A summary of the material submissions and response is provided below.

Table 6: Submission Summary	
Submission	Comment
Concerns regarding road works to the junction of Belmore Lane and Blaxland Road and gradient of footpath.	The intersection of Belmore Lane and Blaxland Road does not form part of the application site. However, the proposed Civil Plans includes the embellishment of public domain areas surrounding the site, including Parkes Street.
Viability of retail facilities and adverse impact on Top Ryde shopping centre.	<p>The proposed development consists of primarily civic and community uses. The proposal includes a nominal amount of commercial floor space and small food and drink tenancies. These tenancies are proposed to supplement the civic and community uses.</p> <p>The proposed development is likely have a positive economic impact on the Top Ryde Shopping Centre.</p>
The site is hard to access for residents on the Top Ryde Shopping Centre side of Devlin Street.	The proposal seeks to improve lift access to and from pedestrian bridge with the installation of additional lifts. The new Civic Building also provides new lift access from street level to the pedestrian bridge level to assist with accessibility.
Public open space should be maximised on the site and be supplemented with a	The proposal incorporates various open spaces with specific designs and public art to enhance the experience of persons

community farm, exercise equipment etc.	travelling through the site. A community garden is located at ground level at the northern end of the site. The site is not large enough to incorporate a community farm.
Poor and formless design of buildings.	The proposed development provides a landmark development that has been reviewed on numerous occasions by the Ryde Urban Design Review Panel, who have guided the design growth and final presentation of the building and are supportive of the proposal.
Poor urban design outcome - dominance of basement car park.	The proposal has been amended to further setback the line of the basement from Blaxland Road and increase terrace planting to minimise visual impact of the basement protrusion. The proposal has been supported by the UDRP.
Misuse of public money – not in the public interest.	As outlined throughout this report, the development is generally compliant with the applicable planning controls. It will result in the redevelopment of the dated site to provide a landmark development that will positively contribute to Ryde Town Centre. Accordingly, the proposal is considered to be in the public interest.
Poorly connected and unsafe public spaces with lack of natural surveillance.	The proposed civic plaza is overlooked by both the civic and community buildings. Pedestrian pathways throughout the development are also open and will be activated by windows and openings. The development is found to provide good levels of surveillance and connectivity across the site and between buildings.
Access to the buildings are via large flights of stairs and is a safety risk in the event of an emergency	The proposed design provides a number of access points (stairs, ramps, lifts) to the buildings to maximise accessibility. Given the topography of the site, the provision of stairs to access to the buildings is unavoidable.
Commercial space in civic building should be at same level as the plaza to increase activation.	The ground level commercial space is at the same level as the adjoining parts of the plaza (RL 58.00).
Bridge access to Top Ryde must be improved.	Both pedestrian bridges will be integrated into the proposed buildings, with lift access provided to street level to ensure equitable access for all.
On-street parking issues.	Both Council and TfNSW Traffic Engineers have raised no objections in respect of car parking. The realigned Blaxland Road will include short stay on-street car parking spaces to support existing on-street provision on local roads.
Public transport should be improved, including a new bus stop on the western side.	The site is a highly accessible location, within a short walking distance of bus stops on Parkes Street and Blaxland Road. Short stay bus/coach spaces are provided along the realigned Blaxland Road. The issue of improving public transport is a matter for the State Government.

