

**Meeting Date:** Tuesday 22 February 2022  
**Location:** Council Chambers, Level 1A, 1 Pope Street, Ryde and Online  
**Time:** 7.00pm

**ATTACHMENTS FOR COUNCIL MEETING**

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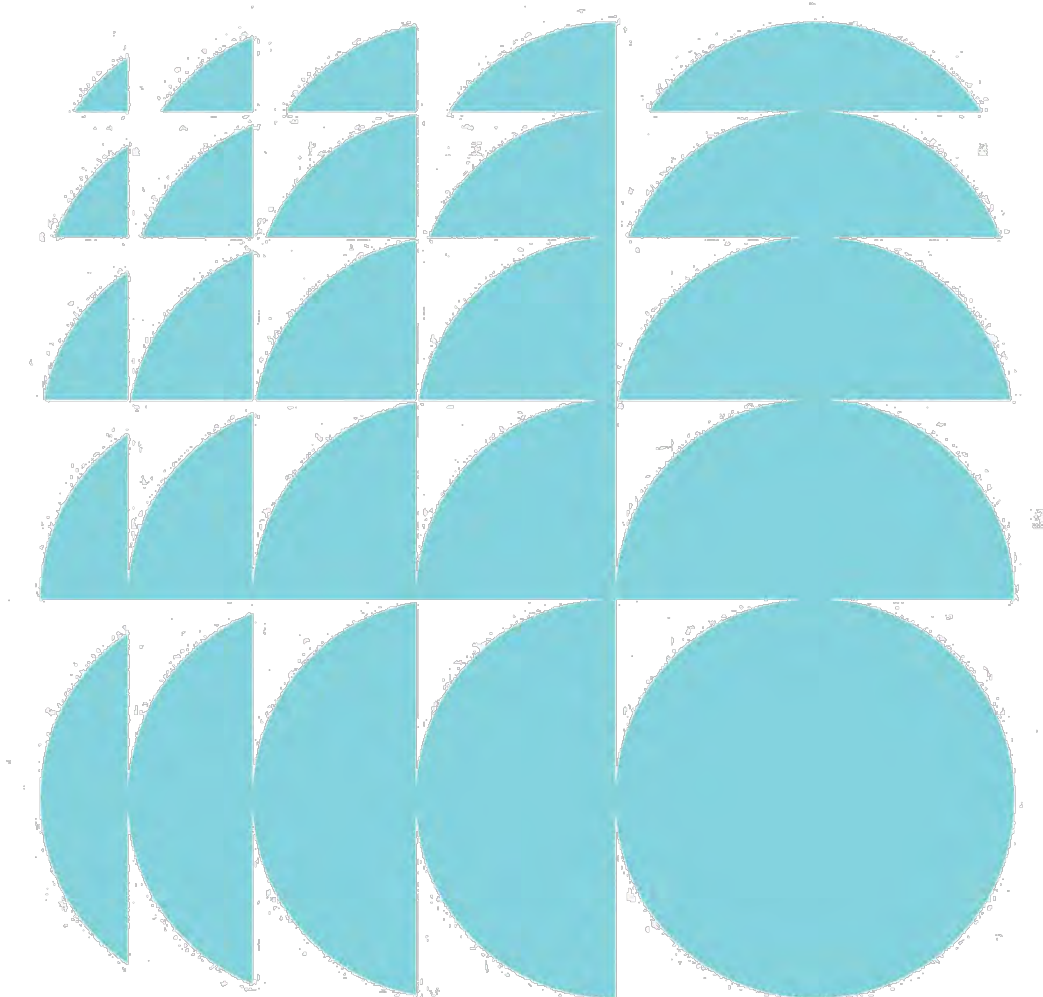
**ETHOS  
URBAN**

Amendment to Ryde LEP

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

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

11 October 2017, updated 25 June 2021 |  
2210117



**ITEM 9 (continued)**

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**CONTACT**

Gordon Kirkby Director gkirkby@ethosurban.com


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This document has been prepared by: This document has been reviewed by:



Rohan Graham and James McBride October 2018



Brendan Hoskins 25 June 2021

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

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

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- G** Access Review  
*Function*
- H** Draft LEP Maps  
*Ethos Urban*

*Ethos Urban*

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## ATTACHMENT 1

Ryde-Eastwood Leagues Club | Amendment to Ryde LEP | 21 June 2021

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### Executive Summary

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

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

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

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

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## ATTACHMENT 1

Ryde-Eastwood Leagues Club | Amendment to Ryde LEP | 2 May 2021

### 1.0 Introduction

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

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

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

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

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

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

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## ATTACHMENT 1

Ryde-Eastwood Leagues Club | Amendment to Ryde LEP | 2 May 2021

### 1.1 Background

The subject site occupies a corner of land at Ryedale and Terry Road, Denistone. The site borders the West Ryde Town Centre and is located only 450 metres walk from West Ryde Railway Station. At 8,596m<sup>2</sup> in total land area, the site is of a scale that lends itself to a reconsideration of the applicable planning controls in order to deliver the best possible outcome and to leverage the site's highly accessible location.

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

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

### 1.2 Consultation

#### 1.2.1 Ryde City Council

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

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

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

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

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

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Ryde-Eastwood Leagues Club | Amendment to Ryde LEP | 2 May 2021

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

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

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

### 1.2.2 129 Ryedale Road, Denistone

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

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

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

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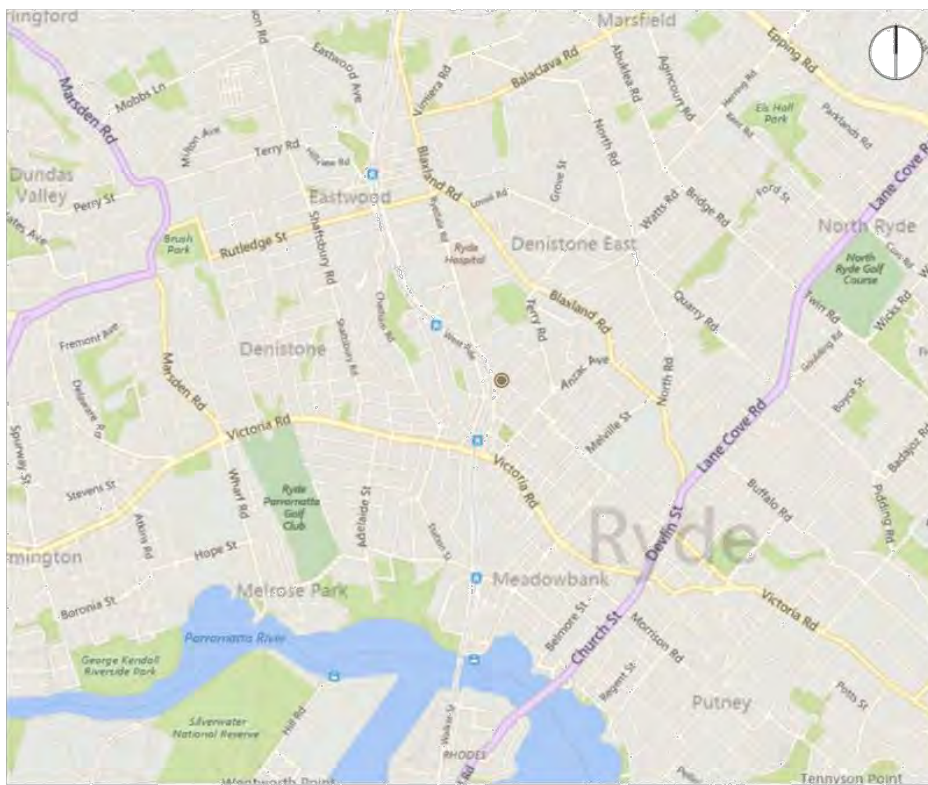
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**2.0 The Site**

**2.1 Site Location and Context**

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



**Legend**

 The site

**Figure 1 – Site Context Map**

Source: Google Maps & Ethos Urban

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



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The town centre includes land on the southern side of Terry Road including the Ryde-Eastwood Leagues Club. The retail core of West Ryde Town Centre has recently undergone transformation with the construction of a 7 storey mixed-use development known as West Ryde Urban Village.

An aerial image outlining the site location is provided in **Figure 2**.



**Figure 2 – Aerial Image**

Source: Nearmap, July 2017

**2.2 Site Description**

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

The allotments have a combined area of 8,596m<sup>2</sup> with a frontage of 88 metres to Ryedale Road to the south-west and 175 metres to Terry Road to the east. The site has a cross fall of approximately 15 metres with a high point of around RL 45 on the north-east corner of the site and RL 30.5 on the corner of Terry and Ryedale Road.

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

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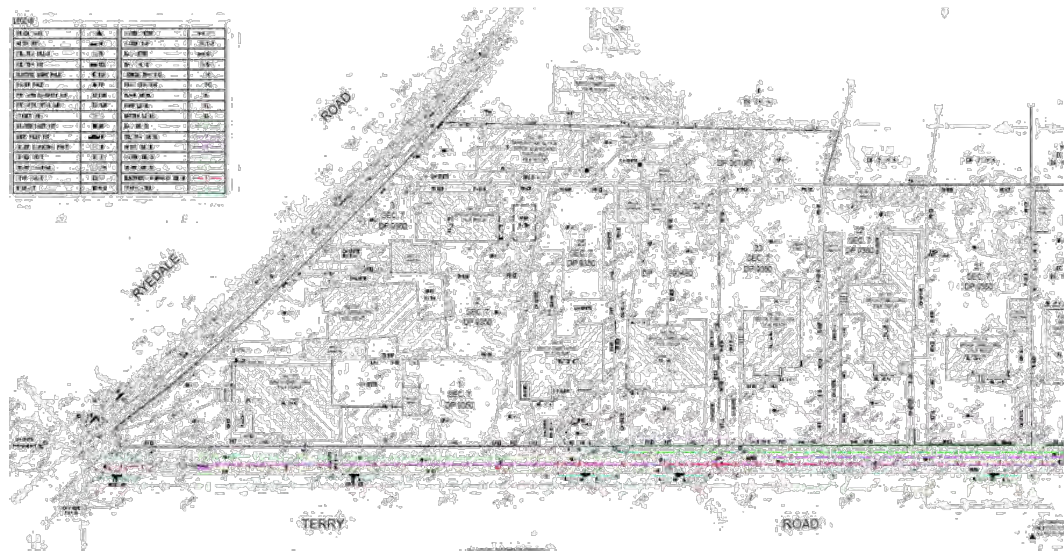
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A site survey has been prepared by LTS Lockley is shown at **Figure 3** and has been attached at **Appendix B**.

**Table 1 – Legal Allotments and Zone**

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



**Figure 3 – Site Survey**

Source: LTS Lockley

**2.3 Surrounding Development**

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

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**Figure 4 – Looking South towards Ryde- Eastwood Leagues Club**

Source: Ethos Urban



**Figure 5 – View South-West along Terry Road**

Source: Ethos Urban



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

Source: Ethos Urban

## 2.4 Site Access and Public Transport

### Surrounding Road Network

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

### Rail

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

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

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

Source: Nearmap & Ethos Urban

**Bus**

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

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

**Pedestrian**

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

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

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**Figure 8 – Walking Distance to West Ryde Railway Station**

Source: Nearmap & Ethos Urban

## 2.5 Surrounding Facilities

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

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

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

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

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

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

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

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

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

### 2.6 Site Opportunities

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



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Ryde-Eastwood Leagues Club | Amendment to Ryde LEP | 2 May 2021

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The site opportunities can be identified as follows:

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



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### 3.0 Current Planning Controls

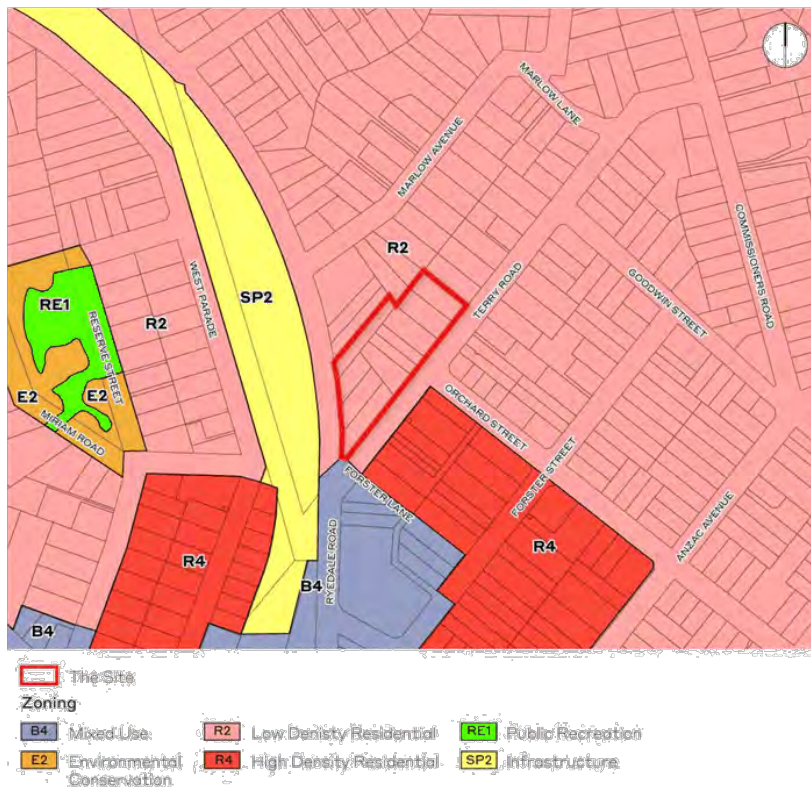
#### 3.1 Ryde Local Environmental Plan 2014

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

##### 3.1.1 Zoning

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

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



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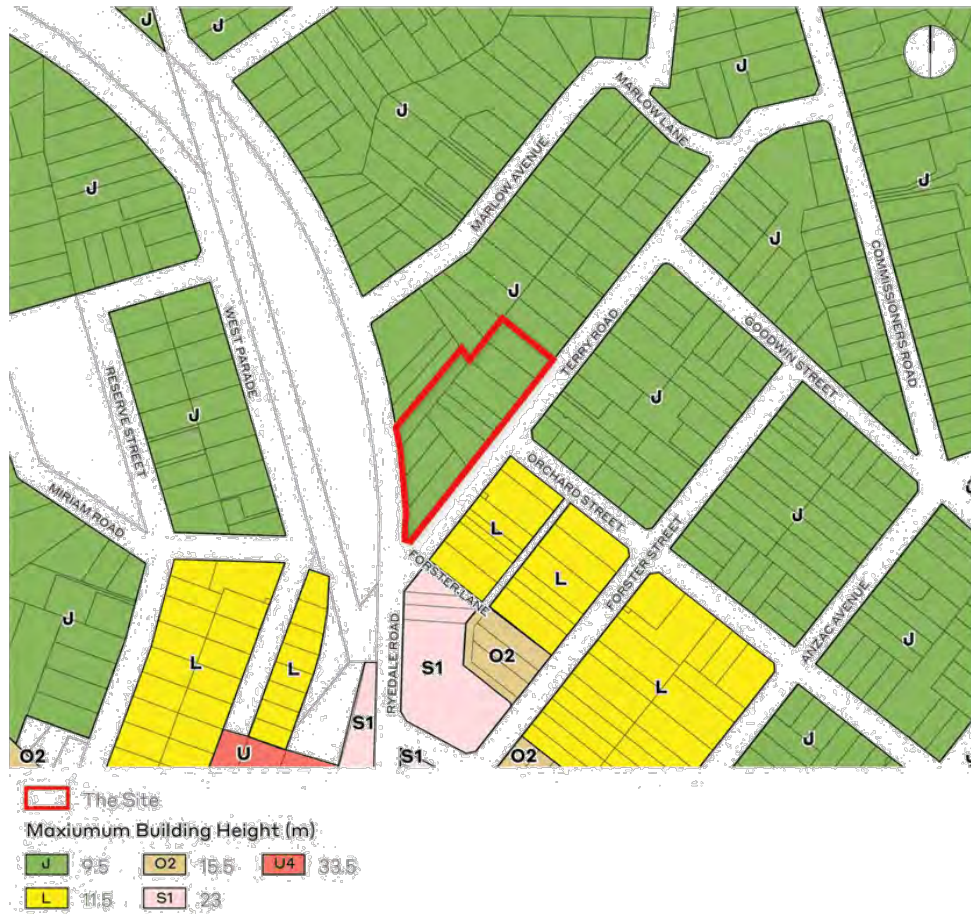
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**3.1.2 Height of Buildings**

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

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



**Figure 10 – Height of Building**

Source: Ryde LEP & Ethos Urban

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3.1.3 Floor Space Ratio

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

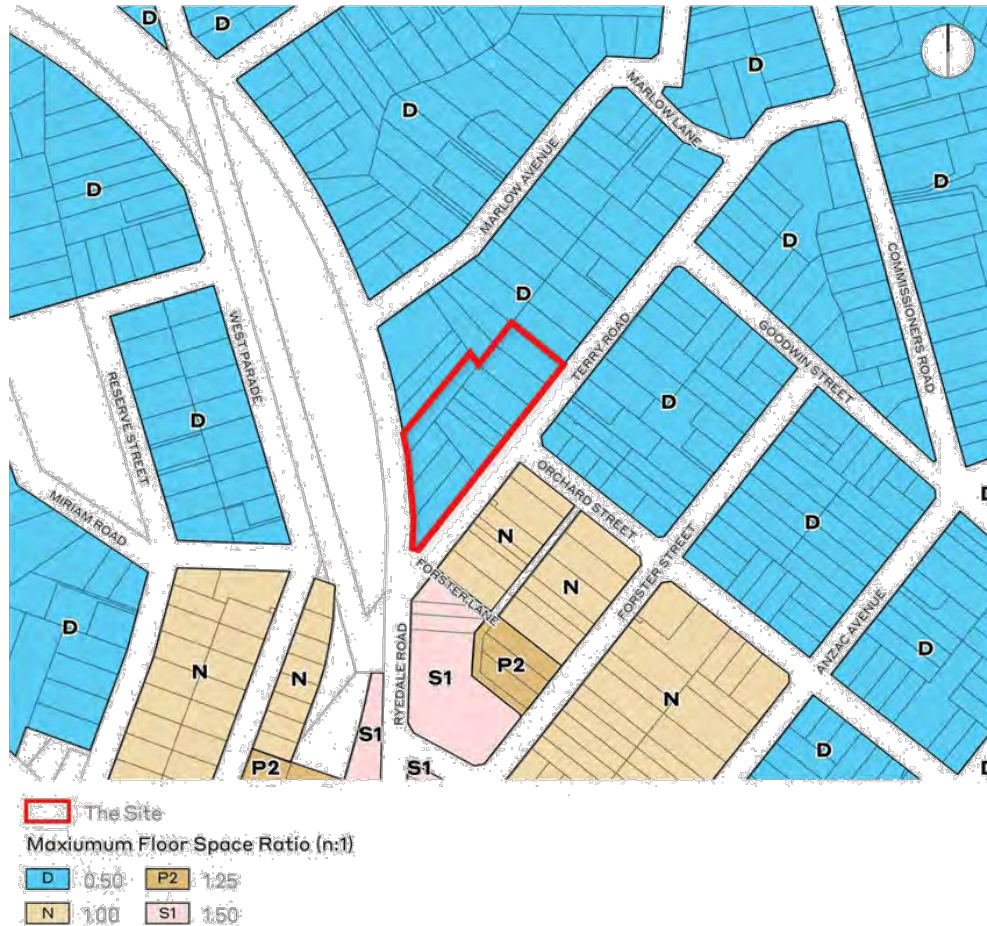


Figure 11 – Floor Space Ratio

Source: Ryde LEP & Ethos Urban

3.2 Ryde Development Control Plan 2014

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

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



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Ryde-Eastwood Leagues Club | Amendment to Ryde LEP | 2 May 2021

### 4.0 Development Concept

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

#### 4.1 Overview

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

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

**Table 2 – Numerical Overview**

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

\* subject to further investigation

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

Source: AWT Studio



**Figure 13 – Envelope Massing when viewed along Terry Road**

Source: AWT Studio

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### 4.2 Built Form and Streetscape

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

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

### 4.3 Site Access and Parking

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

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

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

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

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

### 4.4 Traffic Impact

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

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

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

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### 4.5 Overshadowing

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

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

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

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### 5.0 Planning Proposal

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

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

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

#### 5.1 Objectives and Intended Outcomes

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

#### 5.2 Explanation of Provisions

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

**Table 3 – Summary of Proposed Amendments to Ryde LEP**

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



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### 5.2.1 Height of Buildings

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

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

### 5.2.2 Floor Space Ratio

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

### 5.2.3 Additional Permitted Use

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

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

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

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

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

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

### 5.3 Mapping

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

### 5.4 Indicative DCP Controls

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

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

### **General Objectives**

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

### **Density**

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

### **Dwelling Mix**

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

### **Streetscape**

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

### **Building Height**

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

### **Setbacks**

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

### **Communal Open Space**

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

### **Private Open Space**

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

### **Landscaping & Tree Preservation**

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

### **Design Quality**

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

### **Ancillary Support Uses**

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

### **Services**

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

### **Solar Access & Overshadowing**

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

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### **Visual and Acoustic Privacy**

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

### **Car Parking and Vehicular Access**

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

### **Accessibility**

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

### **Stormwater Management**

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

### **Waste Minimisation and Management**

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

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

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### 6.0 Strategic Justification

#### 6.1 The Need for a Planning Proposal

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

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

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

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

Yes.

