

Meeting Date: Tuesday 9 August 2016
Location: Committee Room 2, Level 5, Civic Centre, 1 Devlin Street, Ryde
Time: 5.00pm

NOTICE OF BUSINESS

Item	Page
1 CONFIRMATION OF MINUTES - Meeting held on 14 June 2016	1
2 181A RYDE ROAD, GLADESVILLE - LOT 1 DP220007, LOT 21 DP236389, and LOTS 91-93 DP24052. Development Application for alterations, additions and refurbishment work to the Gladesville Bowling & Sports Club to create a new terrace area and use part of the existing club floor space for a dance studio. LDA2015/0642	9
3 16 TERRY ROAD, EASTWOOD - LOT 1 DP 324937 – Local Development Application for alterations and additions to dwelling house and change of use to a child care centre for 43 children. LDA2015/219.	60
4 1139 VICTORIA ROAD, WEST RYDE. LOT 1 DP 34953. Local Development Application for new two storey boarding house development comprising twelve (12) boarding rooms under State Environmental Planning Policy (Affordable Rental Housing) 2009. LDA2015/0274.	219
5 PLANNING PROPOSAL - 61 LANE COVE ROAD AND 5 MYRA AVENUE, RYDE - RYDE BAPTIST CHURCH AND NORTHCROSS CHRISTIAN SCHOOL.....	334
6 TOP RYDE / NORTH RYDE CENTRES PEDESTRIAN ACCESS AND MOBILITY PLAN 2016	392

1 CONFIRMATION OF MINUTES - Meeting held on 14 June 2016

Report prepared by: Senior Coordinator - Governance
File No.: CLM/16/1/3/2 - BP16/811

REPORT SUMMARY

In accordance with Council's Code of Meeting Practice, a motion or discussion with respect to such minutes shall not be in order except with regard to their accuracy as a true record of the proceedings.

RECOMMENDATION:

That the Minutes of the Planning and Environment Committee 5/16, held on 14 June 2016, be confirmed.

ATTACHMENTS

1 MINUTES - Planning and Environment Committee Meeting - 14 June 2016

ITEM 1 (continued)

ATTACHMENT 1

**Planning and Environment Committee
MINUTES OF MEETING NO. 5/16**

Meeting Date: Tuesday 14 June 2016

Location: Committee Room 2, Level 5, Civic Centre, 1 Devlin Street, Ryde

Time: 5.00pm

Councillors Present: Councillors Pendleton (Chairperson), Chung, Etmekdjian, Pickering, and Yedelian OAM.

Apologies: Councillor Simon.

Note: In the absence of Councillor Simon, the Deputy Chairperson – Councillor Pendleton chaired the meeting.

Note: Councillor Pickering arrived at the meeting at 5.30pm, during discussion on Item 2.

Staff Present: Acting General Manager, Acting Director – City Strategy and Planning, Acting Director – Corporate and Community Services, Acting Manager – Assessment, Manager – Environmental, Health and Building, Manager – Strategic City, Senior Coordinator – Development Assessment, Senior Development Engineer, Senior Strategic Planner, Acting Senior Coordinator – City Activation, Executive Officer – Ryde Civic Hub, Business Support Coordinator – Environment and Planning, Senior Coordinator – Governance, Governance, Risk and Audit Coordinator and Administration Officer – Councillor Support.

DISCLOSURES OF INTEREST

There were no disclosures of interest.

1 CONFIRMATION OF MINUTES - Meeting held on 10 May 2016

Note: Councillor Pickering was not present for consideration or voting on this Item.

RESOLUTION: (Moved by Councillors Chung and Etmekdjian)

That the Minutes of the Planning and Environment Committee 4/16, held on 10 May 2016, be confirmed.

Record of Voting:

For the Motion: Unanimous

Note: This is now a resolution of Council in accordance with the Committee's delegated powers.

ITEM 1 (continued)

ATTACHMENT 1

2 35A WENTWORTH ROAD, EASTWOOD. LOT 2 DP 1178968. Local Development Application for new dwelling. LDA2015/0470.

Note: Geoff Brindle (objector), Min Chang Lam (objector), Kurt Liu (objector) and Gus Honda (on behalf of the applicant) addressed the meeting in relation to this Item.

Note: Councillor Pickering arrived to the meeting at 5.30pm during discussion on this Item.

RECOMMENDATION: (Moved by Councillors Chung and Etmekdjian)

- (a) That Local Development Application No. LDA2015/470 at 35A Wentworth Road, Eastwood being LOT 2, DP 1178968 be approved subject to Condition 6 being amended to include that all dividing fences are to be erected on the boundary of the site, to be confirmed by survey with the construction certificate, to be submitted to the PCA and Council, where Council is not the PCA. Any works to retaining walls related to the dividing fences is to be in full consultation with adjoining owners.
- (b) That the persons who made submissions be advised of Council's decision.

On being put to the Meeting, Councillor Pickering abstained from the voting and accordingly his vote was recorded Against the Motion.

Record of Voting:

For the Motion: Councillors Chung, Etmekdjian and Pendleton

Against the Motion: Councillors Pickering and Yedelian OAM

Note: This matter will be dealt with at the Council Meeting to be held on **28 June 2016** as dissenting votes were recorded and substantive changes were made to the published recommendation.

3 1 WOODBINE CRESCENT, RYDE. LOT 57 DP 10373. Local Development Application for demolition, new dual occupancy (attached) and swimming pool. LDA2015/0466.

Note: Tirzah Lim (objector), Rainey Greally (objector), Tania Sherlaimoff (objector representing herself and the owners of 2A, 3, 6 and 8 Woodbine Crescent) and Dr Adib Obeid (applicant) addressed the meeting in relation to this Item.

Note: A document from Rainey and Stewart Greally was tabled in relation to this Item and a copy is ON FILE.

ITEM 1 (continued)

ATTACHMENT 1

Note: A document authorising Tania Sherlaimoff to speak on behalf of the residents of 2A, 3, 6 and 8 Woodbine Crescent was tabled in relation to this Item and a copy is ON FILE.

RECOMMENDATION: (Moved by Councillors Yedelian OAM and Pickering)

- (a) That Council defers decision on this matter until the next Council Meeting and in the interim seek to improve the position of Dwelling 1 driveway, in consultation with the neighbours of 3 Woodbine Crescent and the applicant.
- (b) That the traffic and parking issues raised by the residents in the submissions in respect of LDA2015/0466 be referred to Council's Traffic Department and the Traffic Committee is required, for further consideration. Those residents who made a submission should be advised of any outcome of any subsequent Traffic Committee meeting.

Record of Voting:

For the Motion: Unanimous

Note: This matter will be dealt with at the Council Meeting to be held on **28 June 2016** as substantive changes were made to the published recommendation.

ADJOURNMENT

RESOLUTION: (Moved by Councillors Pickering and Yedelian OAM)

That the meeting be adjourned the meeting to reconvened at 6.30pm on Tuesday, 14 June 2016 in Committee Room 2, Level 5, Civic Centre, 1 Devlin Street, Ryde, the time being 6.28pm.

Record of Voting:

For the Motion: Unanimous

Councillors Present: Councillors Pendleton (Chairperson), Chung, Etmekdjian, Pickering, and Yedelian OAM.

Apologies: Councillor Simon.

ITEM 1 (continued)

ATTACHMENT 1

MEETING RECONVENED

The Meeting reconvened at 6.30pm on Tuesday, 14 June 2016 in Committee Room 2, Level 5, Civic Centre, 1 Devlin Street, Ryde.

The following Councillors were present:

Councillors Pendleton (Chairperson), Chung, Etmekdjian, Pickering, and Yedelian OAM.

Apologies: Councillor Simon.

Staff Present: Acting General Manager, Acting Director – City Strategy and Planning, Acting Director – Corporate and Community Services, Acting Manager – Assessment, Manager – Environmental, Health and Building, Manager – Strategic City, Senior Coordinator – Development Assessment, Senior Development Engineer, Senior Strategic Planner, Acting Senior Coordinator – City Activation, Executive Officer – Ryde Civic Hub, Business Support Coordinator – Environment and Planning, Senior Coordinator – Governance, Governance, Risk and Audit Coordinator and Administration Officer – Councillor Support.

4 MACQUARIE PARK - CAR PARKING REVIEW

Note: Penny Dillon (representing Optus) addressed the meeting in relation to this Item.

RECOMMENDATION: (Moved by Councillors Chung and Yedelian OAM)

- (a) That Council endorses an increase in the all day car parking cap in Macquarie Park Corridor from \$11.00 to \$18.00, commencing in 2016-17; with the cap phased out from 2017-18;
- (b) That Council endorses the following car parking fee structure in Macquarie Park Corridor:
 - 2016-17 - car parking fees increase from \$2.50 to \$3.00 p/hr (while maintain the all day cap)
 - 2017-18 – all day car parking cap is removed (car parking fees remain at \$3.00 p/hr)
 - 2018-19 – car parking fees increase from \$3.00 to \$3.50p/hr (no cap)
- (c) That Council endorse the amendment to the draft 2016-17 Fees and Charges to indicate that the all day cap be \$18.00 and the parking rate be \$3.00 p/hr;
- (d) That Council communicate these changes with a supporting information awareness campaign, for a minimum period of 4 weeks prior to implementing enforcement activity;

ITEM 1 (continued)

ATTACHMENT 1

- (e) That Council undertake a study as the basis for converting on-street long-term pay parking to short - term pay parking in Macquarie Park and this study is funded from the Macquarie Park Special Levy and that this be subject to a further report to Council, identifying the locations for the short term parking, in November 2016;
- (f) Any revenue which is derived from the increased hourly rate and removal of the cap be directed to transport and pedestrian initiatives in Macquarie Park.

Record of Voting:

For the Motion: Unanimous

Note: This matter will be dealt with at the Council Meeting to be held on **28 June 2016** as substantive changes were made to the published recommendation and it is outside the Committee's delegations.

5 MACQUARIE PARK CAR PARKING - PLANNING PROPOSAL

RECOMMENDATION: (Moved by Councillors Yedelian OAM and Chung)

- (a) That Council note the Planning Proposal for the Macquarie Park Corridor car parking rates as outlined in **ATTACHMENT 2**.
- (b) That Council forward the Planning Proposal to receive a Gateway Determination in accordance with Section 56 of the Environmental Planning and Assessment Act 1979.
- (c) That, in the event of a Gateway determination being issued pursuant to Section 56 of the Environmental Planning and Assessment Act 1979, the proposal be placed on public exhibition and a further report be presented to Council following the completion of the consultation period advising of the outcomes and next steps.
- (d) That the proposed amendments to Ryde DCP 2014 Part 4.5 Macquarie Park Corridor and Part 9.3 Parking Controls be exhibited concurrently with the Planning Proposal.
- (e) That the outcomes of the community consultation for both the Planning Proposal and DCP amendments are reported to Council as soon as practicable after the exhibition.

ITEM 1 (continued)

ATTACHMENT 1

Record of Voting:

For the Motion: Councillors Chung, Pendleton and Yedelian OAM

Against the Motion: Councillors Etmekdjian and Pickering

Note: This matter will be dealt with at the Council Meeting to be held on **28 June 2016** as dissenting votes were recorded.

6 TREE PRESERVATION REVIEW- RESULTS OF EXHIBITION OF DCP AMENDMENTS

RECOMMENDATION: (Moved by Councillors Pickering and Yedelian OAM)

- (a) That Council adopt the amendments to Ryde Development Control Plan 2014- Part 9.5: Tree Preservation as shown at **ATTACHMENT 1**.
- (b) That Council give public notice in a local newspaper of its decision with respect to the draft amending Ryde Development Control Plan (RDCP) 2014 within 28 days of its decision, and provide the Secretary of the Department of Planning and Environment with a copy of the plan in accordance with the Environmental Planning and Assessment Regulation 2000.
- (c) That Council conduct a review of the 4 metre exemption for tree removal 12 months after the RDCP amendments become effective.

Record of Voting:

For the Motion: Councillors Chung, Etmekdjian, Pickering and Yedelian OAM

Against the Motion: Councillor Pendleton

Note: This matter will be dealt with at the Council Meeting to be held on **28 June 2016** as dissenting votes were recorded.

7 TEMPORARY CONSTRUCTION-RELATED ENCROACHMENTS ON PUBLIC LAND

RESOLUTION: (Moved by Councillors Pickering and Chung)

- (a) That the report on Council's existing policies and practices for managing encroachment by builders on public land is noted.

ITEM 1 (continued)

ATTACHMENT 1

- (b) That Council endorse the employment of two additional full time Environment Protection and Development Control Officers in the Environment, Health and Building Department to more proactively respond to the rising number of building compliance and enforcement breaches each year and to include Saturday surveillance in the Council's surveillance program before the end of 2016.

Record of Voting:

For the Motion: Unanimous

Note: This is now a resolution of Council in accordance with the Committee's delegated powers.

The meeting closed at 7.00pm.

CONFIRMED THIS 9TH DAY OF AUGUST 2016.

Chairperson

- 2 181A RYDE ROAD, GLADESVILLE - LOT 1 DP220007, LOT 21 DP236389, and LOTS 91-93 DP24052. Development Application for alterations, additions and refurbishment work to the Gladesville Bowling & Sports Club to create a new terrace area and use part of the existing club floor space for a dance studio. LDA2015/0642**

Report prepared by: Creative Planning Solutions; Senior Coordinator - Development Assessment

Report approved by: Acting Manager - Assessment; Acting Director - City Strategy and Planning

File Number: GRP/09/5/6/2 - BP16/935

1. Report Summary

Applicant: Gladesville Bowling & Sports Club Limited

Owner: Gladesville Bowling & Sports Club Limited

Date lodged: 15 December 2015

This report considers a development application (DA) for alterations, additions and refurbishment work to the Gladesville Bowling & Sports Club (Club) to create a new terrace area and dance studios.

The DA was notified to surrounding properties in accordance with Ryde DCP 2014 on 17 December 2015. In response two (2) submissions objecting to the proposal were received, including a petition with 7 signatures from properties in Swan Street and Rundle Place, both located to the north of the Club premises.

The issues of concern raised in the submissions are summarised as follows:

- Traffic and parking impacts associated with the intensified use of the site;
- Noise impact from the proposed new external terrace;
- The combined use of the terrace as smoking area and spectator area;
- Health impacts of second-hand smoke on adjoining residential property;
- Unaccompanied minors at the Club as part of the proposed dance studio;
- Loss of visual privacy due to overlooking from the proposed terrace;
- Glare impacts associated with lighting from the terrace;
- The development being contrary to Australian tax legislation; and
- Insufficient information submitted with the DA to enable proper consideration of the proposal.

Council's preliminary assessment of the subject DA identified the following issues requiring additional information from the applicant:

- Traffic and parking impacts similar to that raised in the submissions;
- Noise impacts also similar to that raised in the submissions;

ITEM 2 (continued)

- Details on the proposed operational arrangements of the dance studio, including the submission of a Plan of Management to demonstrate how the dance studio would operate in conjunction with the existing Club given both uses are to be accommodated within the one building.

While other potential issues were identified with the proposal following Council's preliminary assessment, it was determined that such matters would be more appropriately addressed by way of condition. This includes:

- conditions for the terrace to ensure it is not used for smoking purposes;
- conditions on the accompaniment of children to the dance studios, along with the arrival and departure arrangements for children that are attending the dance studios; and
- conditions to ensure glare from any lighting associated with the terrace complies with relevant Australian Standards for the obtrusive effects of outdoor lighting.

The proposal includes additional conditions which have been recommended by Council's technical officers which were referred the proposal as part of the DA assessment.

The proposal has been assessed against the provisions of the *Ryde Local Environmental Plan 2014* (LEP2014) and DCP2014, and there are no areas of non-compliance with the DCP.

Issues have been raised (in the submissions received, and in the Traffic and Parking Assessment submitted with the DA), that the proposed dance studio would require between 21 and 31 additional car parking spaces but no additional parking is proposed for this development. However the car parking requirements of the proposal need to be considered in terms of the "change of use" provisions of Ryde DCP 2014, which state that "***the amount of parking required will be the difference between the existing parking for the previous use and the amount of parking required for the proposed use***". As will be shown in detail in the report (below), under Ryde DCP 2014, the proposed use (as a "recreation facility") has a much lower car parking rate than the current use (as "auditorium" space) under DCP 2014. Therefore, no additional on-site parking is required to be provided for the proposed dance studio usage.

The balance of the impacts identified with the proposal are considered to be justifiable in the circumstances of the case, or satisfactorily addressed by way of condition.

It is for this reason the subject DA is being recommended for approval subject to conditions.

ITEM 2 (continued)

Reason for Referral to Planning and Environment Committee: Petition received in relation to the proposed development.

Public Submissions: Two (2) submissions objecting to the proposal were received, including a petition with 7 signatures from properties in Swan Street and Rundle Place, to the north of the Club premises.

SEPP 1 (or clause 4.6 RLEP 2014) objection required? None required.