Traffic calming measures and roundabouts should be provided along Parkes Street.	Neither Council nor TfNSW Traffic Engineers have considered that traffic calming measures are necessary along Parkes Street.
An integrated transport strategy is required for the site.	A Transport Impact Statement was provided with the application and outlines the transport impacts of the development. A Travel Plan will also be required as imposed by Condition 127 . The development does not warrant the need to complete an integrated transport strategy.
Adverse noise from refreshment/entertainment area in civic building.	<p>An Acoustic Report was submitted with the DA which considered noise emissions from the development and found compliance with the relevant acoustic policies and standards is feasible. This has been reviewed by Council's Environmental Health Officer who has raised no objection in respect of noise impacts.</p> <p>Condition 128 requires a detailed Plan of Management to be developed for the entertainment area.</p>
Safety concerns associated with use of a roof top area adjoining a food premises that services alcohol	The roof top area adjacent to the future food and drink premises in the Civic Building is designed with balustrades and detailed design is required to comply with relevant Australian Standards to ensure safety of patrons occupying the roof top area.
Tree planting should be included along western edge of building.	Extensive planting has been incorporated into the landscape plans, including site and street trees along the western edge of the site.
Concert hall should be fitted out to be multi-purpose.	The performance space will be multi-purpose.
Disabled access and parking should be functional.	Condition 40 requires the development to comply with the DDA and relevant parts of the BCA. Eight (8) accessible parking spaces are provided at basement level, with equitable access to the upper floors via passenger lifts.
Existing underground exit ramp to Devlin Street should be utilised.	<p>The option of utilising existing vehicular ramps to access the basement levels of the site were investigated at the preliminary stage of design development and was not considered viable.</p> <p>The proposed vehicle access on Blaxland Road is supported by Council's Traffic Engineer, Senior Development Engineer and TfNSW.</p>
Traffic and congestion on surrounding streets.	The proposal is not considered to generate unacceptable levels of traffic that will impact on surrounding streets. It is noted that the proposal was referred to and is supported by TfNSW.

Inadequate on-site parking provision, including accessible parking.	The proposed car parking, including accessible parking has been reviewed by Council's Traffic Engineer and Development Engineer, who raise no objections in terms of quantum provided.
Potential noise from mechanical plant.	Council's Environmental Health Officer has reviewed the application and raised no objections with regards to noise emissions from mechanical plant, subject to recommended conditions (see Condition 180).
Potential glare from solar panels.	The proposed solar panels are below the height of the parapet and will therefore not be highly visible from surrounding properties. Condition 54 requires the use of external materials being of low glare and reflectivity.
Inadequate acoustic performance design of concert hall.	Council's Environmental Health Officer raised no concerns with the acoustic assessment submitted with the proposal. The acoustic design of the concert hall will be finalised prior to the issue of a Construction Certificate and is required to meet relevant standards to ensure there are no impacts on the amenity of surrounding properties.
Location of vehicle access will adversely impact residential neighbours and should be reconsidered.	The location of the access and exit does not give rise to any significant adverse impacts in terms of noise or traffic. The entry ramp is consistent with the access/exit as prescribed in the DCP.
Adverse impact on the heritage significance of Hatton's Cottage.	Council's Heritage Consultant has reviewed the application and raised no objections in respect of the impact on Hatton's Cottage.
Adverse impact on Camphor Laurel tree at Hatton's Cottage.	The proposal seeks to retain and protect the Camphor Laurel (Tree 20). A condition has been included requiring the retention of the tree (see Condition 86).
Impact of buses parking on Blaxland Road.	Short stay bus parking is proposed on the eastern side of the realigned Blaxland Road. The dedicated bus bays will not have any adverse traffic or road safety impacts.
Inadequate Social Impact Assessment.	The submitted Social Impact Statement has been reviewed as part of the assessment of the application and is considered to be satisfactory.
Further opportunities to improve environmental sustainability should be explored.	The proposed development includes an Energy Efficiency Report that outlines a number of sustainability initiatives that are incorporated into the design of the development. The proposal seeks to achieve a Greenstar rating of 5, which is consistent the requirements for the site under the DCP.
The development is ugly and will increase overdevelopment of Ryde.	The proposal is consistent with relevant built form controls for the site and is appropriate in scale with surrounding developments. Having regard to the civic and community

	<p>character of the site, the proposal is not considered an overdevelopment of the site.</p> <p>The proposal has been the subject of a review by the Ryde Urban Design Review Panel, who support the scale, form and design of the development.</p>
Council should provide subsidised commercial spaces for small businesses.	Commercial arrangements for lease of commercial tenancies is not a matter for consideration in the assessment of the application under the provisions of the Environmental Planning and Assessment Act 1979.
Residential development should not be allowed on the site.	No residential development is proposed.
Leaf litter from plants onto stairs and drains will cause flooding on the stairs and lower levels of the buildings in the event of heavy rain.	This is a building maintenance matter and is not a relevant consideration as part of the assessment of the proposed development.