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

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

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

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### 6.2 Relationship with the Strategic Planning Framework

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

##### Strategic Merit Test

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

##### a) Does the proposal have strategic merit?

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

##### NSW State Plan 2021

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

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

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

##### A Plan for Growing Sydney

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

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

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

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

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

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

**Greater Sydney Region Plan 2017 - A Metropolis of Three Cities**

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

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

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

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

### **NSW Long Term Transport Master Plan 2012 and Future Transport 2056**

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

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

### **NSW Ageing Strategy**

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

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

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

### **North District Plan**

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

Ethos Urban | 2210117

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

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

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

### **2010 Local Planning Study**

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

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

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

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

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



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### **Ryde 2025 Community Strategic Plan**

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

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

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

### **City of Ryde Local Strategic Planning Statement**

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

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

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

### **Ryde Draft Local Housing Strategy**

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

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

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

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

### **b) Does the proposal have site-specific merit?**

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

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

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

### **Summary**

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

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

Not applicable.

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

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

Yes.

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

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**Table 5 –Consistency with State Environmental Planning Policies**

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

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

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

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

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

Yes.

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

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**Table 6 –Consistency with Section 9.1 Directions**

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

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

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

**6.3 Environmental, Social and Economic Impacts**

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

No.

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

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

No.

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

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

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

**6.4 State and Commonwealth Interests**

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

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

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

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

## ITEM 9 (continued)

## ATTACHMENT 1

Ryde-Eastwood Leagues Club | Amendment to Ryde LEP | 2 May 2021

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

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

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

### **6.5 Mapping**

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

### **6.6 Community Consultation**

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

### **6.7 Project Timeline**

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

**Table 7 - Proposed Project Timeline**

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

## ITEM 9 (continued)

## ATTACHMENT 1

Ryde-Eastwood Leagues Club | Amendment to Ryde LEP | 2 May 2021

### 7.0 Conclusion

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

This Planning Proposal is justified for the following reasons:

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

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



ITEM 9 (continued)

ATTACHMENT 2

**TURNER  
HUGHES  
ARCHITECTS**

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

Title: Design Analysis

Drawing Number: 293 PP01 E

Date: 01/04/15

Scale: n.t.s

Design Concept

- Ryedale road presents and boundary to rail corridor
- Corner site bookends commercial area and marks transition to residential
- Terry Road transitions scale from 4 Storey down to single Storey up hill
- Potential for street landscaping and deep soil zone
- 1-2 Storey Houses Units
- North facing deep soil recreation zones to rear of site. Provide buffer to existing residents
- North facing recreation zones Potential Staging Line
- Land falls towards the commercial area and across site with houses to the upper end of Terry Road preched on an embankment
- Strong relationship with Club, Train and Commercial area provides complimentary services for residents



**ITEM 9 (continued)**

**ATTACHMENT 2**



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

Title: Existing Massing View

Drawing Number: 293 PP02 E Date: 01/04/15

Scale: n.t.s



**Design Concept**

- 1 Ryedale road presents and boundary to rail corridor
- 2 Corner site bookends commercial area and marks transition to residential
- 3 Terry Road transitions scale from 4 Storey down to single Storey up hill
- 4 Potential for street landscaping and deep soil zone
- 5 1-2 Storey Houses Units
- 6 North facing deep soil recreation zones to rear of site. Provide buffer to existing residents
- 7 North facing recreation zones Potential Staging Line
- 8 Land falls towards the commercial area and across site with houses to the upper end of Terry Road preached on an embankment
- 9 Strong relationship with Club, Train and Commercial area provides complimentary services for residents





ITEM 9 (continued)

ATTACHMENT 2

**Design Concept**

- Create Ryedale road presents and boundary to rail corridor
- Corner site bookends commercial area and marks transition to residential
- Articulate entries to provide scale to Terry Road
- Potential for street landscaping and deep soil zone
- North facing deep soil recreation zones to rear of site. Provide buffer to existing residents
- North facing recreation zones on podium
- Staging Line
- Vehicle access to basement.
- Strong relationship with Club, Train and Commercial area provides complimentary services for residents
- Potential allied commercial use to activate street corner. (medical offices, etc)

**TURNER  
HUGHES  
ARCHITECTS**

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

Title: Design Analysis

Drawing Number: 293 PP03 E

Date: 01/04/15

Scale: n.t.s



ITEM 9 (continued)

ATTACHMENT 2



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

Title: DCP Envelop Massing View

Drawing  
Number: 293 PP04 F

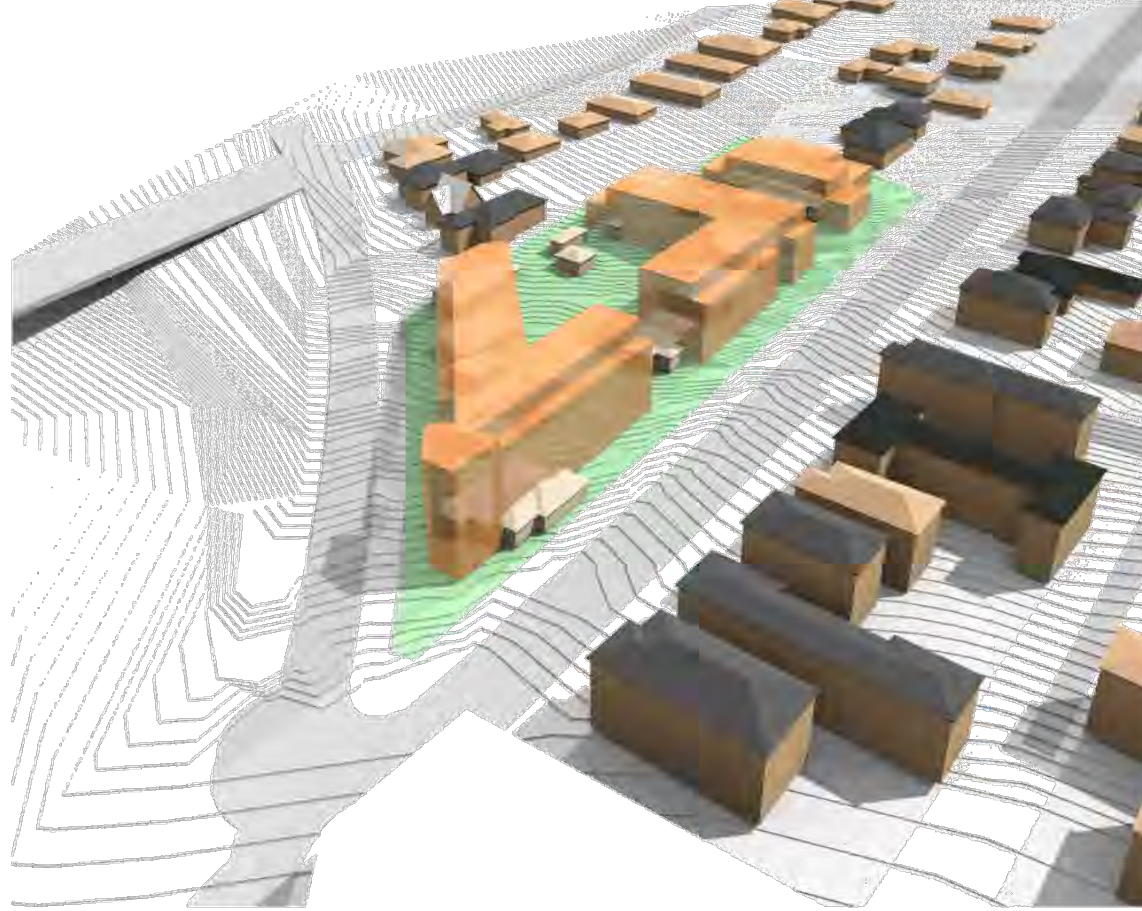
Date:  
01/04/16

Scale:  
n.t.s



**Design Concept**

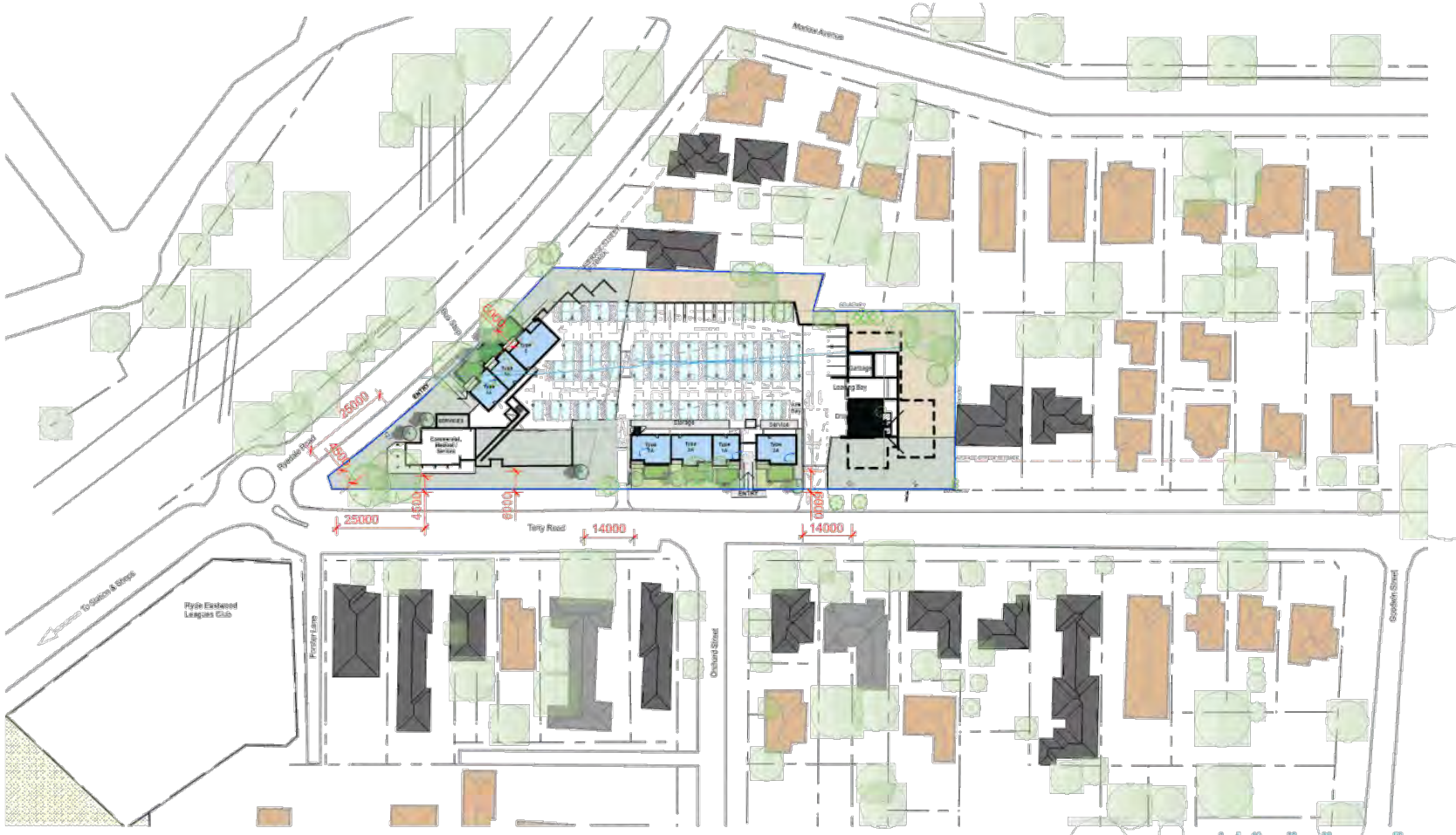
- ❶ Create Ryedale road presents and boundary to rail corridor
- ❷ Corner site bookends commercial area and marks transition to residential
- ❸ Articulate entries to provide scale to Terry Road
- ❹ Potential for street landscaping and deep soil zone
- ❺ North facing deep soil recreation zones to rear of site. Provide buffer to existing residents
- ❻ North facing recreation zones on podium
- ❼ Staging Line
- ❽ Vehicle access to basement.
- ❾ Strong relationship with Club, Train and Commercial area provides complimentary services for residents
- ❿ Potential allied commercial use to activate street corner. (medical offices, etc)





ITEM 9 (continued)

ATTACHMENT 2



**Level Summary**  
 3 x 1 Bed Apartments @ 65 sq.m  
 4 x 2 Bed Apartments @ 90 sq.m  
 0 x 3 Bed Apartments @ 115 sq.m  
 7 Apartments Total  
 +250 sq.m Commercial, Medical, Seniors

**Level Areas**  
 Independent A - 540 sqm  
 Independent B - 470 sqm  
 Aged Care - 0 sqm  
**TOTAL - 1,010 sqm**

**Council Control Issues**  
 9.5m Height plane taken at highest point on site.  
 FSR increased to at least 1.25 to 1.

**127-133 Ryedale Rd  
 & 4-14 Terry Rd, Denistone**

Title: Level 1 approx RL 34

**MASTERPLAN SUMMARY**

**Site Areas**  
 Site Area = 6596.9 sqm  
 Floor Area = 10,560 sqm  
 FSR = 1.22 to 1  
 (GFA includes Apartments and Circulation)

**Opinion of Probable Yield Stage 1**  
 34 x 1 Bed Apartments @ 65 sq.m  
 39 x 2 Bed Apartments @ 90 sq.m  
 10 x 3 Bed Apartments @ 115 sq.m

**83 Apartments Total**  
**Seniors Hostel/Lodge 38 Rooms**

**RADG compliance**  
 Solar Access - 71%  
 Cross Vent - 60%



Drawing Number: 293 PP06 L Date: 01/04/15 Scale: n.t.s

ITEM 9 (continued)

ATTACHMENT 2



**Level Summary**  
 11 x 1 Bed Apartments @ 65 sq.m  
 10 x 2 Bed Apartments @ 90 sq.m  
 2 x 3 Bed Apartments @ 110 sq.m  
 23 Apartments Total

9 Hostel Rooms  
**127-133 Ryedale Rd**  
**& 4-14 Terry Rd, Denistone**

**Level Areas**  
 Independent A - 1,450 sqm  
 Independent B - 1,220 sqm  
 Hostel - 500 sqm  
**TOTAL - 3,170 sqm**

**Council Control Issues**  
 9.5m Height plane taken at highest point on site.  
 FSR increased to at least 1.25 to 1.

Title: Level 2 approx RL 38

**MASTERPLAN SUMMARY**

**Site Areas**  
 Site Area = 6596.9 sqm  
 Floor Area = 10,560 sqm  
 FSR = 1.22 to 1  
 (GFA includes Apartments and Circulation)

**Opinion of Probable Yield Stage 1**  
 34 x 1 Bed Apartments @ 65 sq.m  
 39 x 2 Bed Apartments @ 90 sq.m  
 10 x 3 Bed Apartments @ 115 sq.m

**83 Apartments Total**  
**Seniors Hostel/Lodge 38 Rooms**

**RADG compliance**  
 Solar Access - 71%  
 Cross Vent - 60%

Drawing Number: 293 PP07 L Date: 01/04/15 Scale: n.t.s





ITEM 9 (continued)

ATTACHMENT 2



**Level Summary**  
 11 x 1 Bed Apartments @ 65 sq.m  
 11 x 2 Bed Apartments @ 90 sq.m  
 4 x 3 Bed Apartments @ 115 sq.m  
 26 Apartments Total

**Level Areas**  
 Independent A - 1,450 sqm  
 Independent B - 1,220 sqm  
 Aged Care - 660 sqm  
**TOTAL - 3,330 sqm**

**Council Control Issues**  
 9.5m Height plane taken at highest point on site.  
 FSR increased to at least 1.25 to 1.

**MASTERPLAN SUMMARY**  
**Site Areas**  
 Site Area = 6596.9 sqm  
 Floor Area = 10,560 sqm  
 FSR = 1.22 to 1  
 (GFA includes Apartments and Circulation)

**Opinion of Probable Yield Stage 1**  
 34 x 1 Bed Apartments @ 65 sq.m  
 39 x 2 Bed Apartments @ 90 sq.m  
 10 x 3 Bed Apartments @ 115 sq.m

**RADG compliance**  
 Solar Access - 71%  
 Cross Vent - 60%

**83 Apartments Total**  
**Seniors Hostel/Lodge 38 Rooms**



Hostel 16 Rooms  
**127-133 Ryedale Rd**  
**& 4-14 Terry Rd, Denistone**

Title: Level 3 approx RL 41

Drawing Number: 293 PP08 K Date: 01/04/15 Scale: n.t.s

ITEM 9 (continued)

ATTACHMENT 2



**Level Summary**  
 8 x 1 Bed Apartments @ 65 sq.m  
 12 x 2 Bed Apartments @ 90 sq.m  
 3 x 3 Bed Apartments @ 115 sq.m  
 23 Apartments Total

**Level Areas**  
 Independent A - 1,260 sqm  
 Independent B - 1,120 sqm  
 Aged Care - 500 sqm  
**TOTAL - 2,880 sqm**

**Council Control Issues**  
 9.5m Height plane taken at highest point on site.  
 FSR increased to at least 1.25 to 1.

**MASTERPLAN SUMMARY**

**Site Areas**  
 Site Area = 6596.9 sqm  
 Floor Area = 10,560 sqm  
 FSR = 1.22 to 1  
 (GFA includes Apartments and Circulation)

**Opinion of Probable Yield Stage 1**  
 34 x 1 Bed Apartments @ 65 sq.m  
 39 x 2 Bed Apartments @ 90 sq.m  
 10 x 3 Bed Apartments @ 115 sq.m

**RADG compliance**  
 Solar Access - 71%  
 Cross Vent - 60%

**83 Apartments Total**

**Seniors Hostel/Lodge 38 Rooms**

Hostel 13 Rooms  
**127-133 Ryedale Rd  
 & 4-14 Terry Rd, Denistone**

Title: Level 4 approx RL 44

Drawing Number: 293 PP09 K Date: 01/04/15 Scale: n.t.s.