Value of works: \$357,000

RECOMMENDATION:

- (a) That Local Development Application No. LDA2015/0642 at 181A Ryde Road, Gladesville being LOT 1 in DP220007, LOT 21 in DP236389, and LOTS 91-93 in DP24052 be approved subject to the **ATTACHED** conditions (**Attachment 1**).
- (b) That the persons who made submissions be advised of Council's decision.

ATTACHMENTS

- 1** Draft Conditions of Consent
- 2** Heritage Officer's Comments
- 3** Map
- 4** A4 Plans
- 5** A3 Plans - Subject to copyright provisions - CIRCULATED UNDER SEPARATE COVER

Report Prepared By:

Ben Tesoriero Planning Consultant
Creative Planning Solutions

Chris Young
Senior Coordinator - Development Assessment

Report Approved By:

Sandra Bailey
Acting Manager - Assessment

Liz Coad
Acting Director - City Strategy and Planning

ITEM 2 (continued)

2. Site *(Refer to attached map overleaf)*

Address	: 181A Ryde Road, Gladesville LOT 1 in DP220007, LOT 21 in DP236389, and LOTS 91-93 in DP24052
Site Area	: 7,298m ² 132m frontage to Ryde Road; 46m frontage to Halcyon Street; 60m frontage to Swan Street; and 136m northern boundary to residential properties.
Topography and Vegetation	: The general topography of the area slopes from north to south, towards Ryde Road. However, given the subject site principally comprises bowling greens and open car parking areas, the topography of the site itself is relatively level. This is achieved through a series of retaining walls which elevate the site from Ryde Road.
Existing Buildings	: The site contains an existing part one/part two storey brick building comprising the Gladesville Bowling & Sports Club to the east of the site, bowling greens to the south-west of the site, and primary open car park area to the north. A smaller car park and single storey building is located in the south-western corner of the site at the intersection of Ryde Road and Swan Street, and another small car park is located off Halcyon Street.
Planning Controls Zoning	: Ryde Local Environmental Plan 2014: Part Zone RE2 – Private Recreation and Part Zone R2 Low Density Residential (see zoning map below)
Other	: Ryde Development Control Plan 2014

ITEM 2 (continued)



Aerial Image of subject site highlighted in blue with those adjoining residences including a submission objecting to the proposal shown highlighted in red. Source: www.six.nsw.gov.au

ITEM 2 (continued)



Image from Ryde Road looking north-east across the site toward the Gladesville Bowling & Sports Club buildings. Noted in this image is the elevated nature of the bowling greens which form part of terrace stepping down from the main parking area to Ryde Road. Source: www.google.com.au/maps.



Ryde LEP 2014 zoning map

ITEM 2 (continued)

3. Councillor Representations

None received.

4. Political Donations or Gifts

None disclosed in applicant's development application submission or in any submission received.

5. Proposal

The proposed development is for alterations, additions and refurbishment works to the Gladesville Bowling and Sports Club (Club) to create an outdoor terrace, dance studios, and internal access upgrades.

Further details of the proposal are provided below:

Ground Floor

- New supporting posts on the western elevation of the existing Club building to facilitate the new external terrace on the first floor of the Club;
- New staircase extending from the eastern end of the existing main carpark to the new external terrace on the first floor of the existing Club;
- Remodelling of the existing Club lobby area to facilitate a new lift that will provide accessible access to the first floor of the Club building.

First Floor

- Alterations to the internal layout of the existing auditorium on the first floor to accommodate four (4) dance studio spaces, a waiting area, office/tea room, and storage rooms. The partitioning of the auditorium to facilitate the new dance studios is to constitute operable walls which will enable the first floor of the building to revert to an auditorium space when the dance studios are not in use.
- Separate to the works associated with the proposed dance studio, a new external terrace is also proposed on the first floor of the building, adjacent to the existing board/function room on the western side of the building. New doors are to be installed to the function rooms and board room to gain access to the terrace, along with a new staircase (referred to above) which will allow access from the terrace to ground level below.

ITEM 2 (continued)

Proposed Use

Dance Studio

The proposal is for the Club to lease the existing auditorium space to a children's dance studio for five and a half days per week, being from Monday to Saturday lunchtime. The dance studio is to cater for children from pre-school age to mid-teenagers. For the remainder of the week, Saturday afternoon through to Sunday, the space is to revert to the Club's auditorium. The auditorium is to be a flexible space divided by operable walls to facilitate the proposed dance studios.

The maximum number of children to be accommodated within the dance studios is sixty-four (64). A maximum of five (5) dance teachers plus one (1) receptionist is to operate the dance studio.

Details of the dance studio class times are as follows:

- Monday Morning: 10am - 12pm - 1 studio running only
- Monday Afternoon: 3:30pm - 8:30pm - 4 studios running.

- Tuesday Morning: 10am - 12pm - 1 studio running only
- Tuesday Afternoon: 4pm - 8:30pm - 4 studios running.

- Wednesday Morning: 10am - 11am - 1 studio running only.
- Wednesday Afternoon: 4pm - 8:30pm - 4 studios running.

- Thursday Afternoon: 4pm - 8:30pm - 4 studios running.

- Friday Morning: 10 - 12pm - 1 studio running only.
- Friday Afternoon: 4pm - 6pm - 3 studios running.

- Saturday All day: 8am - 3pm - 4 Studios running.

Note: The above dance studio class times provided by the applicant indicate for Tuesday that there will be five (5) studios running. However, as per the submitted plans and detailed description of the proposal within the Statement of Environmental Effects, the development is for four (4) studios only. Accordingly, this is taken to be a typographical error by the applicant.

ITEM 2 (continued)

New External Terrace

The proposed external terrace is to be used for the purposes of an outdoor smoking area and bowling green observation level for Club patrons, on the northern side of the Club building. The proposal includes no change to the hours of operation for the Club which are:

- Sunday – 10am to 10pm
- Monday to Thursday – 10am to 11pm
- Friday to Saturday – 10am to Midnight

The following plan (extract of Level 1 of the Club) shows the external terrace and where the dance studios are proposed.



6. Background

The following is a brief overview of the development history relating to the subject DA:

- LDA2015/0642 was lodged with Council on 15 December 2015;
- The DA was notified in accordance with the provisions of Part 2.1 of DCP2014 from 17 December 2015 to 18 January 2016. In response to the notification, two (2) submissions were received, including a petition containing seven (7) signatures, from the residents in Swan Street and Rundle Place to the north of the site:

ITEM 2 (continued)

- On 5 February 2016 additional information was requested from the applicant including operational details for the dance studio, and a Plan of Management to address how the proposed dance studios would operate in conjunction with existing Club given they are to take place within the same building.

In addition, a Traffic Impact Assessment was requested to address concerns raised in submissions regarding traffic and parking impacts of the proposal.

- On 9 February 2016 details of the operational arrangements of the dance studio were submitted to Council for assessment.
- On 21 March 2016 the applicant submitted a Traffic Impact Assessment by Traffix Traffic and Transport Planners. This also included some further details on the operational arrangements of the dance studio. This information was referred to Council's Traffic Engineers in the City Works and Infrastructure directorate for assessment as part of the assessment of the DA.
- The assessment contained herein is based on the proposal, and additional information submitted by the applicant. It is noted that although a Plan of Management was not submitted despite being requested by Council, there is sufficient information to enable proper consideration of the proposal. Conditions relating to the operation of the dance studio and external terrace have therefore been imposed in lieu of the originally requested Plan of Management.
- To enable completion of this assessment report, a noise assessment contained within a report prepared by an acoustic engineer was submitted to Council for assessment. Again, this provided some further clarity on the operational arrangements of the proposed new external terrace. This has been assessed by Council's Environmental Health Officer as discussed in the Referrals section of this report below.

7. Submissions

The subject DA was notified to adjoining property owners in accordance with Ryde DCP 2014 – Part 2.1, Notification of Development Applications, for a period from 17 December 2015 to 18 January 2016. In response, two (2) submissions objecting to the proposal were received, including a petition with 7 signatures from properties in Swan Street and Rundle Place, both located to the north of the Club premises. The air photo earlier in this report shows the location of the properties objecting to the proposal.

Consistent with the required matters for consideration under Section 79C(1)(d) of the Act, the following is an assessment of each of the issues raised within the above submissions.

ITEM 2 (continued)

A. Traffic and Parking. *Concern is raised that there is a lack of sufficient on-site parking for the Club, and lack of available on-street parking, and the development will cause adverse traffic impacts. Also, concerns are raised regarding safety impacts associated with the car park entry and exit.*

Assessing Officer Comment: As part of Council's assessment of the subject DA, the proposal's impacts on traffic and parking were identified as a potential issue that was unsatisfactorily addressed in the applicant's DA submission.

Accordingly, following a request for information on this issue, the applicant submitted a report prepared by a suitably qualified engineer (Traffix Traffic and Transport Planners) that clearly demonstrates the proposal's impact on traffic and parking when taking into account the existing demand associated with the Club.

This report identifies the following:

- The dance studio will have a maximum attendance profile of sixty-four (64) children during peak periods, which were advised as being between 4:00pm and 6:00pm on Wednesdays and Thursdays;
- Under the provisions of DCP2014 the proposed dance studio requires between 21 and 31 on-site parking spaces to be provided. However, architectural plans for the proposal indicate no additional (or designated) parking spaces are to be provided. (**Note:** The "change of use" provisions of DCP 2014 apply in this instance, which requires a comparison to be made between the car parking requirements of the previous use and the proposed use. This assessment is made in the DCP Compliance section of this report, below);
- The proposal has been assessed to generate an additional 54 vehicle trips per hour during the PM peak period.
- Having regard for the results of the surveys undertaken during the expected peak period, it has been established that Club demand for on-site car parking spaces is only moderate for this duration. It is thus expected that the on-street parking network will never need to accommodate more than 50% of the maximum parking requirement for the dance studio, where it has been demonstrated that ample capacity is available within convenient walking distance of the site.

ITEM 2 (continued)

- **Importantly**, the Traffix report makes the following comment in it's Conclusion:

The proposal has been assessed to generate an additional 54 vehicle trips per hour during the PM peak period. This is considered to be acceptable having regard to the arriving and departure patterns of the dance studio splitting traffic movements as well as for the effectiveness of the local road network in dispersing these volumes. Indeed the proposed change of use from an auditorium will produce quantitatively lower traffic volumes.

Council's Traffic Development Engineer (City Works and Infrastructure) has considered the applicant's Traffic Impact Assessment report and provided the following comments:

- *The parking demand for off-street parking is low during the peak usage times. This will cater for more than 50% of the demand at any time;*
- *Based on the DCP2014 requirements, the proposed dance studio will produce a minor net increase in traffic of 13 vehicles above the existing auditorium. Pre – 41 trips. Post 54 trips. 13 trips is considered negligible on the network with multiple destination locations leading away from the site.*

Based on the information provided by the applicant, Traffic have no objection to the DA subject to the following:

- *The applicant is to provide 12 spaces in the off-street car park as short stay to assist managing the overspill. A revised parking layout plan is to be submitted to and approved by Council prior to the issue of the Occupation Certificate.*

The above has been included in the draft conditions of consent (see condition 49).

In terms of potential safety issues regarding car park entry and exit, these have been discussed with Council's Senior Development Engineer who advises that the development proposes use of existing car parks (no new car park or new access points are proposed), and therefore in terms of potential safety issues for drivers entering/leaving the car park, this development would be the same as the existing usage of the Club site. The main car park has it's entry in Swan Street, which is a sufficient distance from it's intersection with Ryde Road.

ITEM 2 (continued)

As discussed in the DCP Compliance section of this report (below), the proposal also has a lower car parking requirement than the previous use of the subject floor space (which is as an auditorium), and therefore no additional car parking is required for the proposal.

Overall, it is considered that the proposal is acceptable in terms of traffic and parking issues.

B. Noise Impact. *Concern is raised regarding potential noise impacts from the proposed terrace on adjoining residential properties, and such noise impact not adequately addressed by the applicant in their proposal.*

Assessing Officer Comment: In response to these issues of concern, the applicant has provided a noise assessment report dated 6 July 2016 prepared by acoustic engineering consultants, Acoustic Logic. This report outlined that in order to ensure compliance with the noise emission requirements, the following building and management controls are required:

- Level 1 terrace is to cease operation at 10pm.
- Patron numbers are to be limited to 25.
- No music is permitted on the terrace after 6pm. In the event that music is played (before 6pm), the music is to be background music only, and is to generate a noise level of no more than 65dB(A)_{L₁₀} within the balcony area.
- Noise absorptive lining is required to 80% of the underside of the ceiling over the terrace. This may consist of perforated sheeting or timber battens or similar with acoustic blanket (100mm thick, 20kg/m³ insulation) laid over. Any noise absorptive ceiling system is to have an NRC of no less than 0.75.
- Balustrade to the terrace is to be solid glass, minimum 1.2m high.
- A solid screen (floor to ceiling) is required:
 - Along the northern edge of the terrace (adjacent to the stairs) and
 - Along the western edge of the terrace for northernmost 2m of the terrace.

Screen to be minimum 6mm glass or Perspex or material of equivalent surface density.

ITEM 2 (continued)

- Function room doors opening onto the terrace are to have automatic closers, and these doors are to remain closed in the event that the function rooms have music other than background music (i.e. louder than 70dB(A)_{L₁₀}).

Council's Environmental Health Officer has considered the Noise Assessment report and provided a referral response, outlining that conditional to the recommendations by the applicant's acoustic consultant being incorporated into the conditions of consent, that the terrace should not cause unreasonable noise impacts to the nearby residents (see condition 8).

On this basis, it is considered issues associated with the proposal's noise impacts have been satisfactorily assessed and determined to be acceptable with adoption of the acoustic report's recommendations.

- C. Combined use of terrace as smoking area and spectator area.** *Concerns are raised the proposed outdoor terrace is to be utilised as both a smoking area and bowling green observation level for Club patrons. Under current smoking laws/policy (i.e. Smoke-Free Environment Act 2000 and Bowls Australia's Smoke Free Policy 2014), such an area can only be designated either a smoke-free zone or an observation level, not both. Therefore the proposal does not meet its design objective.*

Assessing Officer Comment: Agreed. This matter has been discussed with the applicant, who has confirmed that the terrace will not be used as a smoking area, and has verbally agreed to a condition that this terrace shall be a designated smoke-free zone at all times.

Accordingly, the following condition has been included in the draft consent (see condition 9):

Smoke-free zone. *In order to ensure compliance with the provisions of the Smoke-Free Environment Act 2000, the proposed new external terrace is to be a designated smoke-free zone at all times.*

- D. Second-hand smoke.** *Concerns are raised in relation to the effects of second hand smoke from the new smoking terrace drifting to adjoining residential property and the associated impacts on air quality and health.*

Assessing Officer Comment: As noted above, the proposed first floor external terrace is to be a designated smoke free zone at all times, therefore adjoining properties will not be adversely affected in terms of second-hand smoke from persons using this area.

ITEM 2 (continued)

E. Unaccompanied minors at the Club. *Concerns are raised that the proposal makes no provision as to how the dance studio, or dancing activities for minors, can comply with the Rules and Regulations of the Club given children under 18 must be in the company of a responsible adult at all times whilst on premises.*

Assessing Officer Comment: In order to address this issue, the applicant was requested to provide the following operational details of the dance studio:

- *Operational details of the dance studio, including:*
 - *Number of children per dance studio per dance class;*
 - *Number of dance teachers/staff associated with each dance studio;*
 - *Provide details of the dance class times;*
 - *Is it anticipated that parents will remain present at the Club while children partake in dance classes, or will they be dropped off?*
- *A detailed Plan of Management is to be prepared and submitted to Council for assessment. The Plan of Management should address the operational arrangements of the proposed dance studio, along with how this intends to integrate with the existing operations and functions of the Club. Considerations should be given to the care and safety of children attending dance studios within a registered club, minimising impacts on adjoining development, traffic and parking considerations, etc.*

In response to the above, the applicant provided the following information:

- Operation details
 - Number of Children per dance class: Average number is 9 per class.
 - Number of dance teachers with each studio: Always one teacher per class which is four every day except Tuesday where there is 5, plus there is a receptionist every day. So maximum 6 staff but mostly 5.
 - Provide details of class times:
 - Monday Morning 10 - 12pm 1 studio running only
 - Monday Afternoon 3:30pm - 8:30pm 4 studios running.
 - Tuesday Morning 10 - 12pm 1 studio running only
 - Tuesday Afternoon 4pm - 8:30pm 5 studios running.
 - Wednesday Morning 10 - 11am 1 studio running only.
 - Wednesday Afternoon 4pm - 8:30pm 4 studios running.