The scope of amendments to the plans during the assessment period did not significantly alter the proposal and therefore did not necessitate the re-notification of the application under Councils notification policy.

13. CONCLUSION

This report has assessed the proposal for the redevelopment of the Ryde Civic Centre and construction of a 7 storey commercial building and a 4 storey community building comprising of Council administration offices, Council Chambers, commercial tenancies, a multi-function performance hall with a capacity of 500-700 persons, meeting and activity rooms, and an art gallery. The proposal also includes 2 levels of basement car parking for 236 cars, bicycle parking spaces and end of journey facilities.

The proposal provides central public plaza that is accessed via pedestrian through site links from Devlin Street to Blaxland Road and from Parkes Street to the northern portion of the site (Blaxland Road). The landscaping of the site has been divided into six precincts to provide visual interest, facilitate various passive and active uses and landscaping treatments to enhance the pedestrian experience. At the northern end of the site, a community garden is proposed adjacent to the community building.

The proposal provides an opportunity to redevelop the site for a new civic centre, including Council Chambers, public plaza and a multi-purpose community building. The proposal is considered responsive to the strategic intentions for the Ryde Town Centre and is consistent with the planning controls under the RLEP 2010 and RDCP 2014, except for the alignment of pedestrian through site link and minor variation to the setback of the Civic Building to Parkes Street.

The pedestrian through site link shown in the RDCP 2014, provision of a pedestrian through site link along the eastern frontage of the site is not considered suitable given

site constraints and the hostile pedestrian environment currently along Devlin Street. As such, the proposed pedestrian access from Devlin Street to the centrally located Civic Plaza with connections to Parkes Street and Blaxland Road will provide a better pedestrian experience within the public domain.

The proposed setback of the Civic Building along Parkes Street ranges between 2.5m and 2.6m at the corner of Parkes Street and Devlin Street. Whilst this does not satisfy the required 3m setback control in the RDCP 2014, the part of the building that projects beyond the 3m setback consisting only of the columns of the colonnade at the entry to Council offices and maintains sufficient footpath width for pedestrian traffic along Parkes Street.

The proposal will provide facilities for community and cultural uses, and additional publicly access open space and is consistent with aims and objectives of the Ryde Community Strategy Plan and comments received from the extensive community consultation undertaken by Council prior to the design development of the proposal to seek the views of the community.

The proposal was advertised and notified for a period of 30 days and as a result 33 submission (16 objections and 19 in support) were received. In summary, the concerns raised in the objections related to built form and aesthetics, impact on commercial and retail businesses in Top Ryde Shopping Centre, pedestrian access, traffic and parking impacts, design of open space and public safety, noise and amenity impacts on surrounding properties and impact on heritage items. The issues raised have been considered in the report and are considered to have been adequately addressed by the amended proposal or by conditions of consent in **Attachment 1**.

The proposal (as amended) is consistent with relevant planning controls for the development and is supported by external and internal referrals and the Ryde UDRP, subject to conditions.

Having regard to the provisions of Section 4.15 of the Environmental Planning and Assessment Act 1979, the application is considered suitable for the site, is in the public interest and is recommended for approval subject to appropriate conditions of consent provided in **Attachment 1** of this report.

14. RECOMMENDATION

Pursuant to Section 4.16 of the Environmental Planning and Assessment Act, 1979 the following is recommended:

- A. That the Sydney North Planning Panel grant consent to development application LDA2019/0404 for construction of a mixed use development including the a seven (7) storey commercial building comprising Council administration offices, Council Chambers and commercial tenancies, a five (5) storey community and cultural building comprising a multi-purpose performance hall with a capacity of 500 to 700 persons, activity rooms, meeting rooms, an art gallery, refreshment rooms and amenities, two (2) levels of basement car parking for 236 car parking spaces, a

public plaza and open space areas with associated landscaping at 1 Devlin Street, Ryde, subject to the conditions of consent in **Attachment 1** of this report.

- B. That a copy of the development consent be forwarded to Transport for NSW, Sydney Water, Ausgrid and NSW Police.
- C. That those persons making a submission be advised of the decision.

Report prepared by:

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