ITEM 9 (continued)

ATTACHMENT 2



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

Title: Level 5 approx RL 47

**Level Summary**  
1 x 1 Bed Apartments @ 65 sq.m  
2 x 2 Bed Apartments @ 90 sq.m  
1 x 3 Bed Apartments @ 115 sq.m  
4 Apartments Total

**Level Areas**  
Independent A - 420 sqm  
Independent B - 0  
Aged Care - 0  
TOTAL - 420 sqm

**Council Control issues**  
9.5m Height plane taken at highest point on site.  
FSR increased to at least 1.25 to 1.

**MASTERPLAN SUMMARY**

**Site Areas**  
Site Area = 8506.9 sq.m  
Floor Area = 10,560 sq.m  
FSR = 1.22 to 1  
(GFA includes Apartments and Circulation)

**Opinion of Probable Yield Stage 1**  
34 x 1 Bed Apartments @ 65 sq.m  
39 x 2 Bed Apartments @ 90 sq.m  
10 x 3 Bed Apartments @ 115 sq.m

**83 Apartments Total**  
**Seniors Hostel/Lodge 38 Rooms**

**RADG compliance**  
Solar Access - 71%  
Cross Vent - 68%



Drawing Number: 293 PP11 K Date: 01/04/15 Scale: n.t.s.



ITEM 9 (continued)

ATTACHMENT 2



**TURNER  
HUGHES  
ARCHITECTS**

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

Title: Level 6 approx RL 50

**Council Control Issues**  
9.5m Height plane taken at highest point on site.  
FSR increased to at least 1.25 to 1.

**Site Areas**  
Site Area = 8506.9 sq.m  
Floor Area = 10,560 sq.m  
FSR = 1.22 to 1  
(GFA includes Apartments and Circulation)

**Opinion of Probable Yield Stage 1**  
34 x 1 Bed Apartments @ 66 sq.m  
39 x 2 Bed Apartments @ 90 sq.m  
10 x 3 Bed Apartments @ 115 sq.m  
**83 Apartments Total**  
**Seniors Hostel/Lodge 38 Rooms**

**RADG compliance**  
Solar Access - 71%  
Cross Vent - 68%

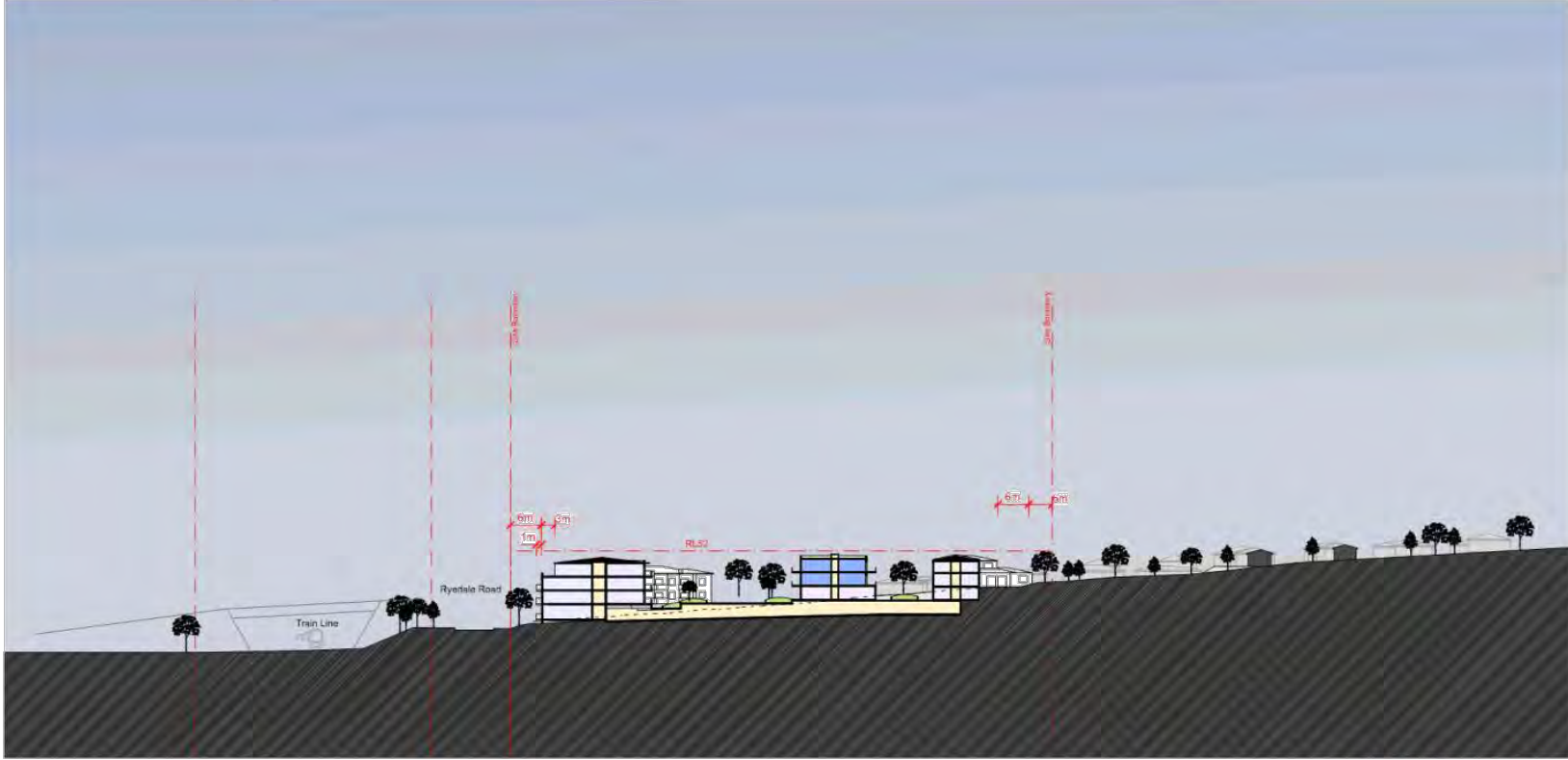


Drawing Number: 293 PP12 K Date: 01/04/15 Scale: n.t.s



ITEM 9 (continued)

ATTACHMENT 2



**TURNER  
HUGHES  
ARCHITECTS**

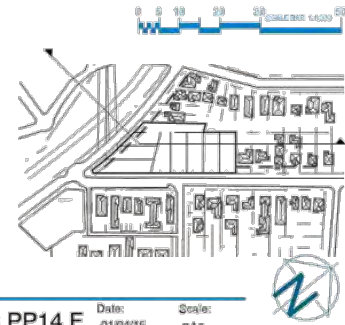
127-133 Ryedale Rd  
& 4-14 Terry Rd, Denistone

Title: Site Section AA

Drawing  
Number: 293 PP14 F

Date:  
01/04/15

Scale:  
n.t.s





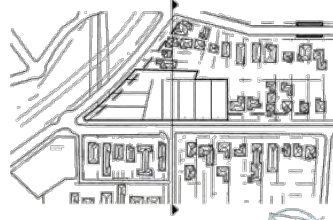
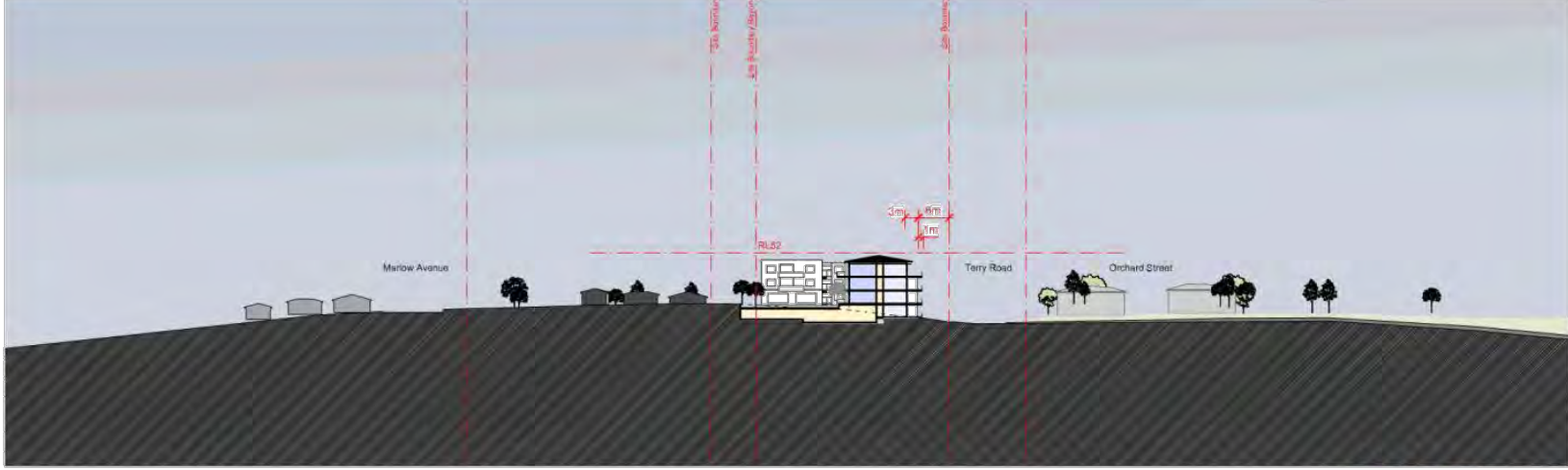
**ITEM 9 (continued)**

**ATTACHMENT 2**

**TURNER  
 HUGHES  
 ARCHITECTS**

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

Title: Site Section BB



Drawing  
 Number: 293 PP15 F

Date:  
 01/04/15

Scale:  
 n.t.s

ITEM 9 (continued)

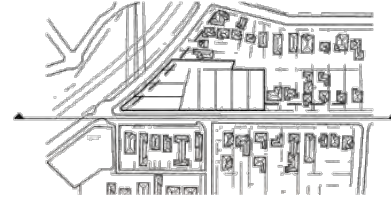
ATTACHMENT 2

**TURNER  
HUGHES  
ARCHITECTS**

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

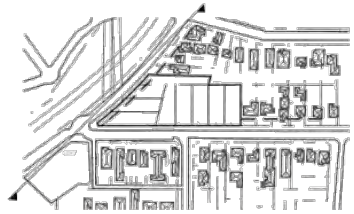
Title: Site Elevation Terry Road

Drawing Number: 293 PP16 I Date: 28/11/17 Scale: n.l.s.



**ITEM 9 (continued)**

**ATTACHMENT 2**



**TURNER  
HUGHES  
ARCHITECTS**

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

Title: Site Elevation Ryedale Road

Drawing  
Number: 293 PP17 I

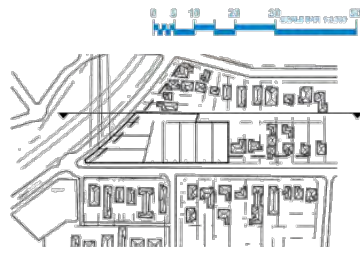
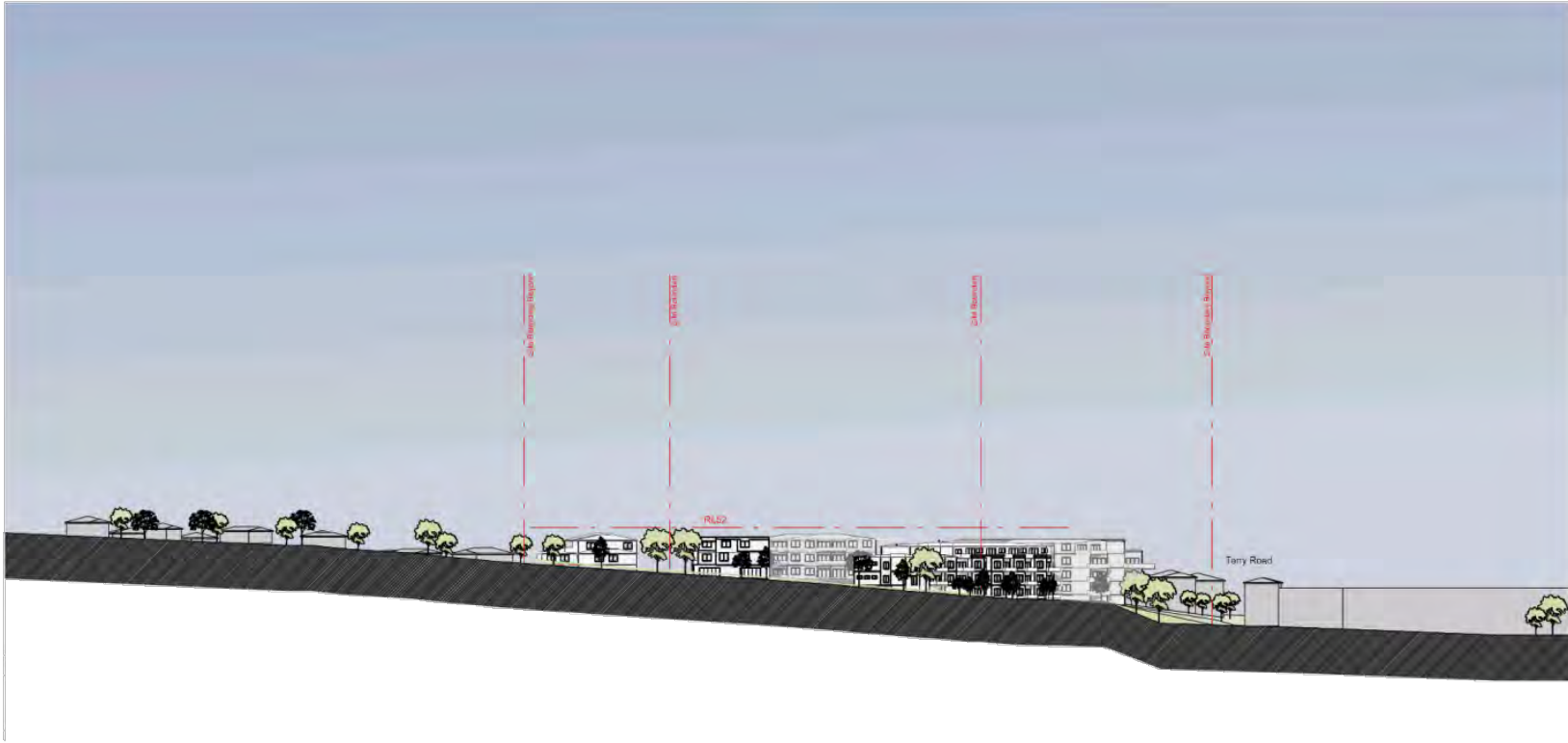
Date:  
28/11/17

Scale:  
n.t.s



**ITEM 9 (continued)**

**ATTACHMENT 2**



**TURNER  
HUGHES  
ARCHITECTS**

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

Title: Site Elevation North West Boundary

Drawing Number: 293 PP18 G

Date: 01/04/15

Scale: n.t.s





**ITEM 9 (continued)**

**ATTACHMENT 2**



**TURNER  
HUGHES  
ARCHITECTS**

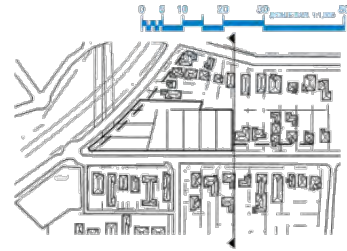
127-133 Ryedale Rd  
& 4-14 Terry Rd, Denistone

Title: Site Section North East

Drawing  
Number: 293 PP19 G

Date:  
01/04/15

Scale:  
n.t.s



ITEM 9 (continued)

ATTACHMENT 2



**TURNER  
HUGHES  
ARCHITECTS**

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

Title: Stage 1 Level 1 approx RL 34

**Council Control Issues**  
9.5m Height plane taken at highest point on site.  
FSR increased to at least 1.25 to 1.

**SUMMARY - STAGE 1**

**Site Areas**  
Site Area = 6926sq.m (of 8596.9)  
  
Floor Area = 5,540 sq.m  
FSR = 0.93 to 1  
(GFA includes Apartments and Circulation)

**Opinion of Probable Yield - Stage 1**  
6 x 1 Bed Apartments @ 65 sq.m  
23 x 2 Bed Apartments @ 90 sq.m  
4 x 3 Bed Apartments @ 115 sq.m

**33 Apartments Total**

**Seniors Hostel/Lodge 38 Rooms**

**RADG compliance**  
Solar Access - 71%  
Cross Vent - 68%

Drawing Number: 293 PP20 L Date: 01/04/15 Scale: n.t.s.