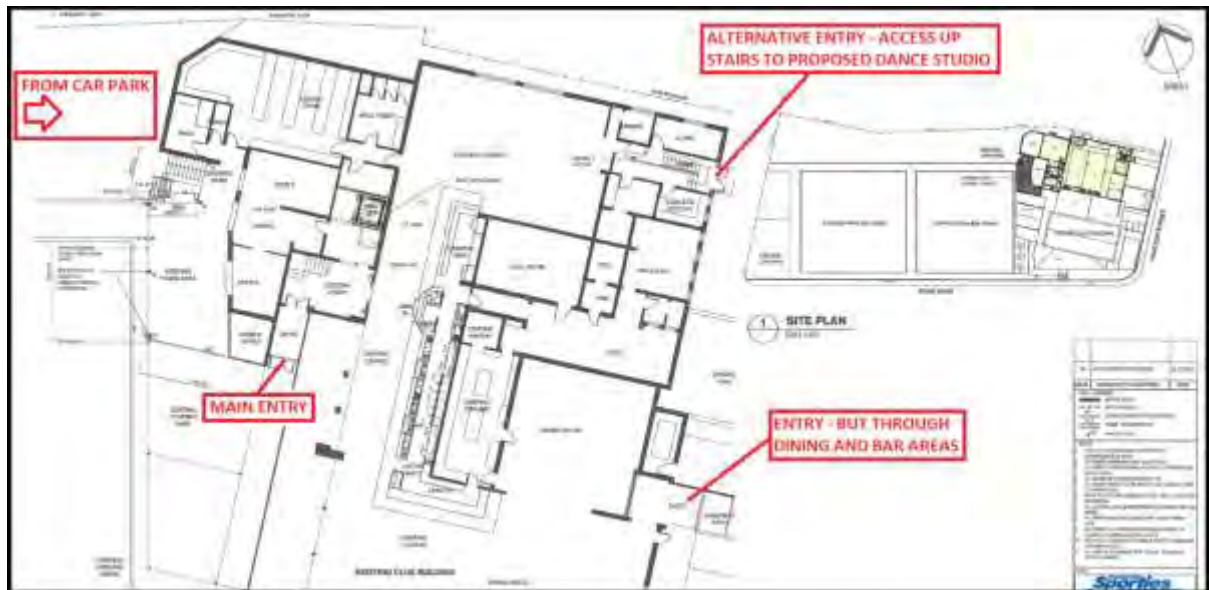
ITEM 2 (continued)

- Thursday Afternoon 4pm - 8:30pm 4 studios running.
- Friday Morning 10 - 12pm 1 studio running only.
- Friday Afternoon 4pm - 6pm 3 studios running.
- Saturday All day 8am - 3pm 4 Studios Running.
- In relation to drop-off/pick-up of children, the applicant has provided the following information:
 - The older the children are the more we anticipate they will be dropped off. For example all day time classes are pre-schoolers so we expect the parents to stay. Most 4pm classes are kindy kids so even though parents won't stay we anticipate they will park and walk the children in. Most 5pm students are year 6 and high school kids so we anticipate they will be dropped off in the designated kiss and ride area.

While the above additional information provides Council with a better understanding of the operational times for the proposed dance studio, and also number of children to be accommodated within the premises, it has not adequately addressed how appropriate care and safety can be provided to the children attending dance studios within a registered club.

It is noted that the main entrance to the club is via the an entry off the car park on the western side of the club. Another (alternative/secondary) access is available that would allow direct access for children on the north-eastern side. This access involves walking through the entry doors, up a set of stairs directly to the area on the first floor that is proposed to be used for the dance studio. There is also another entry on the south-eastern side, however this would involve children walking through the "restricted" areas of the Club (namely the gaming, bar and dining areas). These access points are shown marked in the following Ground Floor plan of the Club premises.

ITEM 2 (continued)



This matter has been discussed with the applicant, who has advised that the main entry is intended to be as per the main entrance to the Club off the car park on the western side, with a new lift to be constructed to ensure that children can directly access the dance studio without accessing the “restricted” areas of the Club noted above.

The applicant has advised that they are willing to accept a condition that regarding access/entry to the Club premises for minors (persons under 18). This will ensure compliance with their licencing arrangements under various legislation (*including the Registered Clubs Act 1976 and Regulation 2015; The Liquor Act 2007; the Gaming and Liquor Administration Act 2007; and the Gaming Machines Act 2001*). Therefore the following condition (see condition 10) is recommended:

Entry for Minors. Compliance at all times with Club’s legislative obligations and requirements regarding access/entry to the Club premises for minors (persons under 18 years of age).

Through imposition of the above condition, objector concerns regarding unaccompanied children at the Club associated with the proposed dance studio can be satisfactorily addressed.

ITEM 2 (continued)

F. Visual Privacy. *Concerns are raised over the proximity of the terrace to adjoining residential areas and subsequent loss of visual privacy from potential overlooking.*

Assessing Officer Comment: The submissions included claims the proximity of the terrace on Level 1 to adjoining residential areas would result in subsequent loss of visual privacy from potential overlooking.

The proposed terrace is to be setback approximately 13m from the nearest residential property boundary, and 20m from the nearest dwelling. This is generally considered to be a satisfactory separation distance to assist maintaining privacy to an adjoining property.

Additionally, the location of the proposed terrace, in conjunction with the articulation of the existing Club building is such that the view angle from the proposed terrace is significantly limited from most locations.

However, to ensure that the objector's concerns are properly resolved, it is recommended that a 1.6m high privacy screen be installed on the northern elevation of the proposed terrace, adjacent to the staircase. This will help ensure overlooking potential is further limited and a satisfactory level of visual privacy is maintained to adjoining residential property.

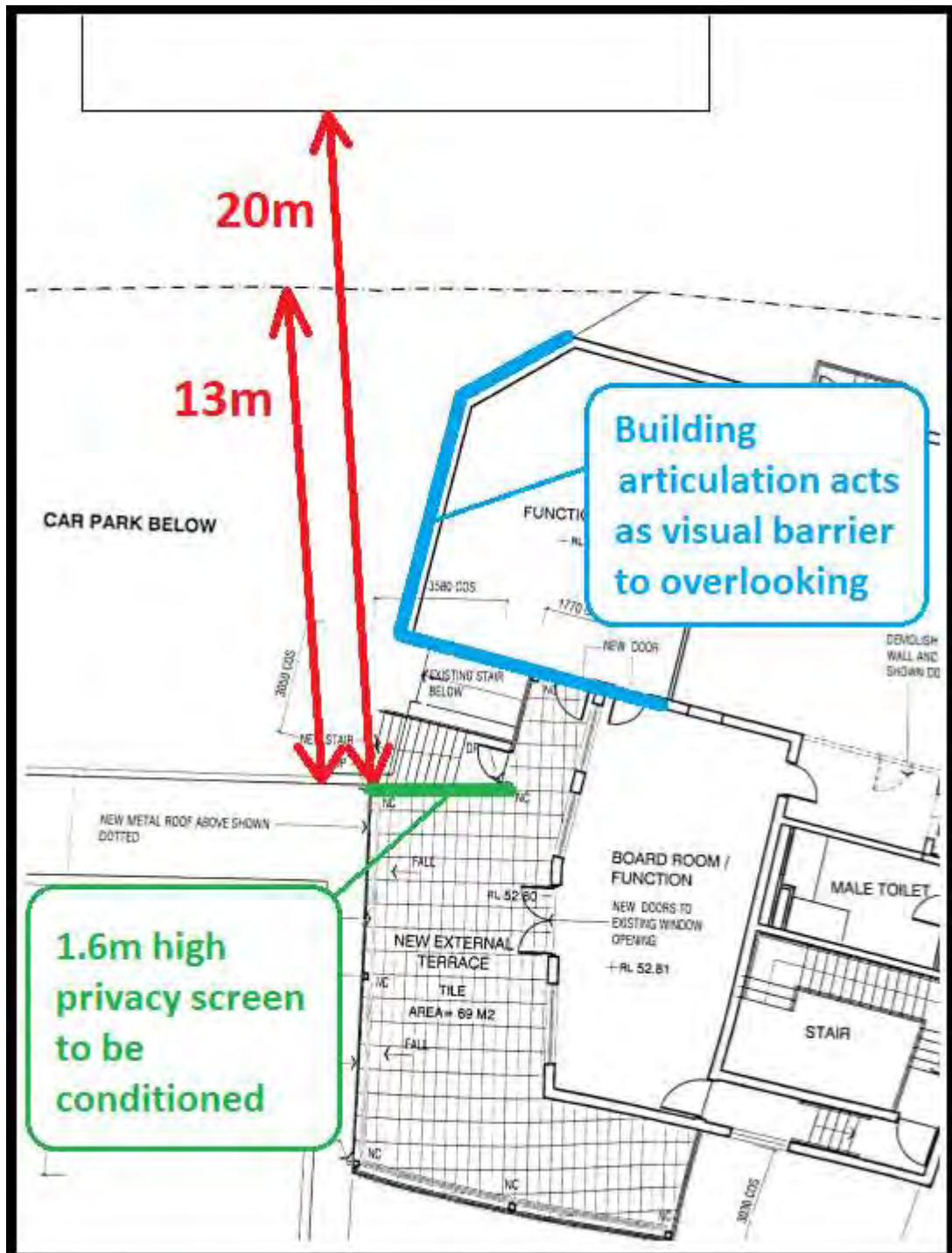
It is noted that the recommendations of the acoustic report also specify an acoustic screen on this same elevation, however given the acoustic report recommendations specify this may constitute Perspex, the transparent nature of this material would not assist in reducing overlooking potential. Accordingly, the privacy screen to be conditioned would need to work in conjunction with, or be incorporated as part of the acoustic screen. This is catered for in the condition below.

With regard to the above, the following condition has been included in the draft consent (see condition 34):

Privacy Screen. *A 1.6m high privacy screen is to be erected on the northern elevation of the proposed external terrace, adjacent to the new stairs. This privacy screen may be incorporated into the acoustic screen required by other conditions of this consent. Details of compliance are to be demonstrated on the **Construction Certificate** plans.*

The setback distances of the proposed terrace from neighbouring property boundaries (and adjoining dwellings), and the location of the recommended privacy screen, is shown the following drawing:

ITEM 2 (continued)



Extract of the submitted First Floor Plan showing the New External Terrace and the approximate separation distances to the adjoining residential property boundary and also the nearest adjoining residential dwelling. Also noted within this diagram is the articulation of the Club building which assists in reducing the view angle to adjoining property from most areas of the new terrace, along with the location of the privacy screen to be imposed by way of condition. Source: Submitted First Floor Plan, edited for diagrammatic purposes by CPS.

ITEM 2 (continued)

- G. Glare Impacts.** *Concerns are raised regarding glare impacts and light pollution from the proposed terrace including insufficient details within the submitted proposal on the type and number of lights to be used.*

Assessing Officer Comment: Council typically impose standard conditions of consent on developments which have the potential to include obtrusive effects of outdoor lighting. This standard condition of consent, has been modified for application to the proposed development, and is included below:

Lighting of new external terrace. *Details of lighting for the new external terrace shall be submitted to Council for approval prior to issue of the **Construction Certificate**. The details are to include certification from an appropriately qualified person that there will be no offensive glare onto adjoining residents, and that all lighting associated with the new external terrace complies with 'Australian Standard 4282 – Control of the obtrusive effects of outdoor lighting'.*

Further, all external lighting of the terrace is to be switched off when the terrace is not in use.

With the imposition of the above condition (see condition 33), it is considered the objector's concerns will be satisfactorily addressed. It is also noted that (in response to concerns regarding potential noise impacts), there is a condition requiring the use of the terrace to cease by 10pm at night, and so the lighting will be switched off at this time.

- H. Development contrary to tax legislation.** *Concerns are raised that the proposed expenditure and resultant income generation from the proposed development are contrary to the provisions of the Tax Assessment Act 1997, and in such circumstances Council has an obligation to act in compliance with its Code of Conduct and not be a participant in a scheme to deceive the statutory authorities.*

Assessing Officer Comment: In assessing and determining DAs, Council's Code of Conduct specifies the following:

You must ensure that development decisions are properly made and that parties involved in the development process are dealt with fairly. You must avoid any occasion for suspicion of improper conduct in the development assessment process.

In determining development applications, you must ensure that no action, statement or communication between yourself and applicants or objectors conveys any suggestion of willingness to provide improper concessions or preferential treatment.

ITEM 2 (continued)

To ensure development decisions are properly made, all assessments are carried out in accordance with the provisions of Section 79C of the Act. This ensures that all appropriate matters for the assessment of DA's are taken into consideration.

This generally includes consideration being given to the following:

- Environmental planning instruments (including any drafts), such as the Ryde Local Environmental Plan 2014;
- Development Control Plans, such as the Ryde Development Control Plan 2014;
- Planning agreements;
- The Environmental Planning and Assessment Regulation 2000;
- The suitability of the site, and impacts of the proposal on the environment;
- Any submissions received; and
- The public interest.

Having regard to the above, issues associated with Australian tax law are not considered to be a matter for consideration under the provisions of Section 79C of the Act.

Additionally, this assessment report indicates that Council has undertaken a proper assessment of the subject DA in accordance with the provisions of the Act, and dealt with all parties involved in the process fairly.

As such, claims by the objector of improper activity by the Club with regard to Australian tax law are considered to be matters best taken up with the Australian Tax Office. Those claims over inconsistencies with Council's Code of Conduct are also not supported.

1. Insufficient information submitted with DA. *Concerns were raised that the original DA includes insufficient details and supporting documentation, and as such cannot be supported on this basis.*

Assessing Officer Comment: The DA as originally submitted included insufficient information and detail to enable Council to undertake a proper assessment of the proposal and its potential impacts on the environment.

In this regard, a request for additional information was issued to the applicant in February 2016 consistent with Section 54 of the *Environmental Planning and Assessment Regulation 2000*.

This additional information request required the submission of a traffic and parking impact assessment, acoustic report, and details on the operational arrangements of the proposed dance studio.

ITEM 2 (continued)

The applicant has since submitted the requested additional information which has enabled the proper consideration of the DA. Accordingly, the objector's claims of insufficient detail having been submitted with the DA have been satisfactorily addressed via Council's additional information request which has been responded to by the applicant.

8. SEPP1 (or clause 4.6 Ryde LEP 2014) objection required?

None required, the development does not propose to vary any development standard in Ryde LEP 2014.

9. Policy Implications

Relevant Provisions of Environmental Planning Instruments etc:

(a) Ryde Local Environmental Plan 2014

Zoning

Under LEP2014, the zoning of the subject site is partly 'RE2 Private Recreation' and partly R2 Low Density Residential – as shown in the zoning map provided earlier in this report. In summary, the proposal is permissible with consent within the RE2 Private Recreation zone, however would be prohibited within the R2 Low Density Residential zone. The permissibility of the current proposal within the R2 Low Density Residential zone is subject to the existing development benefiting from the "Existing Use" provisions of the Environmental Planning & Assessment Act 1979. It is considered that the development does benefit from these provisions and therefore the development as a whole is permissible with Council's development consent.

A more detailed assessment of the proposal in terms of zoning and permissibility is made in the following section.

RE2 Private Recreation Zone

Within the RE2 zone, development for the following purposes are permitted with consent:

Business identification signs; Community facilities; Environmental facilities; Kiosks; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Registered clubs; Restaurants or cafes; Roads; Water recycling facilities.

The development proposes both alterations and additions to the existing Club premises, and also the use of the Club's existing auditorium for the purposes of a dance studio.

ITEM 2 (continued)

For the purposes of interpreting the applicable land uses, the Dictionary within LEP2014 defines a 'registered club' and 'recreation facility (indoor)' as follows:

registered club means a club that holds a club licence under the Liquor Act 2007.

recreation facility (indoor) means a building or place used predominantly for indoor recreation, whether or not operated for the purposes of gain, including a squash court, indoor swimming pool, gymnasium, table tennis centre, health studio, bowling alley, ice rink or any other building or place of a like character used for indoor recreation, but does not include an entertainment facility, a recreation facility (major) or a registered club.

The Club is identified as a registered club on the ClubsNSW database. Accordingly the proposed alterations and additions to the Club are considered permissible with consent within the RE2 Private Recreation Zone.

The proposed usage as a dance studio is considered to satisfy the definition of "Recreation facility (indoor)" as provided above. The dance studio will be conducted as a form of indoor recreation, and it (in itself) is not an entertainment facility, recreation facility (major) or a registered club, even though it is to be conducted within a building that is used as a registered club.

Accordingly, the proposal can be considered a permissible land use within the site's RE2 zone.

Objectives of the RE2 Private Recreation zone:

- To enable land to be used for private open space or recreational purposes.
- To provide a range of recreational settings and activities and compatible land uses.
- To protect and enhance the natural environment for recreational purposes.
- To ensure that the use and development of the land minimises any adverse effect on the amenity of the locality.

The proposed development is considered to satisfy the objectives of the RE2 Private Recreation zone as it will further enable the use of existing private open space for recreational purposes by providing alterations and additions to the existing Club building to improve access, spectator arrangements, and broaden the use of the bowling and sports club to accommodate a separate dance studio.

A number of conditions have been imposed on the proposed development to ensure impacts on the local environment and amenity of the locality are minimised. These include conditions relating to traffic and parking, noise, air quality, and safety.

ITEM 2 (continued)

Reference should be made to the referral comments and Section 79C assessment within this report for further details of conditions to be imposed.

R2 Low Density Residential Zone

Whilst most of the property is zoned RE2 Private Recreation, the three (3) properties fronting Halcyon Street are zoned R2 Low Density Residential. It is noted that it is these properties which contain the building to be used for the dance studio.

Both a “recreation facility (indoor)” (being the definition applicable to the proposal); and a “Club” (being the applicable definition for the current Club usage) are listed as prohibited uses within the R2 Low Density Residential zone. Therefore, for the proposal to be legally considered, it must rely on the “Existing Use” provisions of the Environmental Planning & Assessment Act 1979

The relevant provisions of Part 4 - Division 10 of the Environmental Planning & Assessment Act 1979 provides details on 'existing uses'. The relevant extracts from this Division are addressed as follows:

106 Definition of "existing use"

In this Division, existing use means:

- (a) the use of a building, work or land for a lawful purpose immediately before the coming into force of an environmental planning instrument which would, but for Division 4 of this Part, have the effect of prohibiting that use, and*
- (b) the use of a building, work or land:*
 - (i) for which development consent was granted before the commencement of a provision of an environmental planning instrument having the effect of prohibiting the use, and*
 - (ii) that has been carried out, within one year after the date on which that provision commenced, in accordance with the terms of the consent and to such an extent as to ensure (apart from that provision) that the development consent would not lapse.*

107 Continuance of and limitations on existing use

- (1) Except where expressly provided in this Act, nothing in this Act or an environmental planning instrument prevents the continuance of an existing use.*

ITEM 2 (continued)

(2) Nothing in subsection (1) authorises:

- (a) any alteration or extension to or rebuilding of a building or work, or*
- (b) any increase in the area of the use made of a building, work or land from the area actually physically and lawfully used immediately before the coming into operation of the instrument therein mentioned, or*
- (c) without affecting paragraph (a) or (b), any enlargement or expansion or intensification of an existing use, or*
- (d) the continuance of the use therein mentioned in breach of any consent in force under this Act in relation to that use or any condition imposed or applicable to that consent or in breach of any condition referred to in section BOA (1) (b), or*
- (e) the continuance of the use therein mentioned where that use is abandoned.*

(3) Without limiting the generality of subsection (2) (e), a use is to be presumed, unless the contrary is established, to be abandoned if it ceases to be actually so used for a continuous period of 12 months.

Therefore under Clause 106 and 107 of the Act, in order for a property to benefit from existing use rights it must be demonstrated that:

- a) The use must be prohibited by an environmental planning instrument;
- b) The use must be lawful by the issue of a development consent immediately prior to the commencement of the prohibition; and
- c) The use must be carried out within one year of that date.

Commencement of Use

Information provided to Council in relation to this DA indicates that the Club commenced operations in 1956, and has continually operated since that time (ie the use has not been “abandoned”).

Research into the past Environmental Planning Instruments indicates that the “Club” was a permissible land-use at the time of the original approval, but later became prohibited by a later planning instrument, as shown in the following timeline summary:

- 1956 – County of Cumberland Planning Scheme: Property zoned “Living Area” under the County of Cumberland Planning Scheme – at the time of the original approval of the Club. Proposal was not listed as a prohibited use, and thus was a use permissible with consent under this planning instrument.

ITEM 2 (continued)

- 1979 – Ryde Planning Scheme: Property zoned partly Residential 2(a) and partly 6(b) Recreation Private. Existing Club was permissible under the 6(b) zone, but became prohibited under the 2(a) zone, and thus **became an “existing use” at this time.**
- 2010 – Ryde LEP 2010: Property zoned partly RE2 Private Recreation and partly R2 Low Density Residential. Existing Club was permissible in the RE2 zone, but prohibited under the R2 zone.
- 2014 – Ryde LEP 2014: Property zoned partly RE2 Private Recreation and partly R2 Low Density Residential. Existing Club was permissible in the RE2 zone, but prohibited under the R2 zone.

Therefore, although the proposed “Club” has been a prohibited use since 1979 (when the former Ryde Planning Scheme took effect) and remains a prohibited use under the current Ryde LEP 2014, the Club benefits from the “Existing Use” provisions of the Environmental Planning and Assessment Act 1979, as it commenced as a permissible use under the previous County of Cumberland Planning Scheme. Therefore, Council is able to consider and approve the proposed use of the existing club floor space as a dance studio by virtue of these Existing Use provisions.

Principal Development Standards

The proposed development principally pertains to a change of use, internal alterations, fit-out and accessibility works within the existing Club building. As such, Council’s principal development standards, such as building height and floor space ratio, remain essentially the same as the current arrangements.

Whilst it is acknowledged a component of the development also includes a new external terrace on the western elevation of the building, this terrace does not constitute ‘gross floor area’ when having regard to the relevant definitions contained within the Dictionary of LEP2014. This is principally because the new external terrace, although roofed, will be mostly open on its external elevations at a height of 1.4m. The external solid balustrading is mostly to be at a height of 1.2m only.

Given the above, the proposal is considered to not to contravene any development standards outlined within Part 4 of the LEP2014.

Miscellaneous Provisions

Part 5 of LEP2014 includes miscellaneous provisions relating to certain developments and environmentally constrained land. Of importance for the subject DA is clause 5.10 which includes provisions relating to heritage conservation. Subclause 5 outlines the following:

ITEM 2 (continued)

The consent authority may, before granting consent to any development:

- (a) on land on which a heritage item is located, or*
- (b) on land that is within a heritage conservation area, or*
- (c) on land that is within the vicinity of land referred to in paragraph (a) or (b),*

require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.

The subject site is located within the vicinity of 126 Ryde Road, which is an item of heritage significance (Item No.111), listed in Schedule 5 of LEP2014.

As such, the DA was referred to Council's heritage advisor for comment. The response received from the heritage advisor raised no objections to the proposal, and no conditions of consent to be included on any approval.

Accordingly, it is considered the proposal is satisfactory with regard to its heritage impact, and compliance with the provisions of LEP2014.

See the internal referral responses later in this report (and Attachment 2 to this report) for further comments on heritage.

(b) Other Relevant State Environmental Planning Policies (SEPPs)

State and Sydney Regional Environmental Planning Policies

None relevant

(c) Any draft environmental planning instruments (i.e. LEPs)

No draft environmental planning instruments have been identified as being applicable to the proposed development.

(d) The provisions of any development control plan applying to the land

Ryde Development Control Plan 2014

The proposal has been assessed against the provisions of DCP2014, and is considered to satisfy the general objectives. Ryde DCP 2014 contains very few specific numerical controls applicable to the proposed development. The exception to this is Car Parking, which is discussed in detail below:-

ITEM 2 (continued)

Part 9.3 – Parking Controls

This Part of Ryde DCP 2014 contains car parking requirements for a range of different land uses. It also contains the following specific statement in relation to proposed changes of use of premises (page 6, Section 2.1, control (c)):

Where a change of use which, under this Part, would require the provision of a greater number of on-site parking spaces than the previous use, the amount of parking required will be the difference between the existing parking for the previous use and the amount of parking required for the proposed use.

This requires a comparison between the existing parking requirement for the previous use, and the parking required for the proposed use. This development involves a change of use of existing auditorium space at the first floor level of the Club. The comparison between the car parking requirements for the previous/current use, and those of the proposed use, are shown in the following table:

Car Parking requirement for the existing usage of floor space:	Car Parking requirement for the proposed usage of floor space:	Conclusion
<u>DCP Rate: Pub and Registered Club:</u> 1 space per 10m ² GFA for auditorium and games rooms.	<u>DCP Rate: Recreation Facilities (indoor) /gymnasium:</u> 1 – 1.5 spaces per 20m ² GFA	Proposed use of the subject space as a “recreation facility” requires between 10.25 and 20.5 less spaces than the current use as an auditorium – using DCP 2014 parking requirements.
GFA: 410m ²	GFA: 410m ²	
DCP requirement for the auditorium space as existing:	DCP requirement if this space is used for recreation facility/gymnasium:	
41 spaces.	20.5 to 30.75 spaces.	

As the above Table demonstrates, the proposed use (as a “recreation facility”) has a lower car parking rate than the current use (as “auditorium” space) under DCP 2014, and therefore less car parking would be required. A review of the existing day-time usage of the Club’s car parking areas would suggest that there would be sufficient on-site car parking for the proposed dance studio. Accordingly, based on this assessment, it is considered that the no additional car parking should be required for the proposed use of the auditorium as a dance studio.

ITEM 2 (continued)

The following is an air photo showing the location and number of car spaces within each section of car park:



Accordingly, it is considered that as the car parking requirements under DCP 2014 for the proposed dance studio use would be lower than the current/existing use as auditorium space, the proposal would be acceptable in terms of car parking. The proposal does not involve the concurrent use of the space as an auditorium and the dance studios operating at the same time (that is, it is one or the other), so the existing car parking areas are sufficient to cater to the car parking requirements of the proposed dance studio, given that the dance studio has a lower car parking requirement under DCP2014 than the existing auditorium.

10. Likely impacts of the Development

(a) Built Environment

The assessment of the proposed development has identified it is important to take into consideration the following potential impacts on the built environment:

- traffic and parking impacts associated with the intensified use of the site,
- acoustic privacy and amenity impacts from the proposed external terrace,
- visual impacts/privacy from the proposed external terrace, and
- the safety of users of the proposed dance studio and new external terrace.

These potential impacts were also raised by objectors as part of their submissions following notification of the DA. Accordingly, these issues have been discussed and responded to in detail earlier in this report. As such reference should be made to this earlier section for details of how the proposal performs with regard to its impacts on the built environment.

ITEM 2 (continued)

It is noted however, that with the submission of additional information by the applicant, the proposal is considered to be satisfactory with regard to its impact on the built environment, subject to the imposition of conditions of consent.

(b) Natural Environment

The subject site includes no significant vegetation. Additionally, given the nature of the proposed development being for the alterations and additions to an existing building, it is considered there will be no significant negative impact upon the natural environment as a result of the proposal.

11. Suitability of the site for the development

The site is located within the vicinity of an item of heritage significance. However the referral response received from Council's Heritage Advisor is that the proposal is satisfactory, principally because it involves only minor alterations and additions to an existing building which are situated towards the northern side of the site, which is furthest from the heritage item opposite at 126 Ryde Road.

A review of Council's map of Environmentally Sensitive Areas (held on file) identifies no other environmental constraints that would impact on the proposed development.

Accordingly, it is considered that the proposal is suitable for the subject site.

12. The Public Interest

The development complies with the provisions of LEP2014, and is also satisfactory when having regard to Council's current development controls. Additionally, it has been determined that the proposal will have minimal impacts on the natural and built environments, and as such is suitable for the site.

In this regard, it is considered that approval of the subject DA would be in the public interest.

13. Consultation – Internal and External

Internal Referrals

Building Surveyor: The proposed development was referred to Council's Building Surveyor who has provided no objection to the proposed development subject to the imposition of the following conditions of consent as deficiencies were identified in the existing egress system which need to be addressed.

ITEM 2 (continued)

- *Prior to any Occupation Certificate being issued, the following is to be complied with:*
 - a) *Ensure that sufficient directional exit signs are installed to clearly identify the location of exits from the building.*
 - b) *Ensure that all exit doors and doors in the path of travel to an exit are openable in accordance with the requirements of the Building Code of Australia.*
 - c) *Ensure that all sliding exit doors comply with the requirements of the Building Code of Australia.*
 - d) *Ensure that travel distance within the building to an exit complies with the requirements of the Building Code of Australia.*
 - e) *Ensure that handrails to all stairways comply with the requirements of the Building Code of Australia.*

Environmental Health Officer: The proposed development was referred to Council's Environmental Health Officer (EHO) who in their referral response of 6 January 2016, outlined no objection to the DA subject to the imposition of the following conditions.

- ***Ventilation of rooms*** - *Every habitable room, sanitary compartment or other room occupied by a person for any purpose must be provided with adequate natural ventilation or an approved system of mechanical ventilation.*
- ***Plumbing and drainage work*** - *All plumbing and drainage work must be carried out in accordance with the requirements of Sydney Water Corporation*
- ***Storage and disposal of wastes*** - *All wastes generated on the premises must be stored and disposed of in an environmentally acceptable manner.*
- ***Waste containers*** - *An adequate number of suitable waste containers must be kept on the premises for the storage of garbage and trade waste.*
- ***Offensive noise*** - *The use of the premises must not cause the emission of 'offensive noise' as defined in the Protection of the Environment Operations Act 1997.*
- ***Noise and vibration from plant or equipment*** - *Unless otherwise provided in this Consent, the operation of any plant or equipment installed on the premises must not cause:*
 - (a) *The emission of noise that exceeds the background noise level by more than 5dBA when measured at, or computed for, the most affected point, on or within the boundary of the most affected receiver. Modifying factor corrections must be applied for tonal, impulsive, low frequency or intermittent noise in accordance with the New South Wales Industrial Noise Policy (EPA, 2000).*

ITEM 2 (continued)

- (b) An internal noise level in any adjoining occupancy that exceeds the recommended design sound levels specified in Australian/New Zealand Standard AS/NZS 2107:2000 Acoustics – Recommended design sound levels and reverberation times for building interiors.*
- (c) The transmission of vibration to any place of different occupancy.*

In addition to the above, the applicant's acoustic report by Acoustic Logic was referred to Council's Environmental Health Officer for consideration, and in response, the following comments have been provided:

A review of the potential noise impacts from the proposed terrace at the Gladesville Bowling Club has been carried out by Acoustic Logic and a report dated 6 July 2016 has been submitted.

I have reviewed the report and I agree, conditional to the recommendations by the consultant being incorporated into the conditions of consent, that the terrace should not cause unreasonable noise impacts to the nearby residents.

The recommendations of the acoustic consultant to be incorporated into the conditions of consent are as follows:

- Level 1 terrace is to cease operation at 10pm.
- Patron numbers are to be limited to 25.
- No music is permitted on the terrace after 6pm. In the event that music is played (before 6pm), the music is to be background music only, and is to generate a noise level of no more than 65dB(A)_{L₁₀} within the balcony area.
- Noise absorptive lining is required to 80% of the underside of the ceiling over the terrace. This may consist of perforated sheeting or timber battens or similar with acoustic blanket (100mm thick, 20kg/m³ insulation) laid over. Any noise absorptive ceiling system is to have an NRC of no less than 0.75.
- Balustrade to the terrace is to be solid glass, minimum 1.2m high.
- A solid screen (floor to ceiling) is required:
 - Along the northern edge of the terrace (adjacent to the stairs) and
 - Along the western edge of the terrace for northernmost 2m of the terrace.Screen to be minimum 6mm glass or Perspex or material of equivalent surface density.
- Function room doors opening onto the terrace are to have automatic closers, and these doors are to remain closed in the event that the function rooms have music other than background music (i.e. louder than 70dB(A)_{L₁₀}).

ITEM 2 (continued)

Further, Council's EHO has also outlined that staff on site are to routinely and regularly monitor activity and patrons on the terrace and take whatever action is required to ensure that excessive noise is not generated. As such, this EHO requirement will also be included as a condition of consent. The other matters in the referral from Council's Environmental Health Officer are included as conditions of consent (see conditions 8, 9, 11, 12, and 50-53).

Traffic Development Engineer- The proposal, along with the traffic and parking impact assessment submitted by the applicant were referred to Council's Traffic Development Engineer for comment. The response from Council's Traffic Development Engineer is provided below:

Note:

- 1. Council generally does not accept overspill parking from developments.*
- 2. The parking demand in the off-street parking is low during the peak usage times. This will cater for more than 50% of the demand at any time.*
- 3. Based on the DCP2014 requirements, the proposed dance studio will produce a minor net increase in traffic of 13 vehicles above the existing auditorium. Pre – 41 trips. Post 54 – trips. 13 Trips is considered negligible on the network with multiple destination location leading away from the site.*

Based on the information provided by the applicant, Traffic have no objection to the development application subject to the following:

- The applicant is to provide 12 spaces in the off-street car park as short stay to assist with managing the overspill. A revised parking layout plan is to be submitted to and approved by Council prior to the issue of the Occupation Certificate.*

With the imposition of the above condition (see condition 47), it is therefore determined the proposal is satisfactory from a traffic and parking perspective.

Heritage Advisor - The proposed development was referred to Council's Heritage Advisor for comment. The response from Council's Heritage Advisor is provided below:

Consideration of the proposal:

The development proposal seeks Council's approval for the alterations and additions to the existing sports club facility including a new external terrace area.

Reason for the Heritage Referral:

The development proposal has been referred for heritage consideration as the subject site is within the vicinity of 126 Ryde Road, which is an item of heritage significance (Item No.111), listed on Schedule 5 of the Ryde LEP 2014.

ITEM 2 (continued)

Statement of Significance:

Rutherglen cottage is of historical significance as a circa 1886 stone cottage relocated from another site to the current site circa 1927 by a well-known (originally Gladesville-based) firm of local stonemasons and builders, J.W. Park & Sons. The cottage has historical association with stonemason & builder James Wallace Park of the prolific local building firm J.W. Park & Sons. The cottage is of aesthetic significance as a fine representative example of a Victorian Georgian style sandstone cottage of the late 19th century, moved to its present site in the 1920s.

Source: State Heritage Inventory

Consideration of the heritage impacts:

The proposal involves the minor alterations and additions to the existing clubhouse building and are generally situated towards the northern side of the site, which is furthest from the heritage item opposite in Ryde Road.