ITEM 9 (continued)

ATTACHMENT 2



**TURNER  
HUGHES  
ARCHITECTS**

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

Title: Stage 1 Level 2 approx RL 38

**Council Control Issues**  
9.5m Height plane taken at highest point on site.  
FSR increased to at least 1.25 to 1.

**SUMMARY - STAGE 1**

**Site Areas**  
Site Area = 5926sq.m (of 6596.9)  
  
Floor Area = 5,540 sq.m  
FSR = 0.93 to 1  
(GFA includes Apartments and Circulation)

**Opinion of Probable Yield - Stage 1**  
6 x 1 Bed Apartments @ 65 sq.m  
22 x 2 Bed Apartments @ 90 sq.m  
4 x 3 Bed Apartments @ 115 sq.m

**33 Apartments Total**  
**Seniors Hostel/Lodge 38 Rooms**

**RADG compliance**  
Solar Access - 74%  
Cross Vent - 68%

Drawing Number: 293 PP21 L Date: 01/04/15 Scale: n.t.s.





ITEM 9 (continued)

ATTACHMENT 2




**TURNER  
HUGHES  
ARCHITECTS**

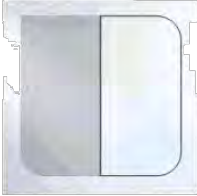
127-133 Ryedale Rd  
& 4-14 Terry Rd, Denistone

Title: Materials & Character


**Roof Options**  
consider dark colours  
to seat building into  
site



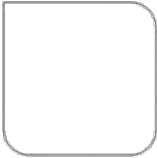
**Windows and Glazed Doors**  
Charcoal Metal  
Toned Glazed




**Mix Facade  
materials for  
articulation**



**Use flat elements  
to 'pop' detail  
and form**




**Use textural  
elements to  
define and give  
character to  
planes**



**Balconies inset  
to break wall  
lines and  
enhance  
articulation**

**Recessive top  
floor with  
secondary  
setback**

**Cut back corners to  
create emphasis**



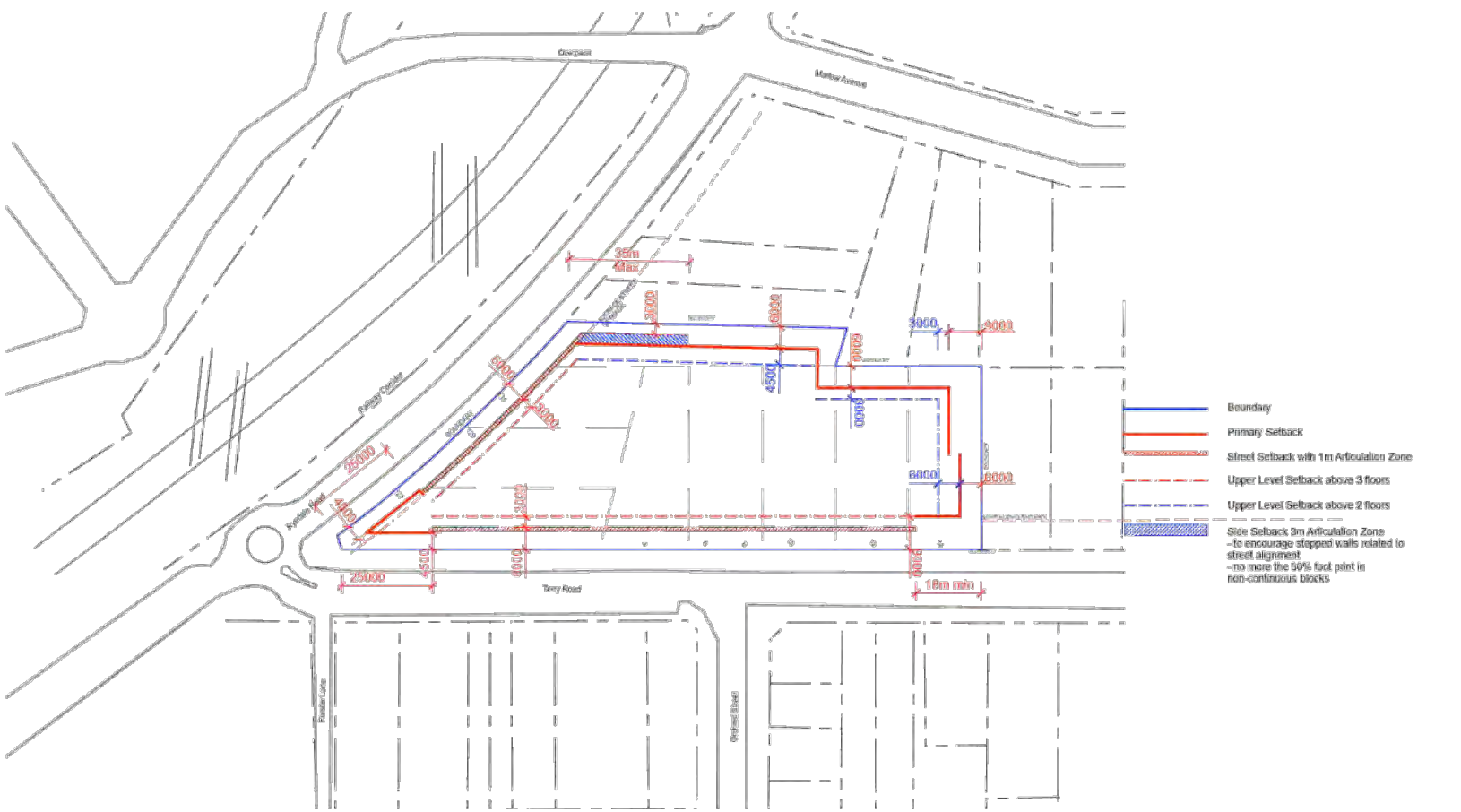
**6m primary  
setback allows  
significant  
planting to street.**

**Entries setback  
and given visual  
distinction and  
transparency**

Drawing Number: 293 PP22 A Date: 28/11/17 Scale: n.t.s

**ITEM 9 (continued)**

**ATTACHMENT 2**



**TURNER HUGHES ARCHITECTS**

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

Title: Site Setback Diagram

Drawing Number: 293 PP23 K Date: 01/04/15 Scale: n.t.s.

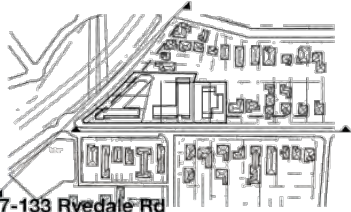


ITEM 9 (continued)

ATTACHMENT 2

**TURNER  
HUGHES  
ARCHITECTS**

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

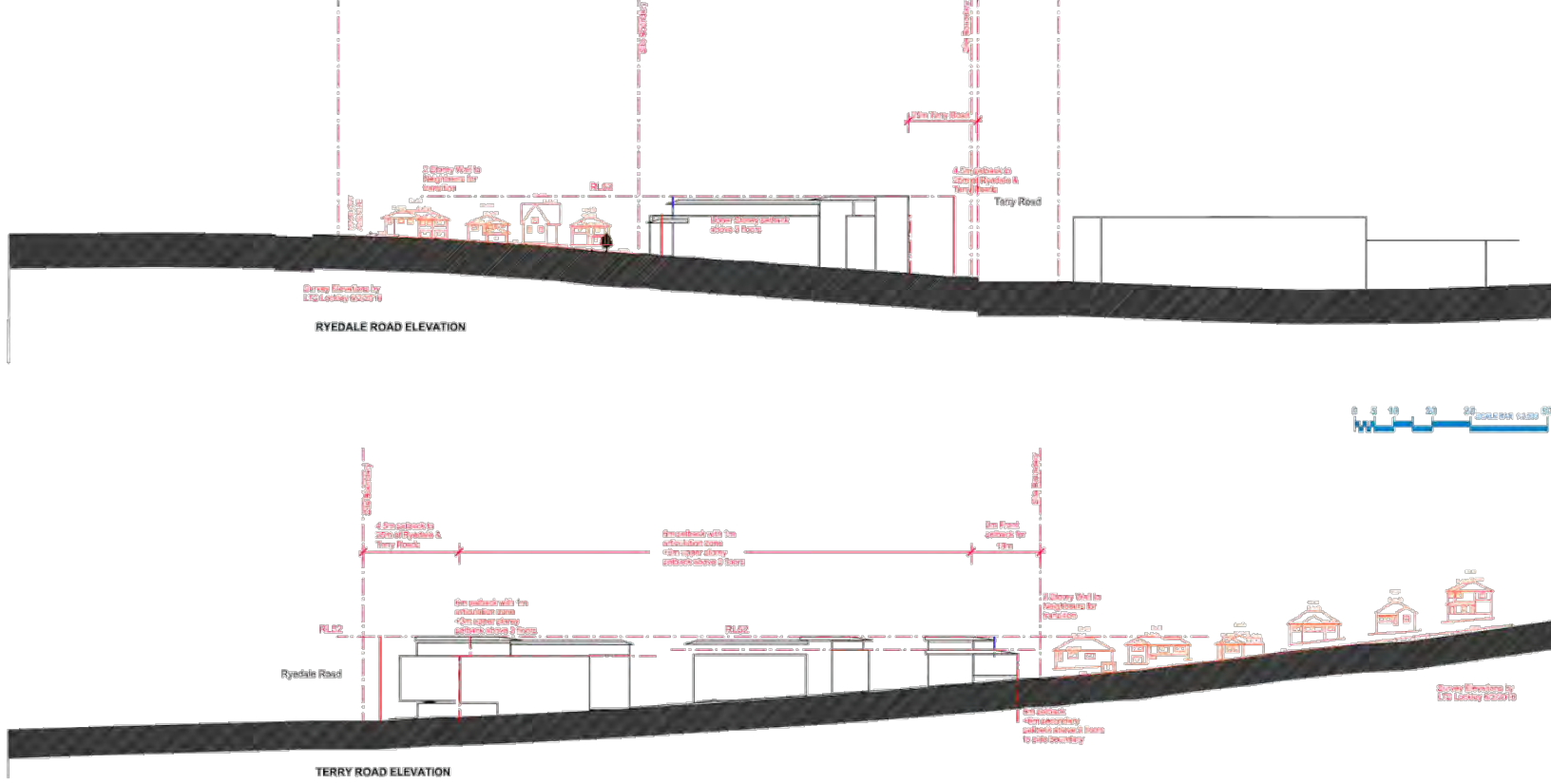


Title: Site DCP Elevation Ryedale & Terry Rd

Drawing Number: 293 PP24 B

Date: 28/11/17

Scale: n.t.s

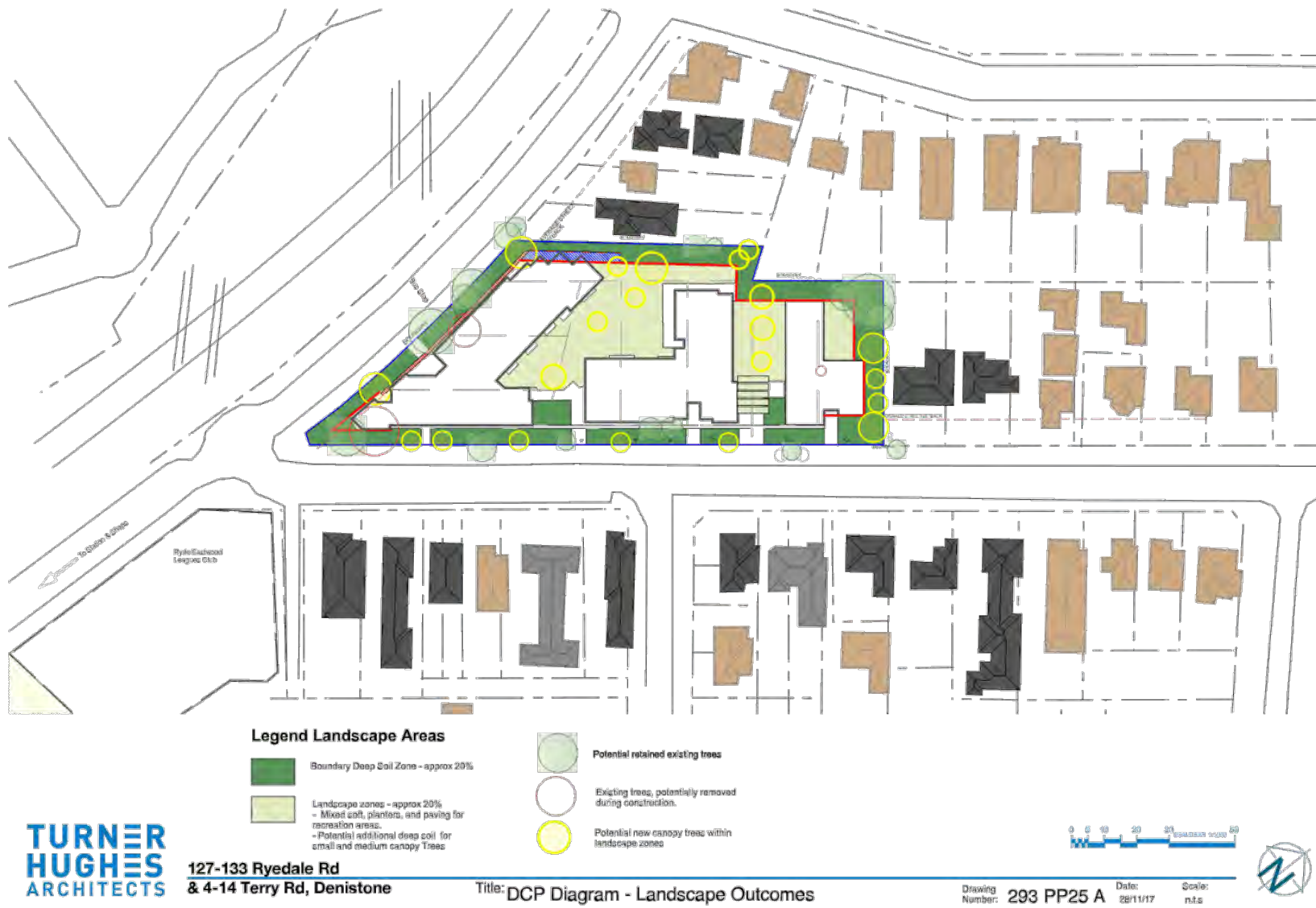


- Boundary
- Primary Setback
- - - - - Street Setback with 1m Articulation Zone
- - - - - Upper Storey Setback above 3 floors
- - - - - Upper Storey Setback above 2 floors



**ITEM 9 (continued)**

**ATTACHMENT 2**



**ITEM 9 (continued)**

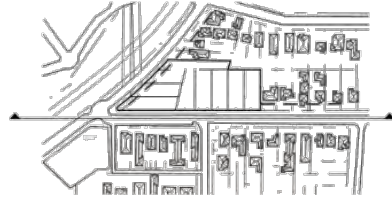
**ATTACHMENT 2**

**TURNER  
 HUGHES  
 ARCHITECTS**

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

Title: Stage 1 Site Elevation Terry Road

Drawing Number: 293 PP26 A    Date: 28/11/17    Scale: n.t.s.



ITEM 9 (continued)

ATTACHMENT 2



**TURNER  
HUGHES  
ARCHITECTS**

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

Title: Indicative Building Heights @ RL 52

Drawing  
Number: 293 PP33 A

Date:  
27/11/17

Scale:  
1:1000





**ITEM 9 (continued)**

**ATTACHMENT 2**



**TURNER  
HUGHES  
ARCHITECTS**

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

Title: Indicative View 1- Ryedale Rd View Looking South

Drawing  
Number: 293 PP41 A

Date:  
01/04/15

Scale:  
n.t.s



**ITEM 9 (continued)**

**ATTACHMENT 2**



**TURNER  
HUGHES  
ARCHITECTS**

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

Title: Indicative View 2- Ryedale Rd looking North

Drawing  
Number: 293 PP42 A

Date:  
01/04/15

Scale:  
n.t.s





ITEM 9 (continued)

ATTACHMENT 2



**TURNER  
HUGHES  
ARCHITECTS**

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

Title: Indicative View 3- Terry Rd View Looking East

Drawing  
Number: 293 PP43 A

Date:  
01/04/15

Scale:  
n.t.s





ITEM 9 (continued)

ATTACHMENT 2



**TURNER  
HUGHES  
ARCHITECTS**

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

Title: Indicative View 4- Terry Rd looking west

Drawing  
Number: 293 PP44 A

Date:  
01/04/15

Scale:  
n.t.s



**ITEM 9 (continued)**

**ATTACHMENT 2**



**TURNER  
HUGHES  
ARCHITECTS**

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

Title: Indicative View 5- Ryedale & Terry Rd looking North

Drawing  
Number: 293 PP45 A

Date:  
01/04/15

Scale:  
n.t.s





**ITEM 9 (continued)**

**ATTACHMENT 3**



**PLANNING PROPOSAL AUTHORITY  
DETERMINATION AND STATEMENT OF REASONS  
SYDNEY NORTH PLANNING PANEL**

<b>DATE OF DETERMINATION</b>	20 December 2021
<b>DATE OF DECISION</b>	15 December 2021
<b>PANEL MEMBERS</b>	Peter Debnam (Chair), Susan Budd, and Brian Kirk
<b>APOLOGIES</b>	Julie Savet Ward
<b>DECLARATIONS OF INTEREST</b>	None

Public meeting held by Public Teleconference on 15 December 2021, opened at 2.30pm and closed at 3.05pm.

Papers circulated electronically on 6 December 2021.

**PLANNING PROPOSAL**

Ryde - PP-2021-115 - 127-133 Ryedale Road and 4-14 Terry Road, Denistone, the planning proposal relates to the wording of Environmental Planning Instrument provisions. The planning proposal seeks to amend the Ryde Local Environmental Plan 2014 as follows:

- amend *Schedule 1 Additional Permitted Uses* to permit 'seniors housing' with development consent in the R2 Low Density Residential zone;
- amend the Maximum Height of Building (HOB) map to include a maximum building height of RL52 across the site; and
- amend the Floor Space Ratio (FSR) map to include a maximum FSR of 1:1 for Stage 1 (4-14 Terry Road, and part 133 Ryedale Road) and 1.57:1 for Stage 2 (127-131 Ryedale Road and part 133 Ryedale Road. (This is in lieu of a blanket FSR of 1.2:1 across the site. It is noted that the proposed split FSR achieves an overall FSR of 1.2:1 when combined) (AS DESCRIBED IN SCHEDULE 1).

**PANEL CONSIDERATION AND DECISION**

The Panel considered: the material listed at item 4, and the material presented at meetings and matters observed at site inspections listed at item 5 in Schedule 1.

As the Planning Proposal Authority, the Panel determined to recommend to the Minister that the proposed instrument, as described in Schedule 1, should be finalised and recommends the FSR reflect the exhibited Concept Scheme in the final planning controls applied to the site as follows:

- The Stage 1 FSR is retained at 1:1 (127-131 and part 133 Ryedale Road);
- The Stage 2 FSR reflect the exhibited concept scheme and Council's draft DCP at 1.57:1 (4-14 Terry Road and part 133 Ryedale Road); and
- The Stage 1 and Stage 2 land allocations remain as exhibited.