While the heritage item is directly opposite the site and has a relationship to the subject site through its physical proximity, an existing solid sandstone wall conceals the heritage item from view and only partial glimpses of the roof of the heritage item can be seen, which is further obscured by existing vegetation. Subsequently, there is no direct nor significant visual relationship and the proposed additions will maintain the overall quantum of the existing built form, retaining the essence of the existing context and setting to the heritage item.

Subsequently, no objections are raised to the proposed development.

Recommended conditions

There are no conditions recommended.

Given the above comments by Council's Heritage Advisor, the proposal is considered satisfactory from a heritage impact perspective.

External Referrals

None.

14. Critical Dates

There are no critical dates or deadlines to be met.

ITEM 2 (continued)

15. Financial Impact

Adoption of the option(s) outlined in this report will have no financial impact.

16. Other Options

None relevant.

17. Conclusion

The proposed development has been assessed using the heads of consideration listed in Section 79C of the *Environmental Planning and Assessment Act 1979* and is generally considered to be satisfactory for approval.

Although some issues with the proposal, and non-compliances with the relevant planning instruments were identified, these were either considered to be justifiable given the circumstances of the subject site and the nature of the development proposed, or alternatively addressed via imposition of consent conditions.

The proposal has been assessed as being satisfactory with regard to its potential impact on the natural and built environment, and is suitable for the subject site.

On the above basis, LDA2015/0642 at 181A Ryde Road, Gladesville is considered to be in the public interest and is therefore recommended for approval subject to conditions.

ITEM 2 (continued)

ATTACHMENT 1

**DRAFT CONDITIONS OF CONSENT
181A RYDE ROAD, GLADESVILLE
LDA2015/642**

GENERAL

The following conditions of consent included in this Part identify the requirements, terms and limitations imposed on this development.

1. **Approved Plans/Documents.** Except where otherwise provided in this consent, the development is to be carried out strictly in accordance with the following plans (stamped approved by Council) and support documents:

Document Description	Date	Plan No/Reference
Ground Floor Plan and Site Plan	30.11.15	DA 1.01, Issue DA
First Floor Plan	30.11.15	DA 1.02, Issue DA
Part Roof Plan, West Elevation and Section A-A	30.11.15	DA 1.03, Issue DA
Gladesville Bowling Club (Gladesville Sporties) - Assessment of New Terrace	06.07.16	Ref No. 20160998.1/0607A/R0/TT, prepared by Acoustic Logic
Traffic Impact Assessment	21.03.16	Ref. No. 16.053r01v1, prepared by Traffix

2. **Building Code of Australia.** All building works approved by this consent must be carried out in accordance with the requirements of the Building Code of Australia.
3. **Support for neighbouring buildings.** If the development involves excavation that extends below the base of the footings of a building on adjoining land, the person having the benefit of the development consent must, at the person's own expense:
 - (a) Protect and support the adjoining premises from possible damage from the excavation, and
 - (b) Where necessary, underpin the adjoining premises to prevent any such damage, in accordance with relevant Australian Standards.
4. **Maximum number of persons.** The maximum number of dance students permitted within the dance studios at any one time is limited to sixty-four (64).

The maximum number of staff permitted at the dance studios is limited to six (6), comprising five (5) dance teachers plus one (1) receptionist.

ITEM 2 (continued)

ATTACHMENT 1

5. Fire Safety Matters/Changes in building use

- (a) A building in respect of which there is a change of building use must comply with the Category 1 fire safety provisions applicable to the proposed new use.

NOTE: The obligation under this clause to comply with Category 1 fire safety provisions may require building work to be carried out even though none is proposed or required in the relevant development consent.

- (b) This clause does not apply to the extent to which an exemption is in force under clause 187 and 188 in the Environmental Planning and Assessment Regulations 2000.
 - (c) In this case clause, "Category 1 fire safety provision" has the same meaning as it has in Clause 3 in the Environmental Planning and Assessment Regulations 2000 subject to any terms of any condition or requirement referred to in Clause 187(6) or 188(4).
- 6. Signage – not approved unless shown on plans.** This consent does not authorise the erection of any signs or advertising structures not indicated on the approved plans. Separate approval must be obtained from Council for any additional signs, unless such signage is "exempt development".
- 7. Stormwater disposal.** Stormwater runoff from all impervious areas of the site is to be collected and piped to the existing or new underground stormwater drainage system in accordance with Council's DCP 2014, Part 8.2 "Stormwater and Floodplain Management".
- 8. Noise Mitigation.** To ensure the appropriate acoustic performance of the new external terrace, the following is required:
- a) The new external terrace on Level 1 is to cease operation at 10pm.
 - b) Patron numbers on the new external terrace are to be limited to twenty-five (25).
 - c) No music is permitted on the new external terrace after 6pm. In the event that music is played (before 6pm), the music is to be background music only, and is to generate a noise level of no more than 65dB(A)_{L₁₀} within the balcony area.
 - d) Noise absorptive lining is required to 80% of the underside of the ceiling over the new external terrace. This may consist of perforated sheeting or timber battens or similar with acoustic blanket (100mm thick, 20kg/m³ insulation) laid over. Any noise absorptive ceiling system is to have an NRC of no less than 0.75.
 - e) Balustrading to the new external terrace is to be solid glass, minimum 1.2m high.

ITEM 2 (continued)

ATTACHMENT 1

- f) A solid screen (floor to ceiling) is required:
 - i. Along the northern edge of the new external terrace (adjacent to the stairs) and
 - ii. Along the western edge of the new external terrace for northernmost 2m of the terrace.

The screen is to be of minimum 6mm glass or Perspex or material of equivalent surface density.
 - g) Function room doors opening onto the new external terrace are to have automatic closers, and these doors are to remain closed in the event that the function rooms have music other than background music (i.e. louder than 70dB(A)_{L₁₀}).
 - h) Staff on site are to routinely and regularly monitor activity and patrons on the terrace and take whatever action is required to ensure that excessive noise is not generated.
9. **Smoke-free zone.** In order to ensure compliance with the provisions of the *Smoke-Free Environment Act 2000*, the proposed new external terrace is to be a designated smoke-free zone at all times.
10. **Entry for Minors.** Compliance at all times with Club's legislative obligations and requirements regarding access/entry to the Club premises for minors (persons under 18 years of age).
11. **Ventilation of rooms** - Every habitable room, sanitary compartment or other room occupied by a person for any purpose must be provided with adequate natural ventilation or an approved system of mechanical ventilation.
12. **Plumbing and drainage work** - All plumbing and drainage work must be carried out in accordance with the requirements of Sydney Water Corporation.
13. **Hours of work.** Building activities (including demolition) may only be carried out between 7.00am and 7.00pm Monday to Friday (other than public holidays) and between 8.00am and 4.00pm on Saturday. No building activities are to be carried out at any time on a Sunday or a public holiday.
14. **Hoardings.**
- (a) A hoarding or fence must be erected between the work site and any adjoining public place.
 - (b) Any hoarding, fence or awning erected pursuant this consent is to be removed when the work has been completed.
15. **Illumination of public place.** Any public place affected by works must be kept lit between sunset and sunrise if it is likely to be hazardous to persons in the public place.

ITEM 2 (continued)

ATTACHMENT 1

16. **Development to be within site boundaries.** The development must be constructed wholly within the boundaries of the premises. No portion of the proposed structure shall encroach onto the adjoining properties. Gates must be installed so they do not open onto any footpath.
17. **Public space.** The public way must not be obstructed by any materials, vehicles, refuse, skips or the like, under any circumstances, without prior approval from Council.
18. **Public Utilities.** Compliance with the requirements (including financial costs) of any relevant utility provider (e.g. Energy Australia, Sydney Water, Telstra, RMS, Council etc) in relation to any connections, works, repairs, relocation, replacements and/or adjustments to public infrastructure or services affected by the development.
19. **Roads Act.** Any works performed in, on or over a public road pursuant to this consent must be carried out in accordance with this consent and with the Road Opening Permit issued by Council as required under section 139 of the Roads Act 1993.

DEMOLITION CONDITIONS

The following conditions are imposed to ensure compliance with relevant legislation and Australian Standards, and to ensure that the amenity of the neighbourhood is protected.

A Construction Certificate is not required for Demolition.

20. **Provision of contact details/neighbour notification.** At least 7 days before any demolition work commences:
 - (a) Council must be notified of the following particulars:
 - (i) The name, address, telephone contact details and licence number of the person responsible for carrying out the work; and
 - (ii) The date the work is due to commence and the expected completion date
 - (b) A written notice must be placed in the letter box of each property identified in the attached locality plan advising of the date the work is due to commence.
21. **Compliance with Australian Standards.** All demolition work is to be carried out in accordance with the requirements of the relevant Australian Standard(s).

ITEM 2 (continued)

ATTACHMENT 1

22. Excavation

- (a) All excavations and backfilling associated with the development must be executed safely, properly guarded and protected to prevent the activities from being dangerous to life or property and, in accordance with the design of a structural engineer.
- (b) A Demolition Work Method Statement must be prepared by a licensed demolisher who is registered with the Work Cover Authority, in accordance with AS 2601-2001: *The Demolition of Structures*, or its latest version. The applicant must provide a copy of the Statement to Council prior to commencement of demolition work.

23. Asbestos. Where asbestos is present during demolition work, the work must be carried out in accordance with the guidelines for asbestos work published by WorkCover New South Wales.

24. Asbestos – disposal. All asbestos wastes must be disposed of at a landfill facility licensed by the New South Wales Environmental Protection Authority to receive that waste. Copies of the disposal dockets must be retained by the person performing the work for at least 3 years and be submitted to Council on request.

25. Waste management plan. Demolition material must be managed in accordance with the approved waste management plan.

26. Disposal of demolition waste. All demolition waste must be transported to a facility or place that can lawfully be used as a waste facility for those wastes.

PRIOR TO CONSTRUCTION CERTIFICATE

A Construction Certificate must be obtained from a Principal Certifying Authority to carry out the relevant building works approved under this consent. All conditions in this Section of the consent must be complied with before a Construction Certificate can be issued.

Council Officers can provide these services and further information can be obtained from Council's Customer Service Centre on 9952 8222.

Unless an alternative approval authority is specified (eg Council or government agency), the Principal Certifying Authority is responsible for determining compliance with the conditions in this Section of the consent.

Details of compliance with the conditions, including plans, supporting documents or other written evidence must be submitted to the Principal Certifying Authority.

ITEM 2 (continued)

ATTACHMENT 1

27. **Compliance with Australian Standards.** The development is required to be carried out in accordance with all relevant Australian Standards. Details demonstrating compliance with the relevant Australian Standard are to be submitted to the Principal Certifying Authority prior to the issue of the **Construction Certificate**.
28. **Structural Certification.** The applicant must engage a qualified practising structural engineer to provide structural certification in accordance with relevant BCA requirements prior to the release of the **Construction Certificate**.
29. **Security deposit.** The Council must be provided with security for the purposes of section 80A(6) of the *Environmental Planning and Assessment Act 1979* in a sum determined by reference to Council's Management Plan prior to the release of the **Construction Certificate**. (category: other buildings with delivery of bricks or concrete or machine excavation)
30. **Fees.** The following fees must be paid to Council in accordance with Council's Management Plan prior to the release of the **Construction Certificate**:
 - (a) Infrastructure Restoration and Administration Fee
 - (b) Enforcement Levy
31. **Long Service Levy.** Documentary evidence of payment of the Long Service Levy under Section 34 of the Building and Construction Industry Long Service Payments Act 1986 is to be submitted to the Principal Certifying Authority prior to the issuing of the **Construction Certificate**.
32. **Reflectivity of materials.** Roofing and other external materials must be of low glare and reflectivity. Details of finished external surface materials, including colours and texture must be provided to the Principal Certifying Authority prior to the release of the **Construction Certificate**.
33. **Lighting of new external terrace.** Details of lighting for the new external terrace shall be submitted to Council for approval prior to issue of the **Construction Certificate**. The details are to include certification from an appropriately qualified person that there will be no offensive glare onto adjoining residents, and that all lighting associated with the new external terrace complies with 'Australian Standard 4282 – Control of the obtrusive effects of outdoor lighting'.

Further, all external lighting of the terrace is to be switched off when the terrace is not in use.

ITEM 2 (continued)

ATTACHMENT 1

34. **Privacy Screen.** A 1.6m high privacy screen is to be erected on the northern elevation of the proposed external terrace, adjacent to the new stairs. This privacy screen may be incorporated into the acoustic screen required by other conditions of this consent. Details of compliance are to be demonstrated on the **Construction Certificate** plans.

PRIOR TO COMMENCEMENT OF CONSTRUCTION

Prior to the commencement of any demolition, excavation, or building work the following conditions in this Part of the Consent must be satisfied, and all relevant requirements complied with at all times during the operation of this consent.

35. **Site Sign**
- (a) A sign must be erected in a prominent position on site, prior to the commencement of construction:
 - (i) showing the name, address and telephone number of the Principal Certifying Authority for the work,
 - (ii) showing the name of the principal contractor (if any) or the person responsible for the works and a telephone number on which that person may be contacted outside working hours, and
 - (iii) stating that unauthorised entry to the work site is prohibited.
 - (b) Any such sign must be maintained while the building work, subdivision work or demolition work is being carried out, but must be removed when the work has been completed.
36. **Safety fencing.** The site must be fenced prior to the commencement of construction, and throughout demolition and/or excavation and must comply with WorkCover New South Wales requirements and be a minimum of 1.8m in height.

DURING CONSTRUCTION

Unless otherwise specified, the following conditions in this Part of the consent must be complied with at all times during the construction period. Where applicable, the requirements under previous Parts of the consent must be implemented and maintained at all times during the construction period.

37. **Critical stage inspections.** The person having the benefit of this consent is required to notify the Principal Certifying Authority during construction to ensure that the critical stage inspections are undertaken, as required under clause 162A(4) of the *Environmental Planning and Assessment Regulation 2000*.

ITEM 2 (continued)

ATTACHMENT 1

38. **Survey of footings/walls.** All footings and walls within 1 metre of a boundary must be set out by a registered surveyor. On commencement of brickwork or wall construction a survey and report must be prepared indicating the position of external walls in relation to the boundaries of the allotment.
39. **Sediment/dust control.** No sediment, dust, soil or similar material shall leave the site during construction work.
40. **Use of fill/excavated material.** Excavated material must not be reused on the property except as follows:
 - (a) Fill is allowed under this consent;
 - (b) The material constitutes Virgin Excavated Natural Material as defined in the *Protection of the Environment Operations Act 1997*;
 - (c) the material is reused only to the extent that fill is allowed by the consent.
41. **Construction materials.** All materials associated with construction must be retained within the site.
42. **Site Facilities**

The following facilities must be provided on the site:

 - (a) toilet facilities in accordance with WorkCover NSW requirements, at a ratio of one toilet per every 20 employees, and
 - (b) a garbage receptacle for food scraps and papers, with a tight fitting lid.
43. **Site maintenance**

The applicant must ensure that:

 - (a) approved sediment and erosion control measures are installed and maintained during the construction period;
 - (b) building materials and equipment are stored wholly within the work site unless an approval to store them elsewhere is held;
 - (c) the site is clear of waste and debris at the completion of the works.
44. **Work within public road.** At all times work is being undertaken within a public road, adequate precautions shall be taken to warn, instruct and guide road users safely around the work site. Traffic control devices shall satisfy the minimum standards outlined in Australian Standard No. AS1742.3-1996 "Traffic Control Devices for Work on Roads".
45. **Drop-edge beams.** Perimeters of slabs are not to be visible and are to have face brickwork from the natural ground level.

ITEM 2 (continued)

ATTACHMENT 1

PRIOR TO OCCUPATION CERTIFICATE

An Occupation Certificate must be obtained from a Principal Certifying Authority prior to commencement of occupation of any part of the development, or prior to the commencement of a change of use of a building.

Prior to issue, the Principal Certifying Authority must ensure that all works are completed in compliance with the approved construction certificate plans and all conditions of this Development Consent.

Unless an alternative approval authority is specified (eg Council or government agency), the Principal Certifying Authority is responsible for determining compliance with conditions in this Part of the consent. Details to demonstrate compliance with all conditions, including plans, documentation, or other written evidence must be submitted to the Principal Certifying Authority.

46. **Fire safety matters.** At the completion of all works, a Fire Safety Certificate must be prepared, which references all the Essential Fire Safety Measures applicable and the relative standards of Performance (as per Schedule of Fire Safety Measures). This certificate must be prominently displayed in the building and copies must be sent to Council and the Fire and Rescue NSW.

Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any Occupation Certificate.

Each year the Owners must send to the Council and the Fire and Rescue NSW an annual Fire Safety Statement which confirms that all the Essential Fire Safety Measures continue to perform to the original design standard.

47. **Short Stay Parking Spaces.** The applicant is to provide twelve (12) spaces in the off-street car park as short stay to assist managing the overspill. A revised parking layout plan is to be submitted to and approved by Council prior to the issue of the **Occupation Certificate**.

48. **Egress.** Prior to any **Occupation Certificate** being issued, the following is to be complied with:

- a) Ensure that sufficient directional exit signs are installed to clearly identify the location of exits from the building.
- b) Ensure that all exit doors and doors in the path of travel to an exit are openable in accordance with the requirements of the Building Code of Australia.
- c) Ensure that all sliding exit doors comply with the requirements of the Building Code of Australia.

ITEM 2 (continued)

ATTACHMENT 1

- d) Ensure that travel distance within the building to an exit complies with the requirements of the Building Code of Australia.
- e) Ensure that handrails to all stairways comply with the requirements of the Building Code of Australia.

OPERATIONAL CONDITIONS

The conditions in this Part of the consent relate to the on-going operation of the development and shall be complied with at all times.

49. **Hours of operation.** The hours of operation for the dance studios are to be restricted to:
- Monday Morning: 10am - 12pm - 1 studio running only
 - Monday Afternoon: 3:30pm - 8:30pm - 4 studios running.
 - Tuesday Morning: 10am - 12pm - 1 studio running only.
 - Tuesday Afternoon: 4pm - 8:30pm - 4 studios running.
 - Wednesday Morning: 10am - 11am - 1 studio running only.
 - Wednesday Afternoon: 4pm - 8:30pm - 4 studios running.
 - Thursday Afternoon: 4pm - 8:30pm - 4 studios running.
 - Friday Morning: 10 - 12pm - 1 studio running only.
 - Friday Afternoon: 4pm - 6pm - 3 studios running.
 - Saturday: 8am - 3pm - 4 Studios running.
50. **Storage and disposal of wastes** - All wastes generated on the premises must be stored and disposed of in an environmentally acceptable manner.
51. **Waste containers** - An adequate number of suitable waste containers must be kept on the premises for the storage of garbage and trade waste.
52. **Offensive noise** - The use of the premises must not cause the emission of 'offensive noise' as defined in the Protection of the Environment Operations Act 1997.

ITEM 2 (continued)

ATTACHMENT 1

53. **Noise and vibration from plant or equipment** - Unless otherwise provided in this Consent, the operation of any plant or equipment installed on the premises must not cause:
- (a) The emission of noise that exceeds the background noise level by more than 5dBA when measured at, or computed for, the most affected point, on or within the boundary of the most affected receiver. Modifying factor corrections must be applied for tonal, impulsive, low frequency or intermittent noise in accordance with the New South Wales Industrial Noise Policy (EPA, 2000).
 - (b) An internal noise level in any adjoining occupancy that exceeds the recommended design sound levels specified in Australian/New Zealand Standard AS/NZS 2107:2000 Acoustics – Recommended design sound levels and reverberation times for building interiors.
 - (c) The transmission of vibration to any place of different occupancy.

ITEM 2 (continued)

ATTACHMENT 2

Heritage Referral Response

To: Chris Young
From: Michael Edwards
Application No.: LDA2015/0642
Date: 22 November 2015
Address: 181A Ryde Road, Gladesville



Consideration of the proposal:

The development proposal seeks Council's approval for the alterations and additions to the existing sports club facility including a new external terrace area.

Reason for the Heritage Referral:

The development proposal has been referred for heritage consideration as the subject site is within the vicinity of 126 Ryde Road, which is an item of heritage significance (Item No.111), listed on Schedule 5 of the *Ryde LEP 2014*.

Statement of Significance:

Rutherglen cottage is of historical significance as a circa 1886 stone cottage relocated from another site to the current site circa 1927 by a well-known (originally Gladesville-based) firm of local stonemasons and builders, J.W. Park & Sons. The cottage has historical association with stonemason & builder James Wallace Park of the prolific local building firm J.W. Park & Sons. The cottage is of aesthetic significance as a fine representative example of a Victorian Georgian style sandstone cottage of the late 19th century, moved to its present site in the 1920s.

Source: State Heritage Inventory

Consideration of the heritage impacts:

The proposal involves the minor alterations and additions to the existing clubhouse building and are generally situated towards the northern side of the site, which is furthest from the heritage item opposite in Ryde Road.

While the heritage item is directly opposite the site and has a relationship to the subject site through its physical proximity, an existing solid sandstone wall conceals the heritage item from view and only partial glimpses of the roof of the heritage item can be seen, which is further obscured by existing vegetation. Subsequently, there is no direct nor significant visual relationship and the proposed additions will maintain the overall quantum of the existing built form, retaining the essence of the existing context and setting to the heritage item.

Subsequently, no objections are raised to the proposed development.

Recommended conditions

There are no conditions recommended.

Regards,

Michael Edwards
Heritage Advisor

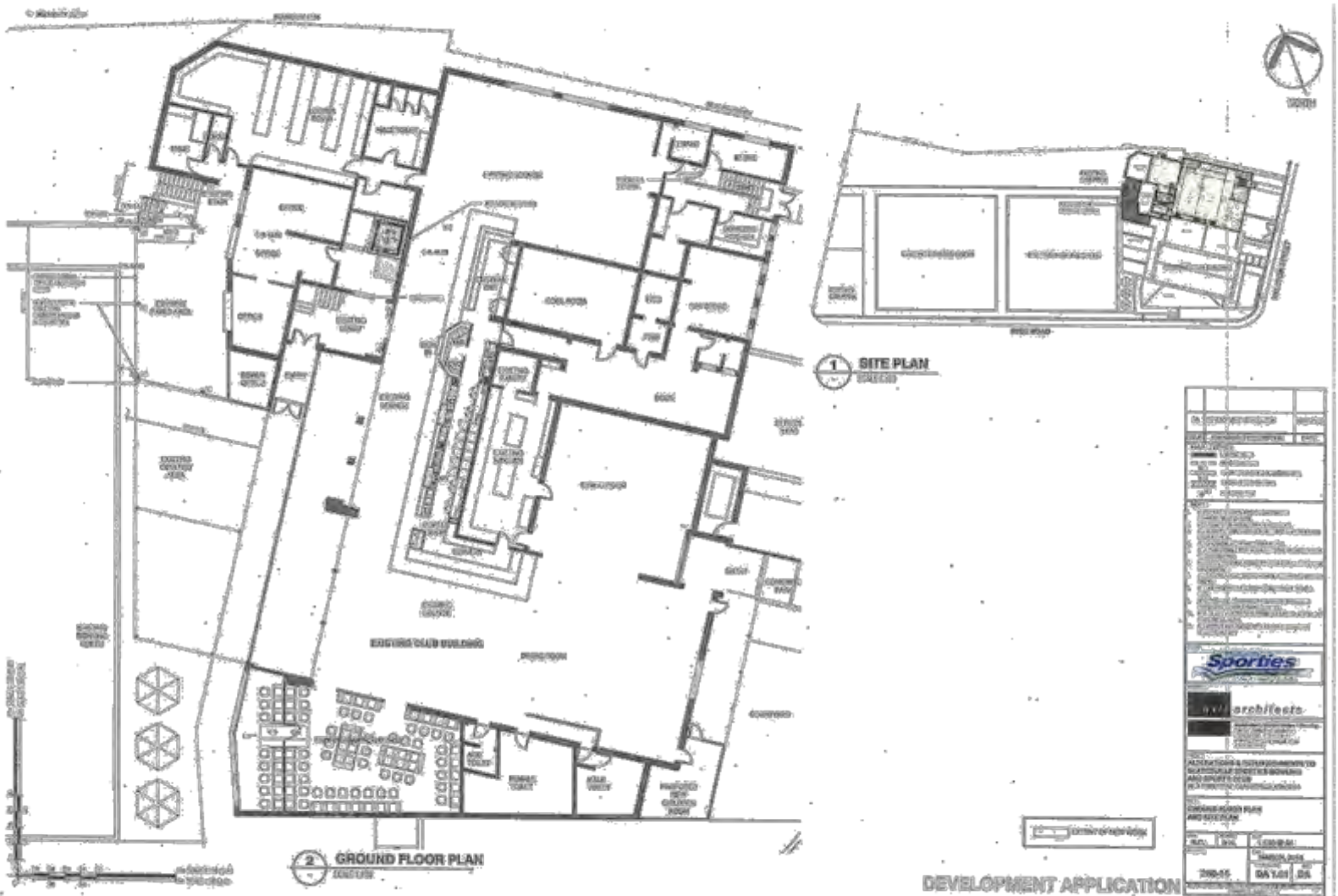
ITEM 2 (continued)

ATTACHMENT 3



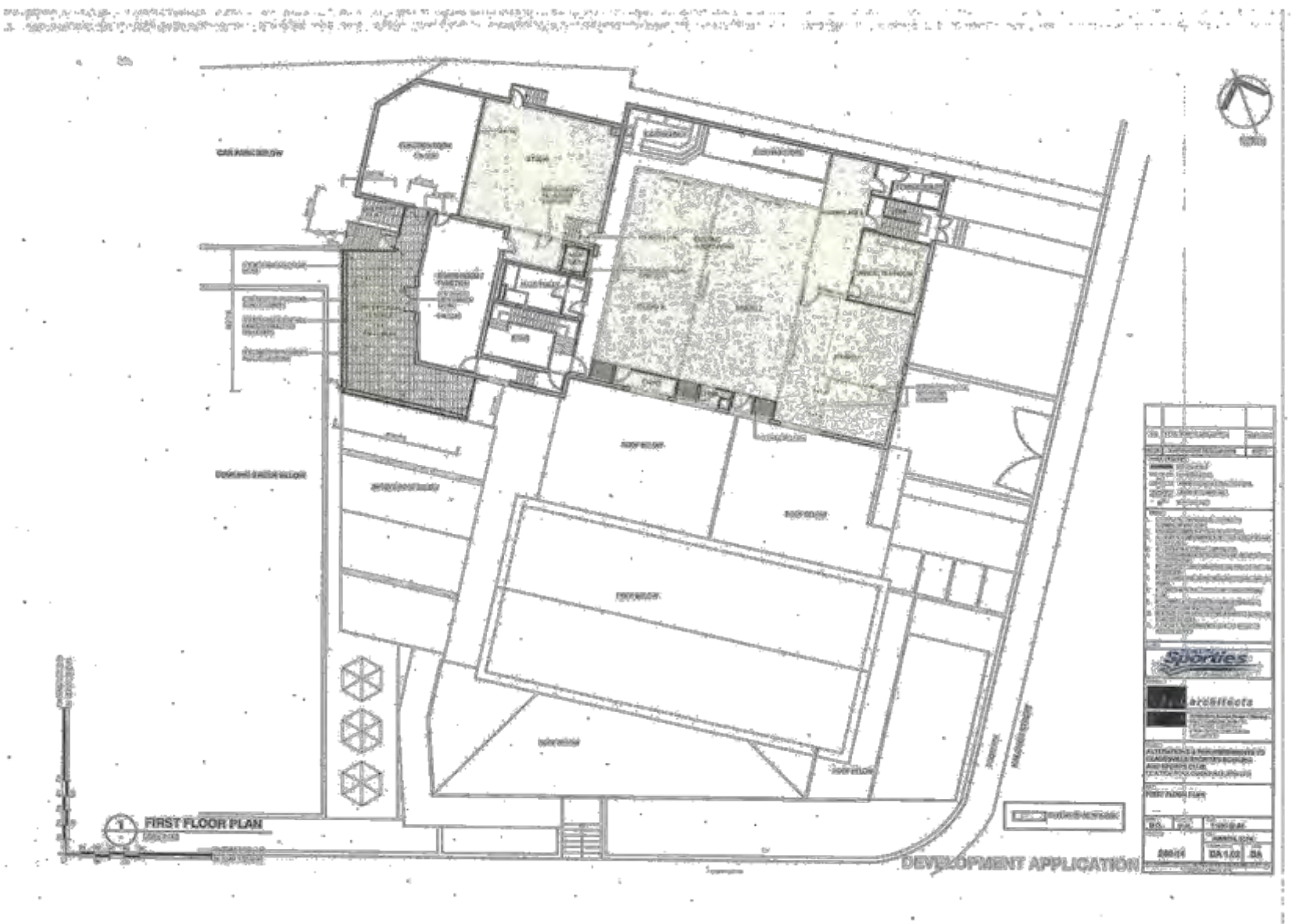
ITEM 2 (continued)

ATTACHMENT 4



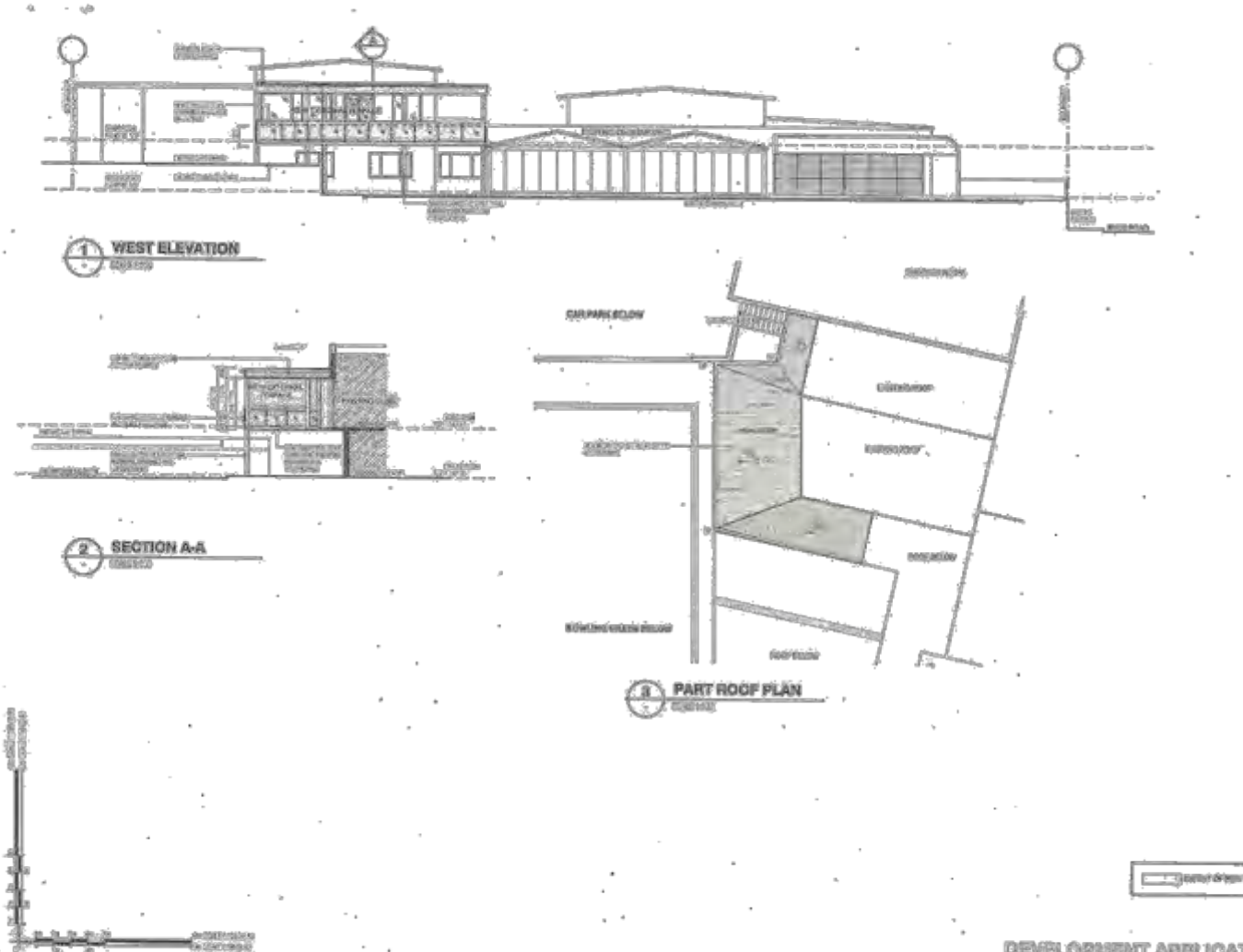
ITEM 2 (continued)

ATTACHMENT 4



ITEM 2 (continued)

ATTACHMENT 4



1 WEST ELEVATION
1:1000

2 SECTION A-A
1:1000

3 PART ROOF PLAN
1:1000

DEVELOPMENT APPLICATION	
<p>Project Details</p> <p>Project Name: [REDACTED]</p> <p>Project Address: [REDACTED]</p> <p>Project Description: [REDACTED]</p>	
<p>Site Information</p> <p>Site Area: [REDACTED] sqm</p> <p>Site Zoning: [REDACTED]</p> <p>Site Location: [REDACTED]</p>	
<p>Proposed Development</p> <p>Proposed Use: [REDACTED]</p> <p>Proposed Building Height: [REDACTED]m</p> <p>Proposed Floor Area: [REDACTED] sqm</p>	
<p>Planning and Environment Committee</p> <p>Meeting Date: [REDACTED]</p> <p>Meeting Location: [REDACTED]</p>	
<p>Attachments</p> <p>Attachment 1: [REDACTED]</p> <p>Attachment 2: [REDACTED]</p> <p>Attachment 3: [REDACTED]</p>	

3 16 TERRY ROAD, EASTWOOD - LOT 1 DP 324937 – Local Development Application for alterations and additions to dwelling house and change of use to a child care centre for 43 children. LDA2015/219.