The Panel also notes future development of the site must consider:

- State Environmental Planning Policy (Housing) 2021 especially in relation to gradients, built form and design principles;
- Refinement of the draft DCP to be compliant with the Housing SEPP; and
- Stage 1 development must address potential site isolation and amenity of neighbouring properties.

The Panel adjourned during the meeting to deliberate on the matter and formulate a resolution.

The decision was unanimous.

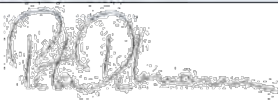
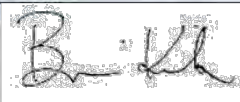

**REASONS FOR THE DECISION**

**ITEM 9 (continued)**

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The Panel noted that in principle Council was supportive of the proposed amendments in terms of permitted uses, height of buildings, overall FSR and the split of FSR across Stages 1 and 2.

The Panel concurred with the Department that the Proponent had generally addressed all key concerns raised in the submissions however agreed the FSR should reflect the exhibited Concept Scheme in the final planning controls applied to the site.

PANEL MEMBERS	
 Peter Debnam (Chair)	 Brian Kirk
 Susan Budd	

**ITEM 9 (continued)**

**ATTACHMENT 3**

SCHEDULE 1		
1	<b>PANEL REF – LGA – PLANNING PROPOSAL NO. - ADDRESS</b>	Ryde - PP-2021-115 - 127-133 Ryedale Road and 4-14 Terry Road, Denistone.
2	<b>LEP TO BE AMENDED</b>	Ryde Local Environmental Plan 2014
3	<b>PROPOSED INSTRUMENT</b>	<p>Planning proposal to amend the Ryde Local Environmental Plan 2014. The planning proposal relates to the wording of Environmental Planning Instrument provisions. The planning proposal seeks to:</p> <ul style="list-style-type: none"> <li>- amend <i>Schedule 1 Additional Permitted Uses</i> to permit 'seniors housing' with development consent;</li> <li>- amend the Maximum Height of Building (HOB) map to include a maximum building height of RL52 across the site; and</li> <li>- amend the Floor Space Ratio (FSR) map to include a maximum FSR of 1:1 in Stage 1 and 1.57:1 for Stage 2. (This is in lieu of a blanket FSR of 1.2:1 across the site. It is noted that the proposed split FSR achieves an overall FSR of 1.2:1 when combined.)</li> </ul>
4	<b>MATERIAL CONSIDERED BY THE PANEL</b>	<ul style="list-style-type: none"> <li>• Submissions report: December 2021</li> <li>• Written submissions during public exhibition: 13</li> <li>• Verbal submissions at the public panel meeting: <ul style="list-style-type: none"> <li>○ Paul Treacy</li> <li>○ Natasha Menezes</li> <li>○ Phil Greenwood</li> <li>○ On behalf of the applicant – Brendan Hoskins.</li> </ul> </li> <li>• Total number of unique submissions received by way of objection: 12</li> </ul>
5	<b>MEETINGS AND SITE INSPECTIONS BY THE PANEL</b>	<ul style="list-style-type: none"> <li>• Briefing: 15 December 2021 <ul style="list-style-type: none"> <li>○ <u>Panel members</u>: Peter Debnam (Chair), Susan Budd and Brian Kirk</li> <li>○ <u>Council assessment staff</u>: Karen Lettice, Christina Brooks and Brendan Metcalfe</li> </ul> </li> <li>• Site inspection: Panel members visited the site individually on different days due to Covid-19 precautions.</li> </ul>

**ITEM 9 (continued)**

**ATTACHMENT 4**

**RIDENOUR** urban projects

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

Urban Design Review

29 January 2019

**1.0 Introduction**

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

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

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

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

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

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



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

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

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

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

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

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

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

**2.0 Indicative Concept Design**

**2.1 Local character**

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

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

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

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

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

**2.2 Building use**

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

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

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**ATTACHMENT 4**

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

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

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

**2.2 Built form strategy**

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

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

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

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

**ITEM 9 (continued)**

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**RIDENOUR** urban projects

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

**2.3 Street setback**

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

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

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

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

**2.4 Side and rear setbacks**

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

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

**ITEM 9 (continued)**

**ATTACHMENT 4**

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

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

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

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

**2.5 Vehicle access**

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

**2.7 Pedestrian access**

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

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

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



**ITEM 9 (continued)**

**ATTACHMENT 4**

**RIDENOUR** urban projects

**2.6 Landscape**

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

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

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

**2.7 Development Staging**

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

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

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



**ITEM 9 (continued)**

**ATTACHMENT 4**

**RIDENOUR** urban projects

**3.0 Development Control Plan**

**3.1 Objectives**

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

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

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

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

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

Detailed comments on the DCP are provided in Attachment B.

**4.0 Recommendations**

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

The following amendments are recommended:

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

**ITEM 9 (continued)**


**ATTACHMENT 4**

**RIDENOUR** urban projects

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

**ITEM 9 (continued)**

**ATTACHMENT 4**

 City of Ryde

Lifestyle and opportunity  
@ your doorstep

City of Ryde  
**Development Control Plan 2014**

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

ITEM 9 (continued)

ATTACHMENT 4

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

6.6

Translation

ENGLISH

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

ARABIC

إذا تعذر عليك فهم محتويات هذه الوثيقة، نرجو الحضور إلى مركز بلدية رايد Ryde Civic Centre، 1 Devlin Street، Ryde من الاثنين إلى الجمعة بين الساعة 8.30 صباحاً والساعة 4.30 مساءً، أو الاتصال بمكتب خدمات الترجمة على الرقم 131 450 لكي نطلب من أحد المترجمين الاتصال بمجلس مدينة رايد، على الرقم 9952 8222، نيابة عنك.

ARMENIAN

Եթե այս փաստիկը չէ հասկանալի, անցե՛ք Լայդ քաղաքի Ինքնաշարժի կենտրոն, 1 Devlin Street, Ryde (Ryde Civic Centre, 1 Devlin Street, Ryde) երեքշաբթիից Դեռապես կա. ժամը 8.30 – կա. ժամը 4.30, կամ հեռախոսիկե՛ք՝ Տեղափոխվե՛ք Քաղաքապետի կենտրոնի հեռախոսահամարը՝ 131 450, եւ անցե՛ք Ձեր անունով Լայդ քաղաքապետին կապ հաստատելու համար, հեռախոսահամար՝ 9952 8222 թիվին:

CHINESE

如果您看不懂本文，請在週一至週五上午 8 時 30 分至下午 4 時 30 分前往 Ryde 市政中心詢問 (Ryde Civic Centre, 地址: 1 Devlin Street, Ryde)。您也可以打電話至電話傳譯服務中心，電話號碼是: 131 450。然後您可以要求一位傳譯員為您打下電話聯絡 Ryde 市政廳辦事處，電話是: 9952 8222。

(FARSI)

اگر این سند را نمی فهمید لطفاً از ساعت 8.30 صبح تا 4.30 بعد از ظهر دو روز یکشنبه تا جمعه به مرکز شهرداری رايد، Ryde Civic Centre, 1 Devlin Street، Ryde مراجعه کنید یا به سرویس مترجم تلفنی شماره 131 450 تلفن بزنید و از یک مترجم بخواهید که از طرف شما یا شهرداری رايد شماره 9952 8222 تلفن بزند.

ITALIAN

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

KOREAN

이 문서가 무슨 의미인지 모르실 경우에는 1 Devlin Street, Ryde 에 있는 Ryde Civic Centre 로 오시거나 (월 – 금, 오전 8.30 – 오후 4.30), 전화 131 450 번으로 전화 통역 서비스에 연락하셔서 통역사에게 여려본 대신 Ryde 시청에 전화 9952 8222 번으로 연락을 부탁하십시오.

Amend. No.	Date approved	Effective date	Subject of amendment

**ITEM 9 (continued)**

**ATTACHMENT 4**

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

**6.6**

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<b>2.4</b>	<b>Building Height</b>	<b>7</b>
<b>2.5</b>	<b>Setbacks</b>	<b>8</b>
<b>2.6</b>	<b>Communal Open Space</b>	<b>9</b>
<b>2.7</b>	<b>Private Open Space</b>	<b>9</b>
<b>2.8</b>	<b>Landscaping &amp; Tree Preservation</b>	<b>10</b>
<b>2.9</b>	<b>Design Quality</b>	<b>11</b>
<b>2.10</b>	<b>Ancillary Support Uses</b>	<b>11</b>
<b>2.11</b>	<b>Services</b>	<b>12</b>
<b>2.12</b>	<b>Solar Access &amp; Overshadowing</b>	<b>12</b>
<b>2.13</b>	<b>Visual and Acoustic Privacy</b>	<b>12</b>
<b>2.14</b>	<b>Car Parking &amp; Vehicular Access</b>	<b>13</b>
<b>2.15</b>	<b>Accessibility</b>	<b>13</b>
<b>2.16</b>	<b>Stormwater Management</b>	<b>14</b>
<b>2.17</b>	<b>Waste Minimisation and Management</b>	<b>14</b>



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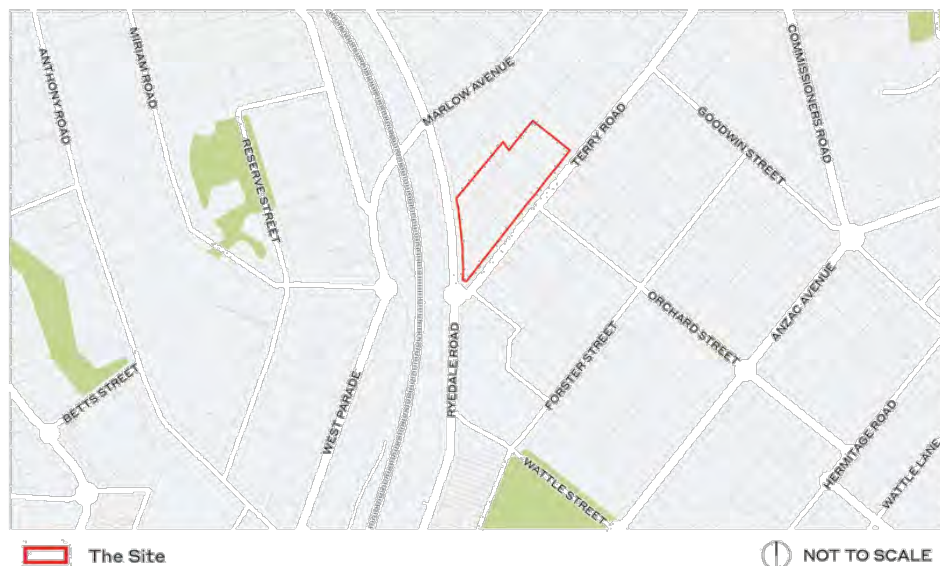
**1.0 Introduction**

**1.1 Land to which this Part applies**

This part applies to land identified as follows:

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

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



**Figure 1 Land to which the Plan Applies**

**1.2 Objectives of this Part**

The objectives of this Part are:

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

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

**1.3 Purpose of this Part**

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

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

**1.4 Relationship to other sections of the DCP**

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

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## 2.0 General Development Controls

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

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

### 2.1 Density

#### Objectives

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

#### Controls

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

### 2.2 Dwelling Mix

#### Objectives

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

#### Controls

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

### 2.3 Streetscape

#### Objectives

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

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**Controls**

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

**2.4 Building Height**

**Objectives**

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

**Controls**

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



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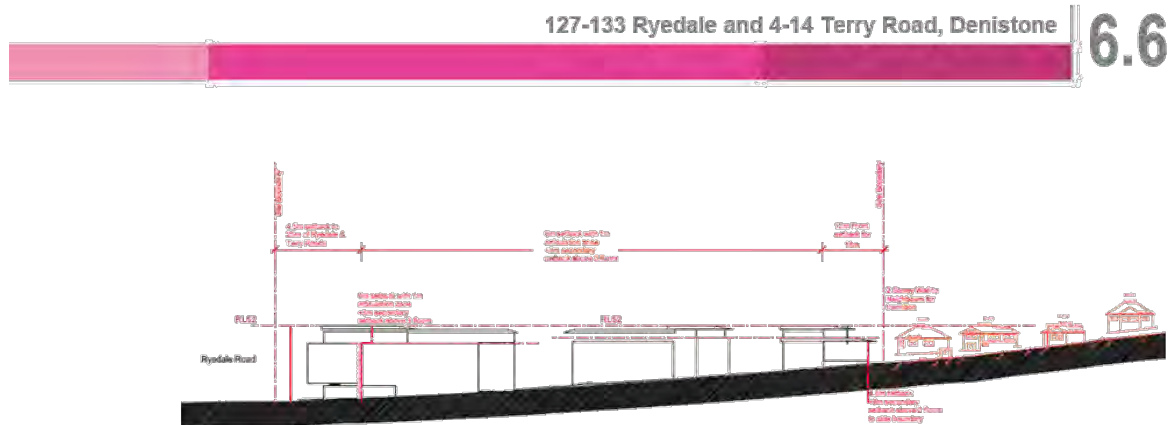


Figure 2 Terry Road Elevation

2.5 Setbacks

Objectives

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

Front Setbacks

Controls

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

Side and Rear Setbacks

Controls

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

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

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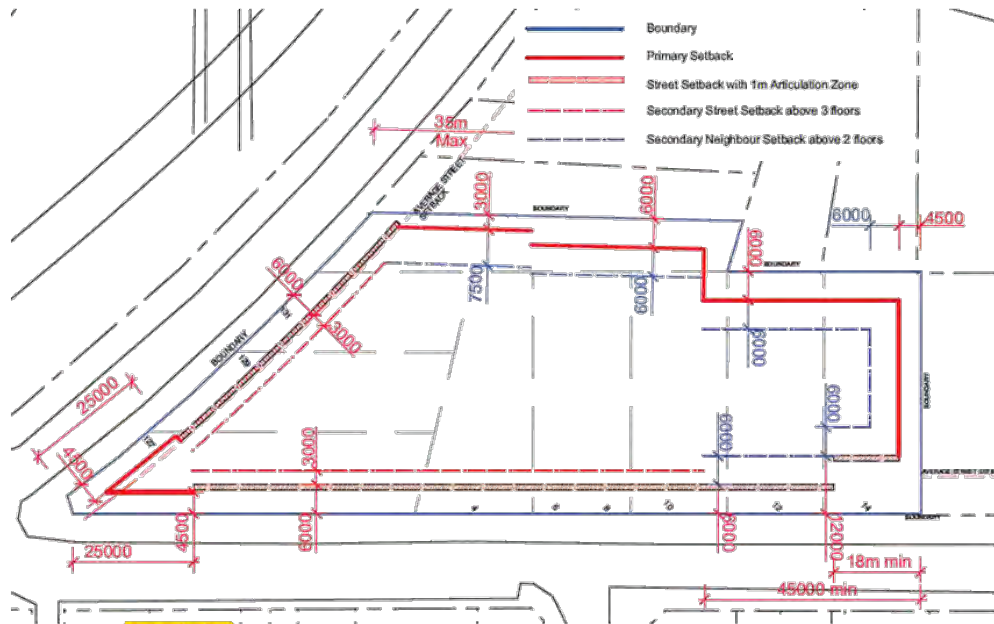


Figure 3 Setback Plan

2.6 Communal Open Space

Objectives

1. To provide communal open space on land within the site as part of its redevelopment.
2. To provide functional and useable communal open space for the enjoyment of residents.

Controls

- a. The area of communal open space provided shall be equivalent to 25% of the site area.
- b. At least 50% of the communal open space area achieve a minimum of 50% direct sunlight for a minimum of 2 hours between 9am and 3pm on 21 June.
- c. The communal open space area must include equipment such as seating, shade structures, barbeques and landscaping features.

2.7 Private Open Space

Objectives

1. To provide for private open spaces which are functional, useable and relate to the activity areas of the dwelling.

Controls

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

### 2.8 Landscaping & Tree Preservation

#### Objectives

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

#### Controls

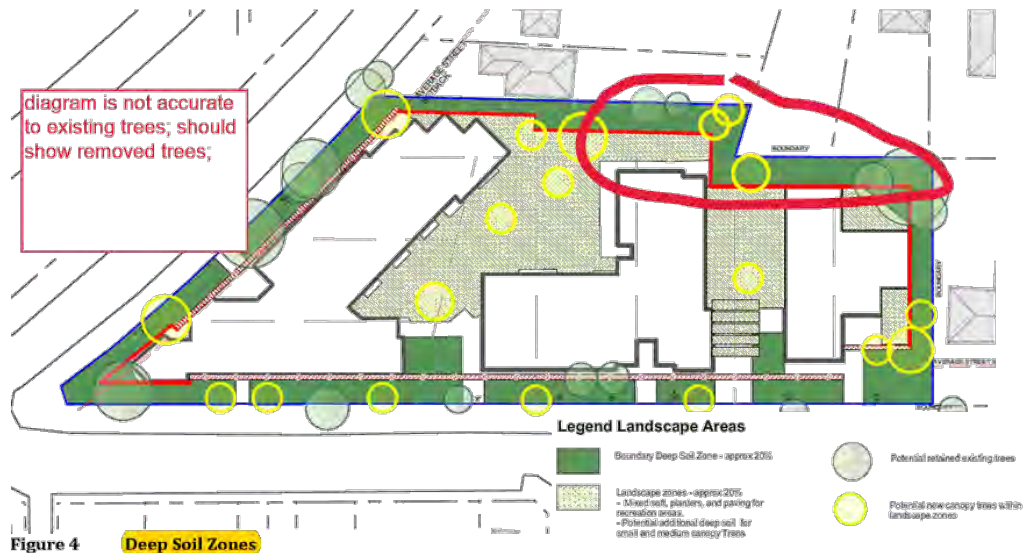
- a. A minimum 30% of the site area is to be landscaped area.
- b. Retain on site mature trees where appropriate and practicable, and incorporate additional large planting as key elements of the landscape plan.
- c. Allow for deep soil zones in accordance with Figure 4.
- d. Provide deep soil zones which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

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2.9 Design Quality

Objectives

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

Controls

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

2.10 Ancillary Support Uses

Objectives

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

Controls

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



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

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**2.11 Services**

**Objectives**

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

**Controls**

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

**2.12 Solar Access & Overshadowing**

**Objectives**

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

**Controls**

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

**2.13 Visual and Acoustic Privacy**

**Objectives**

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

**Controls**

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



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**ATTACHMENT 4**

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

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**2.14 Car Parking & Vehicular Access**

**Objectives**

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

**Controls**

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

**2.15 Accessibility**

**Objectives**

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

**Controls**

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

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

**6.6**

**2.16 Stormwater Management**

**Objectives**

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

**Controls**

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

**2.17 Waste Minimisation and Management**

**Objectives**

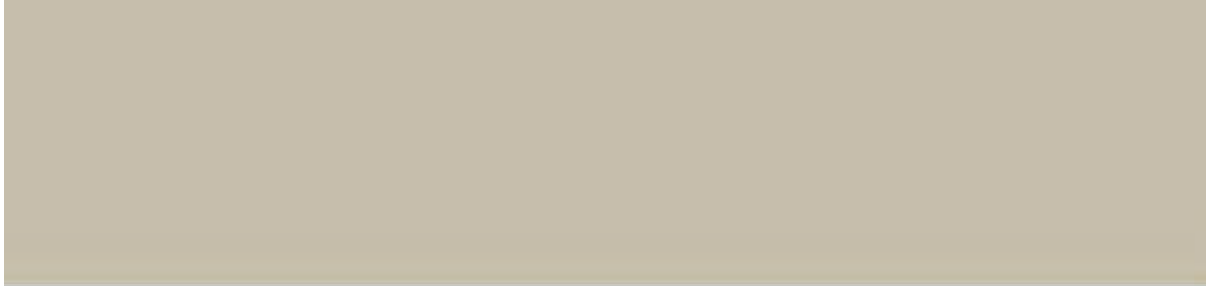
1. To ensure the efficient storage, access, collection of waste and quality design of facilities.
2. To minimise any adverse impact of waste collection on the surrounding public domain and neighbouring properties.

**Controls**

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

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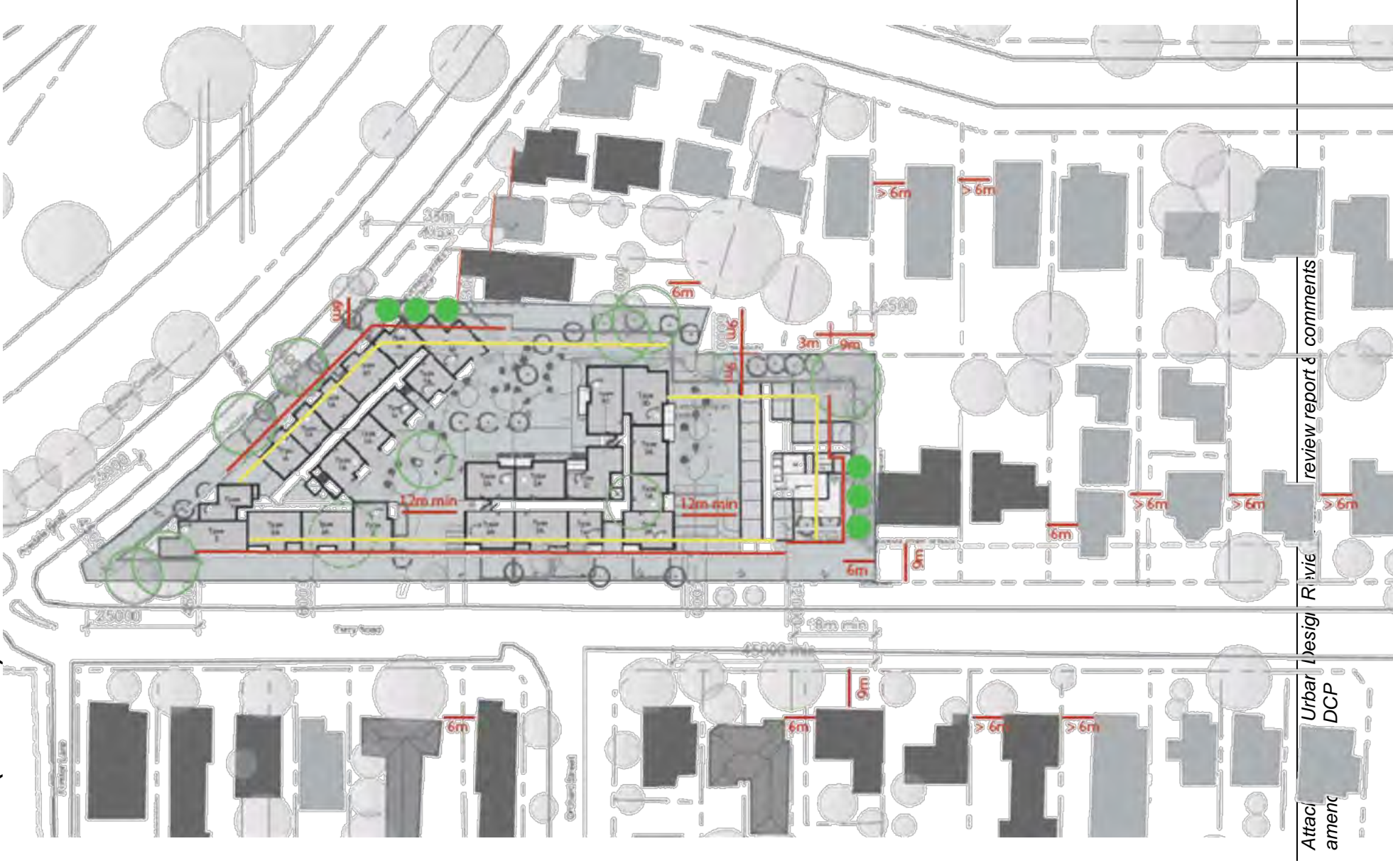
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11 Bevilin Street  
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**ITEM 9 (continued)**

**ATTACHMENT 4**



Attachment

Urban Design DCP

Review

review report & comments



**ITEM 9 (continued)**

**ATTACHMENT 5**

**ATTACHMENT 5 - Summary of Submissions for Draft Rye DCP 2014 Part 6.6**

**Proponent Submission and Council Responses**

Council Ref	No.	Summary of Comment	Response
D21/134521	1	Controls conflicting with Section 3.42 of the EP&A Act 1979 as they could constrain the delivery of the intended project due to ambiguity: <ul style="list-style-type: none"> <li>Part 2.3 (a) 50m building length – suggest to delete wording “or Ryedale Road”.</li> </ul>	The wording “or Ryedale Road” has been deleted in the control – see new control 2.2(a).  To improve clarify, a separate control has been inserted to 2.2(b) for the Ryedale Road frontage – “On Ryedale Road, should the length of any individual building exceeds 50m, at least one large deep inset (5m wide x 10m deep) is to be provided to articulate and visually express the built form as a grouping of connected building forms.”
	2	<ul style="list-style-type: none"> <li>Part 2.3(j) 12m building breaks – suggest to add wording “along Terry Road” after “Each physical break”.</li> </ul>	The control has been updated to improve clarity - see 2.2(k) in updated DCP.
	3	<ul style="list-style-type: none"> <li>Part 2.5(b) side and rear building length – suggest to delete wording “The maximum length of any individual building presented to the side and rear boundaries is 18m”</li> </ul>	To eliminate ambiguity, the control has been expanded and refined to: “Buildings are to be oriented to have the shorter elevation facing No. 135 Ryedale Road, No.1 & 3 Marlow Avenue. The maximum length of any individual building elevation presented to the side and rear boundaries is 18m.”  It has also been moved to a more appropriate location under Section 2.3 ‘Building Height & Form’ to support Objective 2.3(4).
	4	Under Section 3.42 of the EP&A Act 1979, controls having no effect given they are the same as provisions in the Ryde LEP 2014:	Sections ‘2.1 Density’, Figure 2 and Control 2.4(a) have been deleted to avoid duplication with LEP controls.

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	<ul style="list-style-type: none"> <li>Control 2.1(b) maximum GFA - suggest to delete relevant text and figure 2</li> <li>Control 2.4(a) height of buildings – suggest to delete control</li> </ul>	
5	<p>Controls incompatible with provisions within the <i>Housing for Seniors or People with a Disability SEPP 2004</i>.</p> <ul style="list-style-type: none"> <li>Part 2.5(a) front setbacks – suggest to delete wording “as depicted in figure 4” regarding deep soil provision</li> <li>Part 2.8(c) 6m dimension for deep soil zone – suggest to delete control and be changed to “a minimum 15% of the site area is to be a deep soil zone.”</li> </ul>	<p>Figure 4 has been updated to remove annotation regarding deep soil’ to avoid confusion (see new Figure 3). Deep soil provision must be compliant with the Housing SEPP 2021, which is a State Environmental Planning Policy that overrides local planning documents such as a DCP.</p> <p>Control 2.8(c) has also been deleted to be compliant with the deep soil requirements in the Housing SEPP 2021 – see new Section 2.7.</p>
6	<p>Controls overly prescriptive</p> <ul style="list-style-type: none"> <li>Part 2.3(f) access ramp – suggest to delete control</li> <li>Part 2.3(k) retaining walls – suggest to delete control</li> </ul>	<p>The subject site slopes towards the roundabout at the Ryedale and Terry Road intersection with substantial level changes. There is a high chance that access ramps and some retaining walls are required along the Ryedale Road and Terry Road frontages to provide site access and deal with level differences. Therefore, the control remains unchanged in the DCP – see 2.2(g).</p> <p>The wording of the Control 2.3(k) has been refined to improve clarity and specifies that it is only applicable if retaining walls are required – see 2.2(l) and (m).</p>
7	<p>Part 2.5(c) setbacks plan – suggest to update figure 5 to allow for a 3m side setback and a 3m articulation zone beyond, neighbouring 135 Ryedale Road</p>	<p>The control remains unchanged in the DCP – see 2.4(c). The 6m side setback to 135 Ryedale Road is recommended by City of Ryde’s Urban Design Review Panel (see pages 5-6 of Urban Design Review report by Ridenour Urban Projects in <b>ATTACHMENT 4</b>) to:</p>

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			<p><i>“provide tree planting along the boundary to screen and mediate between the two scales (house and apartment) and different street setbacks (existing houses at an angle to the street and a street edge aligned building for the proposal). This would reinforce the landscape character of the neighbourhood, assist in transitioning between the new building form and existing houses; and reduce apparent bulk when viewed along Ryedale Street from the north.”</i></p>
8	Part 2.8 (h) arborist report – suggest to delete control as it is already stipulated elsewhere in the Ryde DCP 2014		Control 2.8(h) has been deleted – see new Section 2.7, as the requirement already exists in Part 9.5 ‘Tree Preservation’ of the Ryde DCP 2014.
9	<p>Controls inappropriate for proposed development</p> <ul style="list-style-type: none"> <li>Part 2.3(l) &amp; (m) public art – suggest to delete controls</li> </ul>		Controls 2.3(l) & (m) have been deleted as the subject site is located outside the West Ryde Town Centre and the B4 zone – see new Section 2.2. It would be more advantageous to provide public art on Ryedale Road further to the south within the Town Centre boundary to signify the arrival experience at the gateway. Public art is generally not required for development in the R2 zone.

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**Public Submissions and Council Responses**

Council Ref	No.	Summary of Comment	Response
D21/135210	10	Compatibility: <ul style="list-style-type: none"> <li>• The development is not compatible with the surrounding residential development.</li> <li>• Delivery and service vehicles and trucks creating a commercial environment not in keeping with unit blocks nor standalone dwellings</li> </ul>	The following controls are in the Draft DCP to ensure the future development will be designed to stay compatible with the surrounding context in terms of its bulk and scale, presentation to the streets and access: <ul style="list-style-type: none"> <li>○ Section 2.2 Streetscape</li> <li>○ Section 2.4 Setbacks</li> <li>○ Section 2.7 Landscape &amp; Tree Preservation</li> <li>○ Section 2.8 Design Quality</li> <li>○ Section 2.13 Car Parking &amp; Vehicular Access</li> </ul> In addition to the above, the future DA is required to comply with relevant LEP controls, including overall FSR, FSR distribution in different stages and building height to achieve compatibility.
	11	Local traffic: <ul style="list-style-type: none"> <li>• The problem of the bridge is not addressed.</li> <li>• Needs pedestrian crossings and /or pedestrian lights which will add a permanent and constant hindrance to traffic flow.</li> <li>• Bottle neck at the bottom of Terry Rd where the road narrows.</li> <li>• DCP does not state how or adequately convey what traffic movement to and from the site will be like: ambulance, delivery, maintenance, health, waste, etc</li> <li>• Needs a more recent traffic assessment which better reflects current traffic trends (outside of lockdown).</li> </ul>	Section 2.13 'Car Parking & Vehicular Access' of the Draft contains relevant objectives and controls to: <ul style="list-style-type: none"> <li>○ provide convenient and safe access and adequate car parking that meets the needs of all future residents and visitors.</li> <li>○ provide access arrangements which do not impact upon the efficient or safe operation of the surrounding road system.</li> <li>○ minimise any adverse impact of vehicular access on the surrounding public domain, neighbouring properties and neighbourhood character.</li> </ul> Section 2.16 of the Draft DCP 'Waste Minimisation and Management' has set out objectives and relevant controls to

4-14 Terry Road & 127 - 133 Ryedale Road, Denistone – Seniors Housing and Aged Care Facility



**ITEM 9 (continued)**

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		<p>minimise any adverse impact of waste collection on the surrounding public domain and neighbouring properties.</p> <p>Further assessment of potential transport and traffic can be undertaken at the DA stage.</p>
12	<p>Amenity:</p> <ul style="list-style-type: none"> <li>• Overshadow land on opposite side during winter.</li> <li>• Increase in air and noise pollution both from the street and exhaust from underground car parks.</li> <li>• There is a probability that potential contaminants being disturbed and, along with dust, causing serious health concerns for elderly residents already living near the site.</li> <li>• Increase in competition for wi-fi in the area during construction.</li> <li>• Potential harm from site pollution such as air pollution and noise pollution during construction.</li> <li>• Vibrations from excavations.</li> <li>• Daily noise and dust over many months for several years.</li> </ul>	<p>The shadow diagrams prepared by the Proponent demonstrate that due to the location of the site on the northern side of Terry Road, the shadow of the future development will largely land on the road surface and is unlikely to have an unacceptable level of impact on adjacent residential properties or public open space.</p> <p>The design of the underground car park of any future DAs on the subject site is required to meet the objective in Ryde DCP Part 9.3 'Parking Controls' to ensure an adequate environmental quality of parking areas (including both safety and amenity).</p> <p>The issue in relation to wi-fi is not a matter for consideration in the drafting of DCP controls.</p> <p>Other issues e.g. contaminants, pollution, vibration, noise, and dust in relation to construction activities can be addressed through conditions of consent prior to the issue of the Construction Certificate (CC).</p>
13	<p>Car Parking:</p> <ul style="list-style-type: none"> <li>• Loss of parking in Terry Road</li> </ul>	<p>The Draft DCP contains controls in Section 2.13 'Car Parking &amp; Vehicular Access', which require the future development to provide on-site parking (including visitor parking) in accordance with Part 9.3 Parking Controls of the Ryde DCP 2014.</p>

4-14 Terry Road & 127 - 133 Ryedale Road, Denistone – Seniors Housing and Aged Care Facility

**ITEM 9 (continued)**

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			The exhibited concept scheme has proposed to reduce the number of driveways to Terry Road. Subject to the design of the future DA, the proposal may potentially increase the capacity of on-street parking.
14	Use	<ul style="list-style-type: none"> <li>The planning proposal lacks clarity about the exact nature of residents, while indicating 'inclusive of seniors' it is not exclusive of others now or in the future.</li> <li>It lacks clarity in the plans regarding the commercial aspects of the site.</li> </ul>	This was a matter for the planning proposal/LEP amendments to address. Seniors housing is either a stand-alone residential aged care home or independent living units for people aged 60 or over. Any future uses on the site must comply with the Ryde LEP 2014 in terms of permissible land use.
15	Consultation	<ul style="list-style-type: none"> <li>Residents in this area of Denistone and West Ryde have not been suitably informed about what this will mean to subsequent developments in this area.</li> </ul>	This is not a matter relating to the controls of the draft amendment to the DCP.
16	Environment:	<ul style="list-style-type: none"> <li>Community of birds and bees and small reptiles has been growing and thriving. The DCP does not consider the impact on them.</li> <li>Increased spider activity, particularly funnel webs.</li> </ul>	There are no threatened species of flora or fauna located on the site. DCP section 2.7 'Landscaping & Tree Preservation' ensures that soft landscaping, large tree planting and deep soil are maximised on the site to help create natural habitats.
17	Loss of privacy both visually and acoustically:	<ul style="list-style-type: none"> <li>Direct line of sight into private open space.</li> <li>Increase in ambient noise.</li> </ul>	<p>Control 2.3(d) has been added to Section 2.3 'Building &amp; Form' to make sure that the future proposed buildings are oriented away from No. 135 Ryedale Road, No.1 &amp; 3 Marlow Avenue.</p> <p>The objective under Section 2.12 'Visual and Acoustic Privacy' has been refined to remove the wording "<i>the siting and design of the building(s)</i>". This ensures that the future development must apply broader mitigation measures to</p>

4-14 Terry Road & 127 - 133 Ryedale Road, Denistone – Seniors Housing and Aged Care Facility

**ITEM 9 (continued)**

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			<p>maintain the visual and acoustic privacy of future occupants and neighbours in their dwellings and private open spaces.</p> <p>Control 2.12(a) requires primary outlooks of the future development are to be directed towards the street or communal open space and avoid looking onto neighbouring private open spaces.</p> <p>Control 2.12 (b) has been strengthened to replace the word “<i>minimised</i>” with “<i>avoided</i>” regarding direct overlooking onto adjoining private outdoor areas and/or living rooms.</p> <p>Additional controls (d) and (e) are included in Section 2.12 to address potential acoustic privacy impacts.</p>
D21/135722 & D21/135715	18	<p>Social impact:</p> <ul style="list-style-type: none"> <li>There is an ethical question of selling ‘seniors and aged care’ at a time when Ryde Hospital is due to be relocated.</li> </ul>	This is not a matter for consideration in the drafting of a DCP.
	19	<p>Visual privacy:</p> <ul style="list-style-type: none"> <li>The proposed 6m setback does not provide enough privacy to 1 Marlow Ave and 3 Marlow Ave.</li> <li>Visual privacy impact from proposed community space, Levels 3 and 4 on 1 Marlow Ave and 3 Marlow Ave.               <ul style="list-style-type: none"> <li>Add a new control so that any side and rear setbacks allow for future redevelopment of land within the bordering private properties (e.g. villas or granny flats)</li> <li>Primary Setback be increased from 6m to 12m.</li> <li>Secondary setback be increased from 9m to 12m.</li> <li>Explain what appropriate landscape treatments included.</li> </ul> </li> </ul>	<p>The Draft DCP does not solely rely on setbacks but also a range of controls (see below) to minimise visual privacy impacts:</p> <ul style="list-style-type: none"> <li>Section 2.3 Building Height &amp; Form</li> <li>Section 2.4 Setbacks</li> <li>Section 2.7 Landscape &amp; Tree Preservation</li> <li>Section 2.12 Visual &amp; Acoustic Privacy</li> </ul> <p>When combined, the above controls along with relevant objectives will ensure visual privacy of neighbouring properties are maintained.</p>