Report prepared by: Creative Planning Solutions; Senior Coordinator - Development Assessment

Report approved by: Acting Manager - Assessment; Acting Director - City Strategy and Planning

File Number: GRP/09/5/6/2 - BP16/937

1. Report Summary

Applicant: Zhonghai Zhang

Owners: Dong Liang Yang

Date lodged: 11 May 2015 (additional information submitted 14 August 2015 and 19 May 2016)

This report has been prepared to enable Council's consideration of a development application (DA) for alterations and additions to an existing dwelling house and change of use to a child care centre with 43 places operating 7am to 6pm Monday to Friday with ten (10) car parking spaces, fencing and business identification signage at 16 Terry Road Eastwood.

The DA was received by Council on 11 May 2015. The application was notified between 19 May 2015 and 3 June 2015 in accordance with the provisions of the *Ryde Development Control Plan 2014*.

Following a request for additional information by Council, amended plans were submitted which were subject to re-notification, commencing 21 March 2016 for two (2) weeks.

The DA was further amended during processing to reduce the number of children from 48 to 43, to ensure compliance with the *Education and Care Services National Regulations* which took effect on 1 January 2016. The main issue of this Regulation for child care centre developments is the educator-to-child ratio has increased for children in the 24-36 month (ie 2-3 year) age group (from 1 educator to 8 children previously, to now be 1 educator to 5 children) so that additional staff are now required. As a result, to ensure compliance with the Regulation, the overall number of children in the child care centre has been reduced.

The submissions received in both notification rounds raised essentially the same objections to the proposal. These objections were principally on the following grounds:

- Noise associated with the proposed use;
- Building scale, neighbourhood character and visual impact;

ITEM 3 (continued)

- Building articulation;
- Traffic, and inadequate car parking provided on the site;
- Overshadowing of adjoining courtyards;
- Other child care centres in the area;
- Non-compliance matters with the DCP2014, including preferred locations, streetscape/character, acoustic privacy and outdoor play spaces;
- Safety concerns; and
- Impact on property values

One of the main issues of concern raised in the submissions relates to traffic and parking impacts. To ensure that these issues are completely addressed, Council engaged the services of external traffic consultants (Bitzios Consulting) to undertake an independent assessment of the proposal. In summary, Bitzios advised that *“as demonstrated by the (applicant’s traffic consultant) Traffic Solutions report, the traffic impact is small, especially in context of existing volumes. The parking provision and layout are also acceptable. Apart from the absence of discussion on the public transport amenity to the site, the traffic report thoroughly covers the traffic and transport issues of the site and demonstrates that the traffic impact of the development to be acceptable.”*

The proposal has been assessed against the heads of consideration of Section 79C of the *Environmental Planning and Assessment Act 1979* (the Act), *Education and Care Services National Regulations, Children (Education and Care Services) Supplementary Provisions Regulation 2012*, *Ryde Local Environmental Plan 2014* (LEP2014), and *Ryde Development Control Plan 2014* (DCP2014).

The proposal has been determined to be generally compliant with the mandatory requirements within the above legislation and also LEP2014. Although there are some areas of non-compliance with DCP 2014 Part 3.2 – Child Care Centres, these are generally considered to be justifiable in the context of the development, as discussed in the body of the report.

The following areas of non-compliance have been identified.

Non-compliances - Justifiable

Section 2.1.2 – Environmental Risks/Hazards

- The proposed development is located on land that is subject to overland flow.

Section 3.1 – Design and Character

- Frontages and entries are not readily apparent from the street – the main front entrance is from side driveway.

ITEM 3 (continued)

Section 3.2 – Detached Centres and Centres in Residential Areas – Height requirements

- Proposed development is within a low density residential area and should be single storey in height or where a second storey is proposed the second storey should be for storage and staff facilities only. The proposal is a change of use of an existing 2-storey dwelling, and this development proposes to use the 2nd storey for various facilities including indoor play areas, offices, kitchen, laundry and pantry etc, not just storage and staff facilities.

Section 4.2 – Acoustic Privacy

- DCP 2014 states that elevated plan and transition areas are to be avoided. This development proposes an elevated transition area from indoor to outdoor play room at 1st floor level on eastern elevation.

Section 6.2 – Play Spaces

- DCP 2014 states that the location of outdoor play spaces in the front setback should be avoided, this development proposes an outdoor play space within the front setback.

Non-compliances/ Issues – addressed via conditions

Section 1.7 and Section 6 – Landscape Plan

- Landscape design must be undertaken by a suitably qualified landscape architect with demonstrated experience in designing external spaces for child care centres. The landscape design must comply with provisions of Section 6 of DCP2014 which are not adequately addressed in the submitted plan.

Section 1.7 – Signed Undertaking

- No signed undertaking received as part of the DA documents certify the child care centre will be undertaken in accordance with necessary regulations.

Section 3.0 – Design and Character

- Condition for screening of doors and windows to prevent mosquito bite infection,
- Condition for any fill brought onto the site to be clean.

Section 3.5 – Fencing, Gates and Security

- Standard condition that fencing is to be designed to comply with DCP2014.
- The submitted plans do not specify locking systems. It is considered that the provision of a keypad locking systems to all entries to the building and outdoor play areas from outside the centre should be required, which can be conditioned.

ITEM 3 (continued)

Section 4 – Privacy

- Condition to ensure compliance with relevant Australian Standards and regulations, and also noise validation assessment once child care centre becomes operational.

Section 6.2 – Play Spaces

- Storage spaces are to be provided within the outdoor play area in accordance with the DCP2014.
- Condition to be imposed to delete the Colorbond awning (which is proposed to cover the whole of the rear external play area) and replace this with a light-weight sail-type shade structure.

(Note: It should be noted that this Colorbond awning was recommended by the applicant's noise consultant to assist in achieving the required noise attenuation measures recommended in the Noise Report. If the awning is to be deleted as recommended by this condition, then the only way that the noise attenuation can be met is if the outdoor play area is limited in usage to a maximum of 2 hours per day. This is therefore also recommended as another condition of consent).

Section 7 – Miscellaneous controls

- The nappy change area is not located adjacent to the cot room.
- Exterior lighting details have not been provided, standard lighting condition recommended.
- Fire Safety and Evacuation Plan complying with AS3745.

It is recommended that this development be approved subject to conditions, in particular Deferred Commencement conditions requiring a signed undertaking that the proposal has been designed to comply with respect to the Education and Care Services National Regulations and Department of Education and Communities requirements, and also the following plan amendments (summarised):

- Landscape plan by a suitably qualified landscape architect
- Deletion of a rear (roofed) shade structure and replaced with a lightweight shade structure with a permeable shade cloth, and with minimum side setback of 2m.
- Driveway and parking areas to be constructed using pervious paving.
- Nappy change area for the 0-2 age group is to be located adjacent to the cot room.
- Storage areas to be provided within the outdoor play areas

Reason for Referral to Planning and Environment Committee: Number of submissions received, nature of the proposed development.

ITEM 3 (continued)

Public Submissions: A total of 27 submissions of objection were received to the development including:

- (a) Seventeen (17) submissions received to the first round of notification, including two (2) petitions containing a total of 82 signatures.
- (b) Ten (10) submissions to the second round of notification, including two (2) new petitions containing 55 signatures.

It is noted that no submissions were received in support of the subject development.

SEPP 1 (or clause 4.6 RLEP 2014) objection required? None required.

Value of works: \$736,000

RECOMMENDATION:

- (a) That Local Development Application No. LDA2015/01219 at 16 Terry Road, Eastwood being LOT 33 DP12913 be **APPROVED** via deferred commencement, and subject to the **ATTACHED** conditions (**Attachment 1**)
- (b) That the persons who made submissions be advised of Council's decision.

ATTACHMENTS

- 1 Draft Conditions of Consent
- 2 DCP 2014 Compliance Check
- 3 Independent Traffic Assessment - Bitzios Consulting
- 4 Map
- 5 A4 Plans
- 6 A3 Plans - subject to copyright provisions - CIRCULATED UNDER SEPARATE COVER

Report Prepared By:

Ben Tesoriero Planning Consultant
Creative Planning Solutions

Chris Young
Senior Coordinator - Development Assessment

Report Approved By:

Sandra Bailey
Acting Manager - Assessment

Liz Coad
Acting Director - City Strategy and Planning

ITEM 3 (continued)

2. Site *(Refer to attached map overleaf)*

Address	: 16 Terry Road (LOT 1 DP324937)
Site Area	: 1,485.24m ² Frontage to Terry Road 23.5m Rear Boundary: 28.9m Eastern Side Boundary: 53.5m Western Side Boundary: 64m
Topography and Vegetation	: The submitted site survey shows that the site falls from south to the north, with a gradient of approximately 1:20 It is considered that the site is gently sloping providing for effective draining whilst still promoting accessibility to all areas. No significant vegetation has been identified on the site. It is noted that some existing trees are located on adjoining properties to the east of the subject site.
Existing Buildings	: Two (2) storey dwelling house
Planning Controls	
Zoning	: R2 – Low Density Residential under Ryde Local Environmental Plan 2014
Other	: Ryde Development Control Plan 2014; and Education and Care Services National Regulations

ITEM 3 (continued)



Aerial Image of subject site and surrounds. Highlighted in red is the subject site at 16 Terry Road, Eastwood.



Photograph from the northern side of Terry Road looking south toward the subject site.
Source: CPS – July 2016

ITEM 3 (continued)

3. Councillor Representations

None received.

4. Political Donations or Gifts

None disclosed in applicant's development application submission or in any submission received.

5. Proposal

The proposed development is for alterations and additions to a recently constructed two-storey dwelling house to accommodate a two-storey child care centre for forty-three (43) children with parking for 10 vehicles in the eastern side setback.

Further details of the proposal are as follows:

Operation

The proposed child care centre seeks approval for forty-three (43) children aged between six (6) weeks and five (5) years of age. The applicant has provided the following indicative breakdown of children per age group.

- 0-2 years – eight (8) children
- 2-3 years – fifteen (15) children
- 3-5 years – twenty (20) children

The proposed child care centre is to include eight (8) staff members and operate between the hours of 7.00am and 6.00pm, Monday to Friday. The centre is to be closed on weekends and on public holidays.

The proposed physical works associated with the child care centre are outlined below:

Ground Floor

- Entry and lobby area;
- Reception room;
- Two (2) indoor play rooms, one of which is located to the rear of the building for the 2-3 year age group, and one of which is located to the front of the building for the 0-2 year age group;
- Breast feeding room;
- Cot room;
- Bottle prep room;
- Two (2) nappy change room and amenities rooms;
- Two (2) storage rooms;
- Disabled toilet and separate kids toilet;
- Lift and staircase leading to the first floor of the building.

ITEM 3 (continued)

First Floor

- Indoor play room for the 3-5 year age group;
- Store room;
- Kids toilet and separate disabled toilet;
- Kitchen and walk in pantry;
- Laundry;
- Staff room;
- Office;
- Lobby area;
- Covered verandah/transition area to the outdoor play space below;
- Lift and staircase leading to the ground floor below.

External

Within the front setback:

- Outdoor play space for the 0-2 year age group which is to accommodate eight (8) children. This includes ancillary play equipment, landscaping and a modest shade structure; and
- Acoustic fence to a height of 1.6m.

Within the rear setback:

- Outdoor play space for the balance of children at the child care centre. Includes ancillary playground equipment, landscaping and a large solid shade structure with Colorbond roof covering two-thirds of the rear outdoor play area.
- Low height retaining walls are proposed around the perimeter of the site.
- Acoustic fence ranging between 2.1m and 2.2m in height.

Within the eastern side setback:

- Two-way vehicular access driveway and separate pedestrian access path leading to the building entry on the eastern side elevation.
- A large hard stand car parking area to accommodate parking for ten (10) vehicles. This includes a disabled parking space.
- Waste storage area adjacent to the parking space and rear boundary of the site;
- New underground on-site detention tank proposed beneath the proposed driveway.
- Low height retaining walls and landscaping proposed along the eastern side boundary; and
- Acoustic fence to a height of 2.1m.

Within the western side setback:

- Relocated rainwater tank;
- New landscaping and low height retaining walls;
- New concrete side pathway; and
- Acoustic fence on the boundary to a height of between 2.1m.

ITEM 3 (continued)

6. Background

The following is an overview of the development assessment history relating to the proposed child care centre to be constructed on the subject site:

Previous Development Application – LDA2004/806

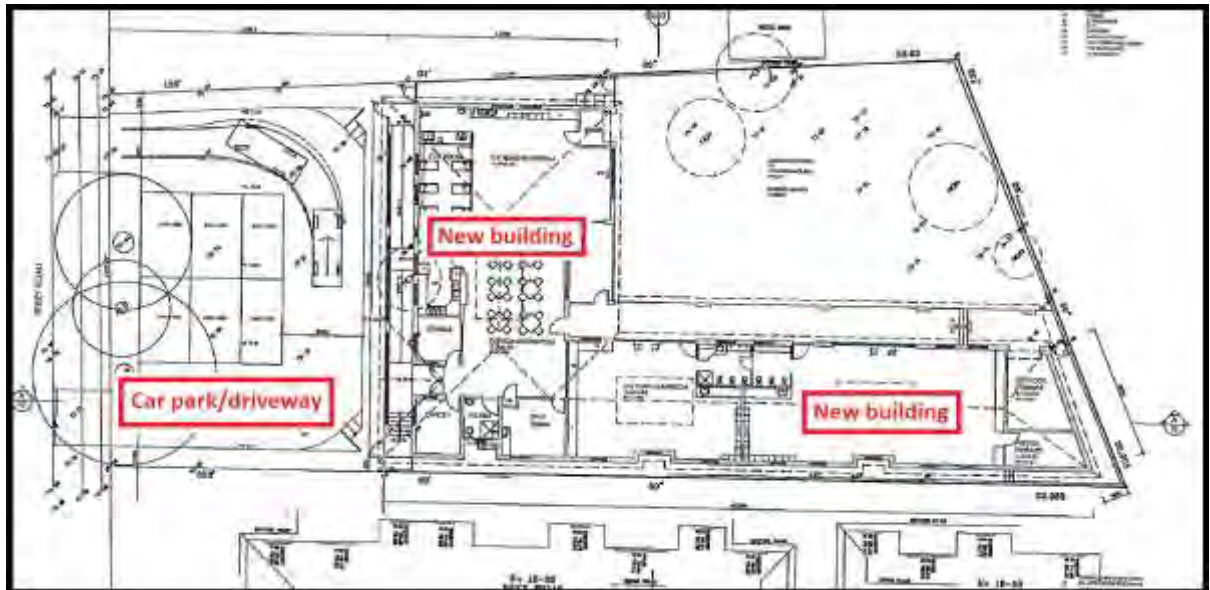
- The proposed development of a child care centre at 16 Terry Road, Eastwood was the subject of a previous DA to Council in 2004 - LDA2004/0806. This proposal sought to demolish the existing dwelling house and swimming pool and construct a sixty-three (63) place child care centre on the site.

This application was refused by Council on 1 March 2005 for the following reasons:

- The proposed development was inconsistent with the objectives of the Child Care Centres Development Control Plan.
- The extent of hardstand for the car park would have adversely impacted on the streetscape.
- The amenity of the adjoining residential dwellings and villa development would have been adversely affected by noise from the proposed outdoor play area and car park area of the development.
- The design of the development would have adversely impacted on the amenity of the courtyards of the adjoining villas due to overshadowing, visual bulk, noise and overlooking.
- The site is affected by overland flow, which would pose a health risk to occupants.
- The site was not a suitable location for a child care centre.

The previous development application LDA2004/806 was a vastly different proposal than the current proposal. In particular, the previous DA involved re-development of the site with a new building to be used as a child care centre for 63 children that extended along the full length of the site, and construction of a driveway and car parking area that involved most of the front setback area being hard-paved area with little opportunity for landscaping. (Please refer to site plan of LDA2004/806 below).

ITEM 3 (continued)



The current proposal (LDA2015/219) involves alterations and additions and a change of use to the existing dwelling house – and only 43 children as compared to 63 children in the previous proposal, and therefore its built form and presentation to the street will be largely the same as for the existing dwelling, with the exception that the proposal involves construction of a new driveway to provide access to the rear parking area (on the northern side of the dwelling). However overall the proposal allows the retention and change of use of the existing dwelling, and is therefore seen as a superior development outcome than the previous DA involving demolition and erection of a new building with car parking within the front setback area.

Subject Development Application – LDA2015/219

- The current development application was lodged with Council on 11 May 2015, proposing alterations and additions to the existing dwelling house and a change of use for to a child care centre with forty-eight (48) places.
- The application was notified between 19 May 2015 and 3 June 2015 in accordance with the provisions of the *Ryde Development Control Plan 2014* (DCP2014). In response, seventeen (17) submissions were received, including two (2) petitions containing a total of 82 signatures.