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**ITEM 9 (continued)**

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		<ul style="list-style-type: none"> <li>○ No balconies or windows facing 1 and 3 Marlow Ave.</li> <li>○ No balconies and windows that can diagonally look into 1 and 3 Marlow Ave. This includes community areas, balconies, bedrooms, bathrooms, etc.</li> <li>○ 2.13(b) change ‘minimised’ to ‘avoided’</li> <li>○ Create a control to ensure neighbouring properties continue existing levels of privacy i.e. no CCTV cameras must be directed towards any neighbouring properties.</li> </ul>	<p>‘Appropriate landscape treatments’ in the DCP refer to screen landscape planting that provides a high foliage density year-round to block off direct views.</p> <p>Further information regarding visual privacy can be found in response No.17.</p> <p>If required, visual privacy issue can be addressed more specifically through Conditions of Consent at the DA stage.</p>
	20	<p>Acoustic privacy:</p> <ul style="list-style-type: none"> <li>● Expand controls to specify how sound will be absorbed, blocked and masked.</li> <li>● Establish controls such as permitted noise levels, timings when music and other activities are permitted and ensure that these are enforced</li> <li>● Natural sound buffers such as plants and artificial sound buffers to be installed along the entirety of the fences.</li> <li>● Create a control on this as needed to ensure the no noisy plant equipment is facing private areas of neighbouring properties.</li> </ul>	<p>Additional controls are included in Section 2.12 to address potential acoustic privacy impacts.</p> <p>An acoustic report will be required to accompany the DA for the future proposal.</p> <p>If required, acoustic insulation measures can be required through Conditions of Consent at the DA stage.</p>
	21	<p>Deep soil:</p> <ul style="list-style-type: none"> <li>● A 6m setback along the boundary at rear of 1 and 3 Marlow Ave appears to be too narrow to support deep soil and significant mid-block tree planting.</li> </ul>	<p>The 6m setback is widely considered acceptable for deep soil zone by the industry and various design guides (e.g. the Apartment Design Guide). It is also more generous than the development standards in the Housing SEPP 2021.</p>
	22	<p>Light spill:</p> <ul style="list-style-type: none"> <li>● Create controls to manage light pollution. i.e. lights must all be directional, not face neighbours, consider use of sensors (motion and light).</li> </ul>	<p>If required, any potential impacts of light pollution can be addressed by Conditions of Consent prior to the issue of CC.</p>

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	23	<p>Insufficient car parking:</p> <ul style="list-style-type: none"> <li>• Increase the overall parking so to ensure that there is no overflow to the surrounding streets which are already fully occupied.</li> <li>• Allow a control that allows residents and visitors of the complex to utilise the club existing car parking at any time.</li> <li>• Include a control in relation to car park spots for any commercial facilities.</li> </ul>	<p>Control 2.13 (c) of the Draft DCP refers on-site car parking provision to Part 9.3 of the Ryde DCP 2014. The proposal is required to meet relevant parking requirements for the future land uses.</p> <p>Also refer to responses No. 11 and 13 for further information.</p>
	24	<p>Impact on trees:</p> <ul style="list-style-type: none"> <li>• Expand Section 2.3 to include retention of neighbouring trees.</li> <li>• Section 2.8 should include a diagram to show number of existing trees that will be felled.</li> <li>• Control should be added to ensure that the current levels of privacy being offered by the trees to neighbouring private properties is being maintained, if not enhanced.</li> </ul>	<p>Section 2.7 'Landscaping &amp; Tree Preservation' provides relevant objectives and controls addressing tree retention and new tree planting.</p> <p>Part 9.5 'Tree Preservation' of the Ryde DCP 2014 also contains relevant objectives and controls that require DA proposals to submit an arborist report to assess the impact of any tree removal and identify significant trees to be retained on the site.</p> <p>For privacy issues, refer to responses No. 17 and 19.</p>
	25	<p>Amenity impact:</p> <ul style="list-style-type: none"> <li>• No exhaust fans should face neighbouring properties.</li> </ul>	Refer to response No. 12.
	26	<p>Building height and form:</p> <ul style="list-style-type: none"> <li>• Section 2.4 to include a diagram with regards to height restrictions in relation to properties on Marlow Avenue, specifically 1 and 3 Marlow Avenue</li> <li>• Expand Control 2.4(a) to specify number of storeys permitted in relation to private properties at the rear and</li> </ul>	<p>The maximum building height on the subject site is to be stipulated by the amended LEP controls.</p> <p>Control 2.3(a) has been amended to include a control for the maximum number of storeys.</p>

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		side versus the intersection of Terry and Ryedale road, so that any additional stories cannot be added under RL52 <ul style="list-style-type: none"> <li>Buildings facing 1 and 3 Marlow Ave should be not be higher than the houses on 1 and 3 Marlow Ave</li> </ul>	Section 2.3 'Building Height & Form' and Section 2.5 'Setbacks' contains controls to ensure the proposal will provide sufficient separation and transition to neighbouring properties. Any built form facing 1 and 3 Marlow Ave above 2 storeys is required to setback further (9m to 10.5m).
	27	Uses: <ul style="list-style-type: none"> <li>Needs to be put into place so that an intensive use facility of this nature is moved away from the northern end to the southern part of the site which is closer to the town centre and has a similar intensive use.</li> <li>Needs to ensure that the development is not used for purposes other than seniors living and age care.</li> </ul>	The planning proposal allows the proposed uses across the site. The site can only be used for uses permissible in the R2 zone or by the planning proposal.
	28	Staging: <ul style="list-style-type: none"> <li>Specific controls are required in the case that Stage 2 does not progress i.e. in the event that the Club is not successful in purchasing 129 Ryedale Road. In this case, the entire design will need to be reconsidered.</li> </ul>	<p>In accordance with the Planning Proposal Authority (PPA) determination (see Section 4 of the Council report), the maximum FSR allowed at Stage 1 is limited to 1:1.</p> <p>The setbacks Plan under Section 2.4 has been updated to include an additional 6m setback applicable to the Stage 1 development from the staging boundary to provide separation to 129 Ryedale Road.</p>
	29	Ambiguous control: <ul style="list-style-type: none"> <li>Section 1.2 Objectives of this Part – Please clarify what 'synergies with Ryde Eastwood Leagues Club' refers to.</li> </ul>	The wording has been deleted to eliminate ambiguity.
D21/139835	30	Privacy: <ul style="list-style-type: none"> <li>Potential overlooking caused by windows and balconies of proposed development</li> </ul>	Refer to responses No. 17 and 19.
	31	Local traffic: <ul style="list-style-type: none"> <li>Increase in traffic volume and demand for on-street parking</li> </ul>	<p>This is outside the concern of a DCP and is to be addressed by the planning proposal.</p> <p>Regarding on-street parking, refer to response No.13.</p>

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D21/139836	32	Privacy: <ul style="list-style-type: none"> <li>○ Increase side and rear setbacks from 6m to a minimum of 12m.</li> </ul>	A range of controls is in place in the Draft DCP to address privacy issues through physical separation, internal planning and landscape treatments, including a 6m setback to neighbouring properties for first two storeys; from the third story onward, the proposal is required to provide more generous setbacks as follows: <ul style="list-style-type: none"> <li>○ a 10.5m setback to No.135 Ryedale Road</li> <li>○ a 9m setback to No.1 &amp; 3 Marlow Avenue</li> <li>○ a 12m setback to No.16 Terry Road</li> </ul> Also refer to responses No.17 and 19.
	33	Staging: <ul style="list-style-type: none"> <li>○ Add controls to consider the whole development in the case that Stage 2 does not progress</li> </ul>	Refer to response No. 28.
	34	On-site parking: <ul style="list-style-type: none"> <li>○ Add a control to ensure that sufficient visitor parking is provided.</li> </ul>	Refer to responses No. 11, 13 and 23.
	35	Amenity: <ul style="list-style-type: none"> <li>○ Add controls to manage noise and light pollution in the community areas and common areas</li> <li>○ Add controls to ensure that existing tree cover is maintained if not enhanced</li> </ul>	The proposed side and rear setbacks in Section 2.4 of the Draft DCP are consistent with or more generous than the setbacks recommended by the Urban Design Review Panel (UDRP).  For acoustic privacy impact, refer to response No.20.  Regarding light pollution, see response No. 22.  Objective 2.7(1) has been strengthened to replace “ <i>create opportunities for</i> ” with “ <i>maximise</i> ” landscaped areas and planting on the site.

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**ITEM 9 (continued)**

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			Section 2.7 'Landscaping & Tree Preservation' in the Draft DCP also addresses tree retention on the subject site. Also see response No.24.
D21/142176	36	Social impact: <ul style="list-style-type: none"> <li>○ Proximity to gaming venues (i.e. RELC where poker machines are available) and potential issue related to gambling addition</li> </ul>	This is not a matter for the drafting of controls of a DCP.

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**ATTACHMENT 5**


**Agency Submissions received via DPE and Council Responses**

Council Ref	No.	Comment	Response
D21/148812	37	<p><b>Ausgrid</b> No objections to the proposed development.</p> <ul style="list-style-type: none"> <li>Overhead powerline – developer and relevant contractors remain responsible to verify and maintain minimum safety separation requirements and clearance throughout construction process.</li> <li>Underground Cables - developer to locate and record the depth of all known underground services prior to any excavation in the area; ensure construction works do not interfere with the existing cables in the footpath</li> </ul>	<p>Section 2.10 of the Draft DCP requires powerline to be undergrounded along the frontages of the site to improve its visual amenity.</p> <p>If required, it can be addressed through conditions of consent at the DA stage.</p>
	38	<p><b>TfNSW</b> No objections to the proposed development regarding impacts on the state transport network.</p>	Noted.
	39	<p><b>Sydney Water</b> No objections to the proposed development but indicates requirements for water and wastewater servicing.</p>	Noted and that the comments will be considered as part of any DA.

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**ITEM 9 (continued)**

**ATTACHMENT 6**

 City of Ryde

Lifestyle and opportunity  
@ your doorstep

City of Ryde  
Development Control Plan 2014

Part: 6.6

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



ITEM 9 (continued)

ATTACHMENT 6

6.6

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

Translation

ENGLISH

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

ARABIC

إذا تعذر عليك فهم محتويات هذه الوثيقة، نرجو للحضور إلى مركز بلدية رايد إلى العنوان: Ryde Civic Centre على العنوان: 1 Devlin Street, Ryde من الاثنين إلى الجمعة بين الساعة 8.30 صباحاً والساعة 4.30 بعد الظهر أو الاتصال بمكتب خدمات الترجمة على الرقم 131 450 لكي تطلب من أحد المترجمين الاتصال بمجلس مدينة رايد، على الرقم 9952 8222، بطلبك.

ARMENIAN

Եթե այս գրությունը չէք հասկնար, խնդրեմ եկե՛ք՝ Բայր Սիվիլ Կենտրոն, 1 Տեվլին փողոց, Բայր, (Ryde Civic Centre, 1 Devlin Street, Ryde) Երկուշաբթի՛ն Ուրբաթ կա. ժամը 8.30 – կես ժամը 4.30, կամ հեռաձայնեցե՛ք հեռաձայնի ե. Թարգմանության Ապաստարաններ՝ 131 450, եւ խնդրեցե՛ք որ թարգմանիչ մը Բայր հարաբարայնարանին հետ կապ հաստատէ՝ ձեր համար, հեռաձայնելով՝ 9952 8222 թիվին:

CHINESE

如果您看不懂本文，請在周一至周五上午 8 時 30 分至下午 4 時 30 分前往 Ryde 市政中心詢問 (Ryde Civic Centre, 地址: 1 Devlin Street, Ryde)。你也可以打電話至電話傳譯服務中心，電話號碼是: 131 450。接通後你可以要求一位傳譯員為你打如下電話和 Ryde 市政廳聯繫，電話是: 9952 8222。

FARSI

اگر این مدرک را نمی فهمید لطفاً از 8.30 صبح تا 4.30 بعد از ظهر دوشنبه تا جمعه به مرکز شهرداری رايد، Ryde Civic Centre, 1 Devlin Street, Ryde مراجعه کنید یا به سرویس مترجم تلفنی شماره 131 450 تلفن بزنید و از یک مترجم بخواهید که از طرف شما با شهرداری رايد شماره 9952 8222 تلفن بزند.

ITALIAN

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

KOREAN

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

Amend. No.	Date approved	Effective date	Subject of amendment

**ITEM 9 (continued)**

**ATTACHMENT 6**

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

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**6.6**

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

1.0 Introduction

**6.6**

**1.0 INTRODUCTION**

**1.1 Land to which this Part applies**

This part applies to land identified as follows:

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

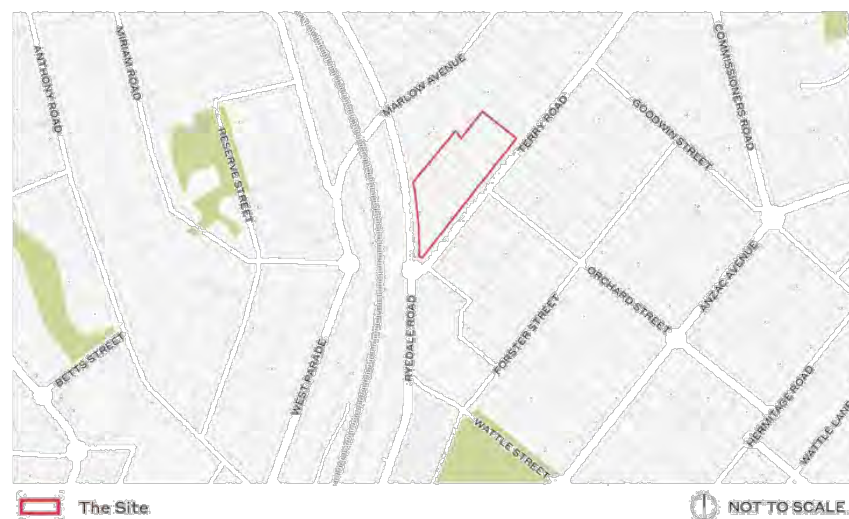


Figure 1 The land to which this Part applies

**1.2 Objectives of this Part**

The objectives of this Part are:

1. To provide a site responsive development control framework.
2. To ensure the orderly use and development of the land (to which this Part applies) for Seniors Housing and Commercial or **Medical-Centre Aged Care Uses**.
3. To promote uses that are compatible with surrounding development **and have clear synergies with Ryde-Eastwood Leagues Club**.
4. To ensure the future redevelopment of the site is considerate of adjoining development providing a transition between the West Ryde Town Centre and surrounding residential neighbourhood.
5. To ensure the future redevelopment of the site is considerate of the amenity of existing and future residents of the site.

**ITEM 9 (continued)**

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**6.6**

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

2.0 Developments and Controls

6. To provide for development that:
  - a. Is designed to be compatible with and have a satisfactory interface with surrounding residential development;
  - b. Does not have an adverse effect on the amenity enjoyed by residents of surrounding properties.
  - c. Is of a scale and form that responds to the topography of the land and the environmental context to optimise resident amenity.
7. Provide the opportunity for the future development of a Seniors Housing development which:
  - a. Provides for a diversity of housing choice; and
  - b. Is located nearby to services and facilities to support the ageing population.

**1.3 Purpose of this Part**

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

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

**1.4 Relationship to other sections of the DCP**

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



ITEM 9 (continued)

ATTACHMENT 6

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

2.0 Development Controls

6.6

2.0 GENERAL DEVELOPMENT CONTROLS

This section provides controls designed to guide the redevelopment of the land to which this Part applies.

2.1 Density

Objectives

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

Controls

- a. Lower density should be provided in the eastern portion (stage 1) where it transitions to the low density residential neighbourhood; higher density is to be located towards the western end (stage 2) of the site closer to the Town Centre.
- b. A maximum gross floor area of 5,540m<sup>2</sup> is to be allocated to stage 1 and a maximum gross floor area of 4,776m<sup>2</sup> is to be allocated to stage 2 of the development, as depicted in Figure 2 below.

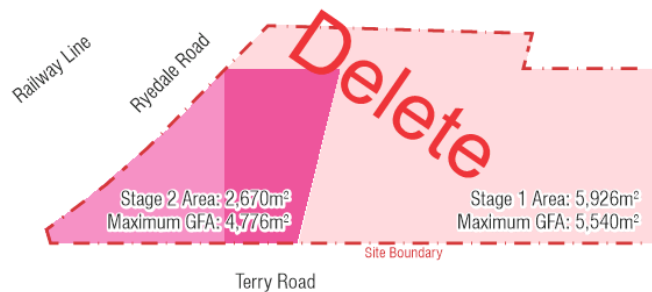


Figure 2 Floor Area Distribution across Stages 1 & 2

## ITEM 9 (continued)

## ATTACHMENT 6

# 6.6

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

2.0 Developments and controls

### 2.1 Dwelling Mix

#### Objectives

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

#### Controls

- a. To provide a mix of dwellings by bedroom number throughout the two stages.
- b. Not more than 80% of dwellings should have the same number of bedrooms.
- c. The mix of units is to be distributed evenly amongst the building.

Note: Information regarding the % breakdown of dwelling size by number of bedrooms is to be included with the development application.

### 2.2 Streetscape

#### Objectives

1. To ensure that the development is designed and constructed to improve and complement the existing streetscape.
2. To provide for a development that marks a prominent corner with a building form that responds to the street edge form in the town centre.
3. To allow for landscaping opportunities that will reinforce the landscape setting of the neighbourhood; and assist in mediating the scale of the new buildings.
4. To maximise opportunities for passive surveillance and activity of Terry Road and Ryedale Road.
5. To ensure that the siting of development responds appropriately to the site's topography so that the extent of retaining walls and potential blank facades is minimised.
6. To ensure that the scale, modulation and façade articulation of development respond to the established streetscape patterns along Terry Road and Ryedale Road.
7. To provide visible, high quality and well integrated public art elements that contribute to the identity and amenity of the site.

#### Controls

- a. On Terry Road, the maximum length of any individual building ~~presented to Terry Road or Ryedale Road~~ is 50m.
- b. On Ryedale Road, should the length of any individual building exceeds 50m, at least one large deep inset (minimum 5m wide and 10m deep) is to be provided to articulate and visually express the built form as a grouping of connected building forms.
- c. The development must be suitably articulated along Terry Road and Ryedale Road to provide visual interest to both street frontages. This is to be achieved through careful consideration of scale, proportions, rhythm, building materials and the placement of building elements

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such as entry points, windows and balconies in order to avoid blank walls or repetitive design features. Deep insets or physical breaks are to be created to break up the perceived building length. Insets are to have a minimum width of 3m and a minimum depth of 2m, be unobstructed and open to the sky. The maximum length of a building without a physical break or inset is 25m.

- d. Balconies are not to be continuous across the building facades.
- e. The corner component of the development to Terry Road and Ryedale Road must emphasise the prominence of the street corner and incorporate architectural interest to the façade and roof.
- f. The streetscape and residential amenity is to be enhanced through landscaping within the front setbacks and the road reserve, incorporating canopy trees along both street frontages as well as low masonry fencing, the integration of access ramps and landscaping of front gardens. Front fences are to be designed in accordance with 'Section 2.16.1 Front and return Fences and Walls' under Part 3.3 of Ryde DCP 2014.
- g. Access ramps, if required, are to be provided perpendicular to the street frontage. Access ramps running parallel to the street will dominate the building frontage and are discouraged.
- h. Maximise opportunities for the retention of existing trees on the site in accordance with Ryde DCP Part 9.5. Where retention is not possible, these trees must be replaced by at least one (1) additional tree.
- i. Direct access from the street is to be provided to buildings fronting both Terry Road and Ryedale Road including at least:
  - i. One point of entry off Ryedale Road; and
  - ii. Two points of entry off Terry Road.
- j. Pedestrian access points are to be clear and legible with building numbers shown predominantly for patrons and visitors.
- k. A minimum of two(2) physical breaks are to be provided along Terry Road to break up the built form and allow for visual relief. Each physical break along Terry Road must have a minimum building separation distance of 12m.
- ~~k. The extent of retaining walls and the protrusion of basement car park above the ground must be no more than 1.2m high.~~
- l. If any retaining walls are required, the extent of walls above the ground must be no more than 1.2m high.
- m. If any part of the basement car park protrudes above the ground level, it must be no more than 1.2m high.
- ~~l. Implement an Arts Plan in accordance with City of Ryde's **Public Art Planning Guide for Developers**.~~
- ~~m. Where appropriate, public art which references the history of the locality and context of the site should be incorporated into street elevations of the development.~~

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2.3 Building Height & Form

Objectives

1. To ensure that the scale of development, including building length, depth, separation and articulation is related to the built form, landscape character and streetscape of the surrounding area.
2. To provide for a building envelope to enable increased development potential that is of a height and scale appropriate to the local site and local context.
3. To provide for a height, and pattern of building, that is sympathetic to the topography of the land and its interfaces with adjoining properties.
4. To reduce the visual bulk of the development when viewed from adjoining properties.

Controls

- a. The maximum building height for development on the land is RL 52. The maximum number of storeys allowable on the site is four storeys for Stage 1, and five storeys for Stage 2.
- b. The height and scale of the development are to be modulated to provide for an appropriate built form transition to the adjoining residential properties along Terry Road by incorporating side setbacks and upper-level setbacks as depicted in Figure 3.
- c. Provide a built form that transitions with the topography of the land and streetscape to ensure lower buildings heights to the north and east of the site, adjacent to the nearby low-density residential dwellings as depicted in Figure 3.
- d. Buildings are to be oriented to have the shorter elevation adjacent to No. 135 Ryedale Road, No.1 & 3 Marlow Avenue. The maximum length of any individual building elevation presented to the side and rear boundaries is 18m.

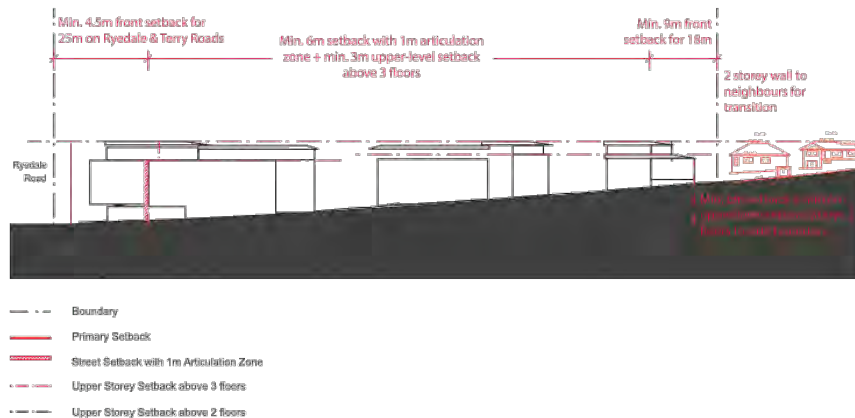


Figure 3 Terry Road Elevation

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2.4 Setbacks

Objectives

1. To provide sufficient building separation for privacy, outlook, sunlight within the development and to adjoining properties to promote mid-block tree planting and front garden landscaping opportunities and to enhance amenity.
2. To provide a streetscape that is complemented by a front setback that responds to the prominence of the street corner with opportunities for landscaping and views between buildings, whilst also providing visual continuity and building pattern.
3. To provide upper level setbacks that allow for a transition in the bulk of the built form.
4. To maximise opportunities for the provision of deep soil and large tree planting in setback zones.

Front Setbacks

Controls

- a. The development of the land is to provide a front setback of 6m to the front building line. Balconies and entry features may encroach 1m forward of the front building line to provide depth and articulation to the façade as depicted in Figure 4 Figure 3.
- b. Notwithstanding 2.5(a):
  - i. The corner of Ryedale and Terry Road is to be setback a minimum of 4.5m for the first 25m of the site.
  - ii. For a minimum of 18m from the boundary with 16 Terry Road, the development will be setback a minimum of 9m from the street.
- c. The development is to be provided with front setbacks and upper-level street setbacks in accordance with Figure 5 Figure 4.

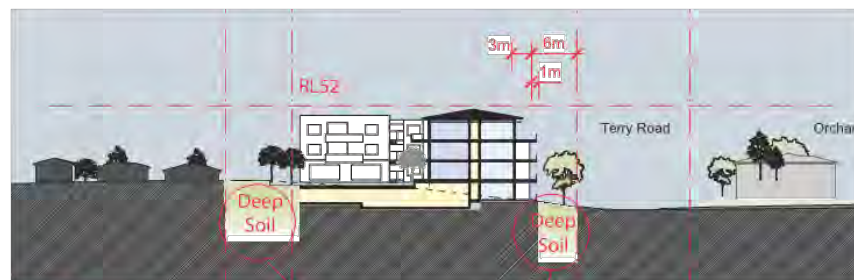


Figure 4 Figure 3 Section Plan - Illustrating Street and Building Interface

Delete annotations



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2.0 Development Controls

Side and Rear Setbacks

Controls

- a. Appropriate landscape treatments are to be provided within the side and rear setback areas to soften and screen the development when viewed from adjoining residential properties.
- ~~b. The development must allow for adequate building modulation and articulation. The maximum length of any individual building wall presented to the side and rear boundaries is 18m.~~
- b. The development is to be provided with side, rear and upper-level setbacks in accordance with Figure 5 Figure 4.

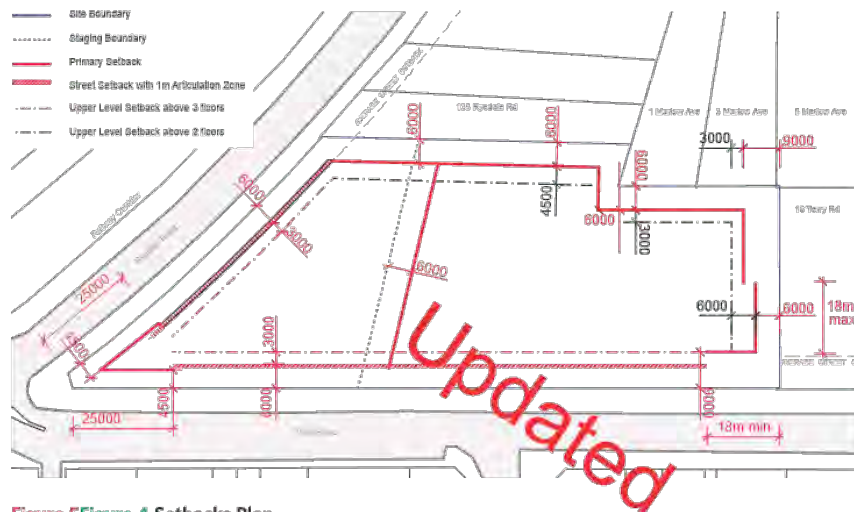


Figure 5 Figure 4 Setbacks Plan

2.5 Communal Open Space

Objectives

- 1. To provide communal open space on land within the site as part of its redevelopment.
- 2. To provide functional and usable communal open space for the enjoyment of residents.
- 3. To ensure appropriate levels of solar access are provided to communal open space and adequate levels of amenity are provided for residents.

Controls

- a. The area of communal open space provided shall be equivalent to 25% of the site area.
- b. At least 50% of the communal open space area achieve a minimum of 50% direct sunlight for a minimum of 2 hours between 9am and 3pm on 21 June.
- c. Facilities are provided within communal open spaces and common spaces for a range of age

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groups, incorporating some of the following elements:

- Seating for individuals or groups;
- Barbecue areas;
- Play equipment or play areas;
- Tennis courts or common rooms.

### 2.6 Private Open Space

#### Objectives

1. To provide for private open spaces which are functional, usable and relate to the activity areas of the dwelling.
2. To reinforce streetscape planting through the provision of suitable landscaping within the private open space fronting the street.

#### Controls

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

### 2.7 Landscaping & Tree Preservation

#### Objectives

1. To ~~create opportunities for~~ maximise landscaped areas and planting around the buildings to increase amenity for occupants, improve the landscape character of the neighbourhood and environmental performance of the landscape.
2. To reduce the visual presence of the building through large scale plantings.
3. To reinforce the local character, particularly with mid-block planting and front gardens through landscaping.
4. To ensure that adequate soil depths, drainage and irrigation are provided to support the longevity of plants and a diversity of plant types and scale.

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2.0 Development Controls

Controls

- a. A minimum 30% of the site area is to be landscaped area.
- b. Retain on site mature trees where practicable and incorporate additional large planting as key elements of the landscape plan.
- ~~c. Allow for deep soil zones in accordance with Figure 6. The deep soil zone must have a minimum dimension of 6m in any direction, except for the street corner where street setback is 4.5m.~~
- c. Provide deep soil zones which will encourage tree root systems and facilitate water absorption across the site, especially in the setback zones.
- d. Where true deep soil is practically unachievable, raised planters or earth mounding should be used to enable planting on structures.
- e. Development is to comply with the provisions contained in Part 9.5 Tree Preservation and Tree Management Technical Manual under the Ryde DCP 2014.
- ~~f. A Landscape Plan is to be submitted with any Development Application demonstrating compliance with the landscape requirements of this DCP.~~
- ~~g. An arborist report prepared by a qualified consultant is to be submitted with any Development Application to assess the impact on existing vegetation and to provide advice regarding tree protection zones, tree retention and removal.~~

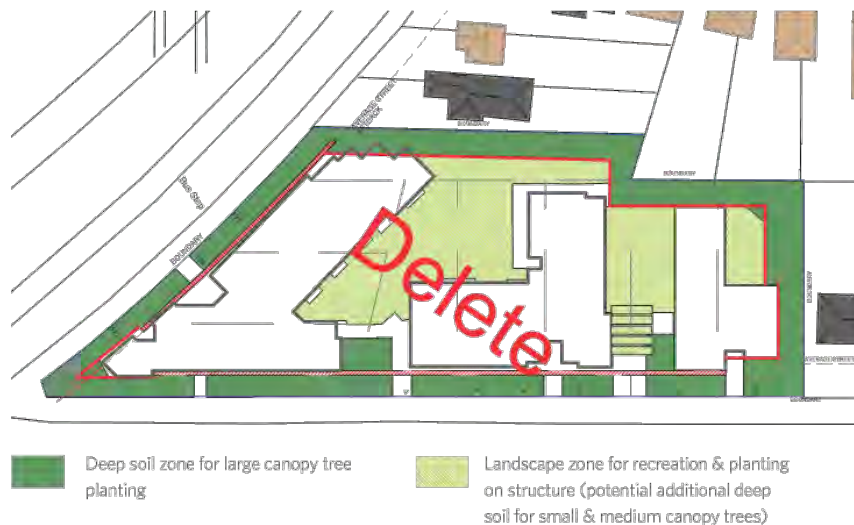


Figure 6 — Deep Soil Zones

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**2.8 Design Quality**

**Objectives**

1. To ensure well-designed buildings constructed of durable and attractive materials.
2. To provide for a development that incorporates materials and finishes that are compatible with the character of surrounding areas.
3. To incorporate a range of materials to provide visual interest, enhance visual amenity and articulate the built form.

**Controls**

- a. Development on the land is to be designed in accordance with the Design Principles of the ~~State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004~~ State Environmental Planning Policy (Housing) 2021
- b. The use of painted render finish is to be minimised.

**2.9 Ancillary Support Uses**

**Objectives**

1. To provide for a commercial, medical centre or ancillary seniors land use within the ground floor of the seniors housing development that complements the operation of the Seniors Housing development.
2. To ensure that the operation of the commercial, medical centre or seniors use within the ground floor corner must not cause any undue impact on the residential amenity of the Seniors Housing units within the development.

**Controls**

- a. A commercial, medical centre or seniors housing land use can be incorporated into the ground floor of the corner building, fronting both Ryedale Road and Terry Road
- b. The commercial, medical centre or seniors use within the ground floor corner is to be provided with direct street access and servicing, separated from the Senior Housing uses. The street access must be designed to comply with DDA requirements.

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2.0 Development Controls

### 2.10 Services

#### Objectives

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

#### Controls

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

### 2.11 Solar Access & Overshadowing

#### Objectives

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

#### Controls

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

### 2.12 Visual and Acoustic Privacy

#### Objectives

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

1. To ensure that the future occupants and neighbours have a high level of visual and acoustic privacy in their dwellings and private open spaces.

#### Controls

- a. Primary outlooks are to be directed towards the street or communal open space and avoid looking onto neighbouring private open spaces.
- b. Direct overlooking of private outdoor areas and / or living rooms of adjoining residential properties is to be ~~minimised~~ avoided by spatial separation and internal layout, fixed screening and landscaping or a combination of these elements.



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2.0 Development Controls

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- c. Views onto private open space of neighbouring properties are to be obscured by screen planting, suitable screening device to windows of habitable rooms and a standard 1.8m high fence.
- d. Noisy areas within buildings (including communal rooms where large group gatherings may occur) should be located away from neighbouring properties, or avoid providing openable windows directly facing neighbouring properties.
- e. Noise sources such as garage doors, driveways, service areas, plant rooms, building services, mechanical equipment, active communal open spaces and circulation areas should be located at least 3m away from bedrooms.

**2.13 Car Parking & Vehicular Access**

**Objectives**

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

**Controls**

- a. Vehicular access is to be provided in the form of:
  - i. A residential entry/exit off Terry Road.
  - ii. A loading dock entry/exit providing access to the residential car park; and
  - iii. An at grade driveway providing ambulance access for the aged care.
  - iv. The use of porte-cochere for vehicle access is to be avoided in the eastern portion (stage 1) of the site.
- b. On-site parking is to be provided in accordance with the requirements of Part 9.3 Parking Controls of this DCP.
- c. On-site parking is to be provided in a basement level located behind the building line. At grade car parking can be provided for visitor parking and ambulant bays.
- d. ~~Housing for Seniors~~ On-site car parking is to be provided in accordance with the ~~State Environmental Planning Policy: Housing for Seniors or People with a Disability 2004 (the Seniors Housing SEPP)~~ State Environmental Planning Policy (Housing) 2021.
- e. Car park entry ramps are to be encapsulated within the building.
- f. The number of vehicle access points on the site are to be minimised.

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2.0 Development Controls

### 2.14 Accessibility

#### Objectives

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

#### Controls

- a. The development is to be designed and constructed having regard to the standards concerning access and usability within the ~~State Environmental Planning Policy (Housing for Seniors or people with a Disability) 2004~~, State Environmental Planning Policy (Housing) 2021, the Disability (Access to Premises - Buildings) Standards 2010 (Premises Standards), The Disability Discrimination Act 1992 and the Building Code of Australia.
- b. The development must include a provision for a new footpath with gradients and cross falls that comply with AS1428.1, on the northern side of Terry Road outside the proposed facility entrance, linking to the existing footpath on Ryedale Road.
- c. The existing 'Splitter' island near the intersection of Terry Road and Ryedale Road is to be reconstructed to a pedestrian refuge that complies with The Disability Discrimination Act 1992.

### 2.15 Stormwater Management

#### Objectives

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

#### Controls

- a. A stormwater management system is to be provided in accordance with the requirements of Part 8.2 Stormwater Management provisions of this Development Control Plan.
- b. On-Site Detention (OSD) is to be provided to prevent downstream flood impacts.
  - i. A Stormwater Management Report must ensure that the total stormwater runoff from the site in the predeveloped case is maintained in the post developed case.
  - ii. The discharge point should be the in-ground public drainage system as Council drainage pits and pipes exist on Ryedale Road and Terry Road.
  - iii. The OSD tank must be located under hardstand areas or within the building; and not be located in deep soil zones.
- c. A bunded crest may be required to prevent PMF flows from entering the carpark from Terry Road. A flood information report (level & flow information) will need to be submitted by the applicant in line with City of Ryde DCP Part 8.2.
- d. Water Sensitive Urban Design (WSUD) is to be provided to reduce any adverse impact on the nature environment. A WSUD report is required in line with the City of Ryde DCP Part 8.2.

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**2.16 Waste Minimisation and Management**

**Objectives**

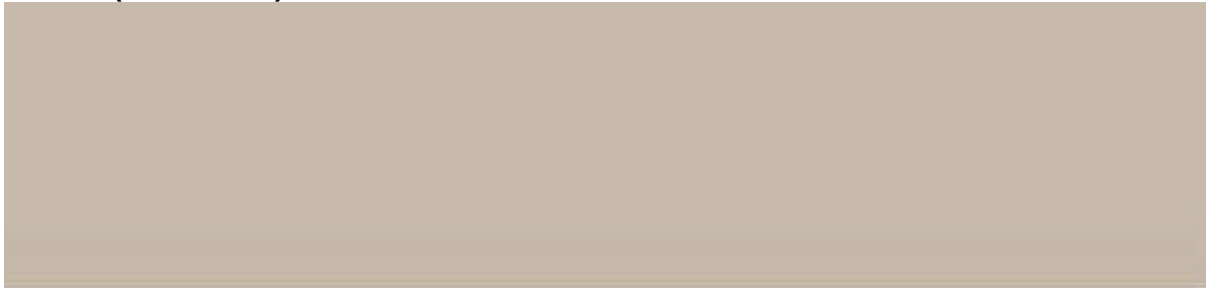
1. To ensure the efficient storage, access, collection of waste and quality design of facilities.
2. To minimise any adverse impact of waste collection on the surrounding public domain and neighbouring properties.

**Controls**

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

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City of Ryde  
Civic Centre  
1 Devlin Street  
Ryde NSW 2112

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