ITEM 3 (continued)

- Following a preliminary assessment, Council issued the applicant with a request for additional information letter 3 July 2015, requesting the following matters to be addressed:
 - Insufficient information was submitted with the application in order to undertake assessment, i.e. no landscape plan, waste management plan, drawings did not include reduced levels (RLs), and no plan of management for the child care centre.
 - Unacceptable design of internal and outdoor play spaces and transition areas, including poor distribution of the different children age groups for the internal play areas, poor levels of passive surveillance, access issues etc. In relation to the issues raised, Council requested the applicant consider reconfiguration of the building design to demonstrate the following:
 - More indoor play rooms having direct level access to the related outdoor area at the ground floor;
 - Relocation of staff facilities, kitchen and the laundry to the first floor;
 - Sufficient transition areas in accordance with the DCP; and
 - A design that allows supervision of the external play areas from the adjacent internal play areas.
 - Additional information was required in relation to the geotechnical/slope instability assessment provided by the applicant
- A meeting between Council, Council's Consultant Town Planner, and the applicant was held on 20 July 2015. This meeting reiterated and explained the issues raised in Council's additional information letter, with the outcome being the applicant would take leave to submit revised plans addressing the above-mentioned issues.
- Following this meeting the applicant submitted amended plans on 13 August 2015, which included the following:
 - Revised design including the relocation of an indoor play space from Level 1 to the ground floor adjacent to the rear outdoor play area;
 - A Landscape Plan, Waste Management Plan and Plan of Management;
 - Detail survey;
 - Slope stability assessment; and
 - Response to submissions.

ITEM 3 (continued)

- The amended plans as described above, was re-notified to the neighbours and previous objectors. In response ten (10) letters were received objecting to the proposal. Of these ten (10) letters, two (2) new petitions were received objecting to the proposal containing thirty-three (33) and twenty-two (22) signatures respectively.
- In order to ensure that issues regarding traffic and parking impacts were completely addressed, Council engaged the services of external traffic consultants (Bitzios Consulting) to undertake an independent assessment of the proposal by letter dated 15 February 2016. This independent traffic assessment was requested for this DA and two (2) other applications under assessment by Council at the time (ie 58 Denistone Road and 12 Hollis Avenue).

Bitzios responded to Council on 18 March 2016, advising that “as demonstrated by the (applicant’s traffic consultant) Traffic Solutions report, the traffic impact is small, especially in context of existing volumes. The parking provision and layout are also acceptable. Apart from the absence of discussion on the public transport amenity to the site, the traffic report thoroughly covers the traffic and transport issues of the site and demonstrates that the traffic impact of the development to be acceptable.”

- On 18 March 2016, Council issued a further additional information request to the applicant seeking a geotechnical engineering response to the risk associated with the proposed excavation for the detention tank.
- On 27 April 2016 a further additional information request was issued the applicant seeking a written response on the proposal’s ability to comply with the new educator to child ratios that apply to NSW as of 1 January 2016 under the *Education and Care Services National Regulations*.
- The applicant’s responded to this issue on 19 May 2016, to reduce the number of children from forty-eight (48) children to forty-three (43) children.
- The submitted information as at 19 May 2016 is now considered to adequately address the outstanding matters for additional information. The assessment contained within this report is based on this information.

7. Submissions

The application was first notified between 19 May 2015 and 3 June 2015 in accordance with the provisions of the DCP2014. In response, seventeen (17) submissions were received, including two (2) petitions containing a total of 82 signatures.

ITEM 3 (continued)

Following Council's request for additional information, and submission of amended plans, the proposal was re-notified in accordance with the provisions of DCP2014 for two (2) weeks from 21 March 2016. In response, ten (10) submissions to the second round of notification, including two (2) new petitions containing 55 signatures.

It is noted that the amendments dated 19 May 2016 to reduce the number of children did not involve any design changes to the building, or any other change such as location of outdoor play areas or the like, and so it was not considered necessary to undertake further re-notification of neighbours.

The submissions received in both notification rounds raised essentially the same concerns with the proposal. The following provides an outline of those concerns, followed by a response from the Assessing Officer:

A. Noise impacts associated with the proposed use. Concerns were raised with regard to the following:

- The noise that forty-eight (48) children may produce within the child care centre. In particular, residents raised concerns in relation to noise affecting the residential amenity of the surrounding properties, especially when children were out playing.
- The timber fence not being sound proof.
- That the alterations and additions would result in an indoor play area for children to use on the first floor. In particular, concerns were raised regarding this area as windows would have to be permanently closed to reduce noise.
- The increased noise on mechanical ventilation and that the indoor area upstairs was not sound proof or that the windows were not double glazed.
- There is already too much noise from Terry Road and residents do not want any more noise in the local area.

Assessing Officer Comment: The acoustic impacts of the proposed development have been assessed within the submitted Noise Assessment (NA) provided by Renzo Tonin and Associates and submitted with the DA. The report concludes that:

Noise impact from the proposed development upon potentially affected residential receivers have been quantified and compared to the noise guidelines set by the City of Ryde Council and the AAAC (the Association of Australian Acoustic Consultants).

Operational noise from the proposed child care centre was assessed against the relevant criteria and was predicted to generally exceed the stipulated noise criteria. Therefore, recommendations have been provided to reduce noise to acceptable levels at the affected receiver locations.

ITEM 3 (continued)

Traffic noise impact onto the proposed child care centre from Terry Road was predicted to exceed the nominated noise criteria for the front outdoor play area. Therefore, recommendations have been provided to reduce noise to acceptable levels within the front outdoor play area.

From an acoustic perspective it important to note that the Association of Australian Acoustical Consultant (AAAC) has issued a 'Guideline for Child Care Acoustic Assessment (2013) (AAAC Guideline) which contains the following suggested limits to maintain a reasonable level of acoustic privacy to adjoining residential receptors:

For outdoor play of more than 2 hours per day, the Leq 15min noise level emitted from the outdoor play area shall not exceed the background noise level by more than 5dB.

It is reasonable to allow a higher level of noise impact for a shorter duration of outdoor play. For outdoor play of up to 2 hours total per day, noise shall not exceed the background noise level by more than 10dB.

The Noise Assessment from Renzo Tonin makes the following recommendations in regard to noise control measures, which are incorporated onto the DA plans:

- A solid 2.1m high fence should be constructed along the eastern and southern site boundary.
- A solid 2.1m high fence should be constructed along the western side boundary, with a portion of fence at 2.2m high adjacent to the non-covered rear outdoor play area.
- A solid roof covering the southern western corner of the site (southern section of the rear outdoor play area) shall be constructed and sealed to the southern and western boundary fences.
- Construct a full height solid wall from finished floor level to the solid roof covering, extending from the southern boundary fence to the first parking spot.
- Construct a solid 1.6m high barrier on the northern and eastern boundary of the front outdoor play area.

The 3rd dot point (above) raises significant design issues. Compliance with this recommendation would require over half of the outdoor play area to be covered with a solid roofed structure, which raises concerns in terms of drainage and landscape design. The application has provided no architectural plans of the structure and has failed to provide any drainage to this area. The structure will also impact on the landscaping that would be provided in the outdoor area.

The applicant's Noise Consultant (Renzo Tonin) has been contacted, and they have advised that this roof over the play area is critical to ensuring compliance with their noise recommendations which would allow the outdoor play areas to be used for more than 2 hours per day.

ITEM 3 (continued)

Council's Officers however, cannot recommend approval of this structure. As an alternative, and in accordance with the AAAC Guideline quoted above, it is reasonable to allow a higher level of noise impact for a shorter duration of outdoor play. The shorter duration of play would then allow for the deletion of the roof structure and ensure that the acoustic amenity of the adjoining properties is maintained. It is recommended that the following condition be imposed to limit the use of the rear outdoor play area to a maximum 2 hours per day (see condition 123).

Use of rear outdoor play area. *The rear outdoor play area shall be limited to a maximum 2 hours per day.*

Given the above, it is considered that the objections on the basis of noise have been satisfactorily assessed, and determined to be compliant with established noise criteria and the provisions of DCP2014.

It is also noted that the Noise Assessment was based on the original proposal which included forty-eight (48) places, however under the amended DA the number of places at the child care centre is reduced to forty-three (43) and the number of places on the first floor of the building has been reduced from thirty-six (36) to twenty (20). In this regard, the Noise Assessment being based on the original submission is considered to be significantly robust, with the amended DA likely resulting in a better environmental noise outcome over that of the original proposal.

However, given the concerns raised by the objectors, the following condition of consent is also recommended.

Noise. *A validation report must be obtained from a suitably qualified and experienced consultant in acoustics three (3) months after the business commences trading and from time to time as reasonably requested by Council. The report should demonstrate and certify that noise intrusion within the development and from the development to adjoining sensitive receivers satisfies the relevant provisions of the Protection of the Environment Operations Act 1997, NSW Office of Environment & Heritage/Environment Protection Authority Noise Control Manual & Industrial Noise Policy, NSW Department of Environment and Conservation's Assessing Vibration: a technical guideline 2006 and conditions of Council's development consent.*

The report is to be forwarded to and approved by Council. This report must address (but not limited to) the level of noise intrusion from road traffic noise within the building and the accumulation effect of mechanical plant and equipment and noise generated from all children in the outdoor play area on adjoining residential properties. Any recommendations outlined in the acoustic report are to be implemented in accordance with the report.

ITEM 3 (continued)

B. Building scale, neighbourhood character and visual impact. Comments were made that the proposal is not consistent character with the surrounding residential streetscape, or character of the area. In particular, concerns were raised regarding the design of the building, as well as the design of the fencing and front brick walls. Residents also raised concerns that it may allow for and facilitate more commercial premises within the area.

Assessing Officer Comment: The proposed child care centre is principally an adaptive reuse of a recently constructed dwelling house on the site which was completed in 2013. The proposal does include alterations and additions to the building which will double the existing footprint, however this extension occurs to the rear of the building, and as such does not significantly alter the presentation of the building to Terry Road.

Accordingly, the bulk, scale, architectural style, materiality and visual impact of the child care centre building are largely established within the streetscape, and where alterations are to take place, these will be largely indiscernible from the street. In this regard, objections on the basis of the streetscape character and visual impact of the child care centre building are not supported.

When assessing the bulk and scale of development, it is important to consider how the building performs against Council's key controls which govern bulk and scale. These controls include Council's floor space ratio (FSR) development standard which limits buildings to a maximum FSR of 0.5:1 in the R2 Low Density Zone, the building height development standard which limits building to a height of 9.5m and two-storeys, and Council's setback controls which stipulate the minimum distances building can be located from site boundaries.

With regard to the above, it is noted that the proposal remains largely compliant with Council's controls. This is because the FSR proposed for the development is 0.33:1, the building height is 7.99m, and the setbacks comply with the minimum requirements under DCP2014. Accordingly, the child care centre development presents a built form much less than what would be permitted under the current planning provisions applying to the site.

It is noted the proposal includes a large solid awning which covers the majority of the rear outdoor play area. This solid structure is to include a Colorbond roof and extend to the western side and southern rear boundary. As detailed elsewhere in this report, the structure is considered to present an unacceptable visual impact on adjoining property, and be an inappropriate solution to providing shade for children utilising the outdoor play space. In this regard, a condition of consent has been included for deletion of this structure, and replacement with a light-weight sail-type shade structure which is setback from the adjoining property boundaries by a minimum 2m.

ITEM 3 (continued)

When considering a building's compatibility with the character of an area, it is also important to consider the impacts of the development on adjoining property. With this in mind it is noted that the proposal will maintain a compliant level of solar access to adjoining property when assessed against the provisions of DCP2014. Furthermore the proposal will not give rise to any unacceptable levels of overlooking. Visual privacy is largely maintained through the appropriate location of windows, and compliant setbacks to side and rear boundaries. In particular it is noted that proposal includes a 10.5m setback to the side boundary on the eastern elevation, and a 2m minimum setback to the adjoining property to the west.

Accordingly, the proposal is considered to be compatible with the character of the local area as it will not unduly impact on adjoining property by reason of overshadowing, visual privacy, acoustic privacy, as well as bulk and scale.

Objection has also been raised in relation to the proposal's commercial nature within what is residential neighbourhood. On this point, it is noted that an objective of the R2 Low Density Zone is to enable other land uses that provide facilities or services to meet the day to day needs of residents, which includes child care centres as a permissible use within the R2 Zone.

Accordingly objections on the commercial nature of the land use within an area that is principally residential in nature is taken to be an objection with the LEP2014 provisions, rather than the proposal itself. The appropriateness of the provisions contained within LEP2014 is not a matter for consideration in the assessment of DAs under Section 79C of the Act.

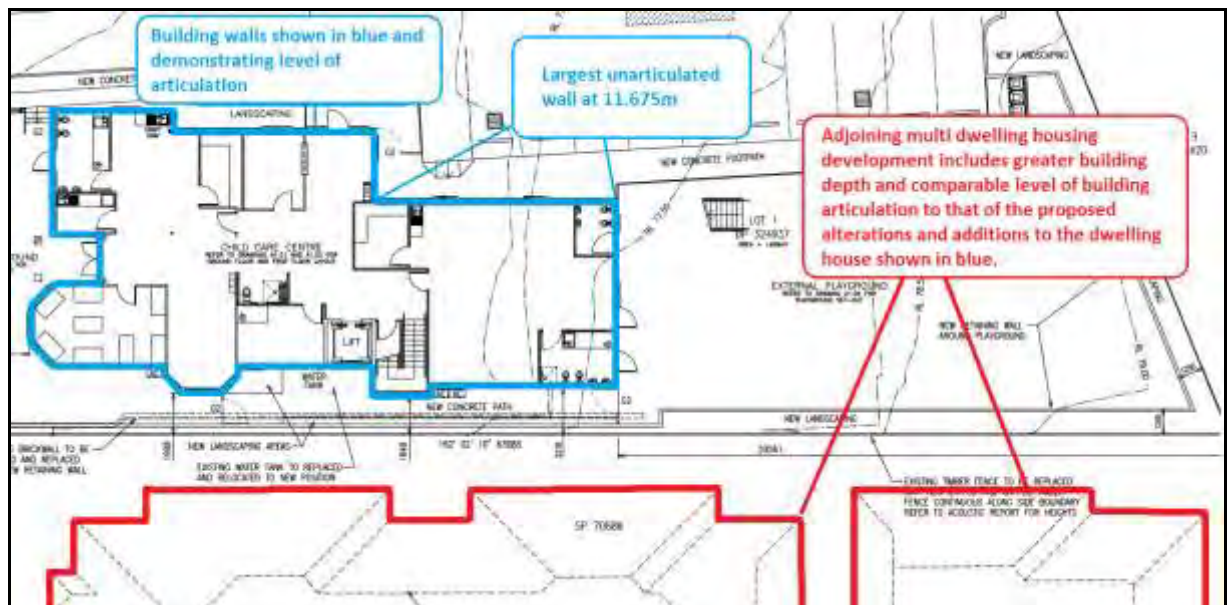
Based on the above assessment, the proposal is considered to present a built form outcome capable of being compatible with the local area, subject to conditions of consent. Accordingly, objections to the proposal on the basis of scale and neighbourhood character are considered to be unjustified, or capable of being addressed via the conditions of consent.

C. *Building articulation.* Concern is raised regarding the vast expanses of blank walls and that the design of the childcare centre had minimal articulation.

Assessing Officer Comment: As noted above, the proposed child care centre is principally the adaptive reuse of an existing dwelling house that was recently constructed on the subject site. Accordingly, the building's level of articulation and visual appearance is already established within the streetscape.

ITEM 3 (continued)

It is acknowledged that the building is to be altered and added to as part of the proposal to facilitate the intended child care centre. This will include a two-storey extension to the rear which will approximately double the building footprint. Nevertheless, the largest unarticulated building wall associated with the proposal has a length of 11.675m, and occurs on the eastern elevation of the building where the existing dwelling house is to be extended. The overall building has a depth of approximately 29m. However given the allotment has an average depth of around 59m, the unbroken wall represents only 20% of the allotment depth, and the building itself represents approximately 50% of the overall allotment depth. This is shown in the drawing below.



Extract of the site plan showing the articulation of the altered building on the subject site in blue.

The proposal is considered to have a satisfactory level of wall articulation when looked at in comparison to the articulation of adjoining buildings (shown in red). Additionally, the overall building depth is considered satisfactory as it is less than the adjoining multi dwelling house development (highlighted in red) and represents only 50% of the site's depth.

Source: CPS – July 2016

On the above basis, this proposal will result in a built form outcome that is of a compliant bulk and scale, and includes a level of articulation that ensures it is not disproportionate to the site, or out of character with that of surrounding development in the locality. For these reasons, objections on the basis of building articulation are not supported.

ITEM 3 (continued)

D. Traffic, inadequate car parking provided on the site. The majority of the concerns regarding the proposal related to traffic impacts of the proposed child care centre. In particular, the following matters were raised:

- There are no zebra crossings in the immediate area.
- The bus stop located on Terry Road, in proximity to the child care centre, would pose as a safety concern to children, as well as vehicles stopping to drop off children.
- Several concerns stated that “*48 places for children means there will be 55-60 parking places for families*” and that the site could not accommodate this, thus heavily relying on on-street parking. On-street parking is already an issue for residents who currently find it hard to find a park, as such any additional uses taking up parking would create serious congestion.
- Due to Terry Road being busy road, concerns in relation to conflicts with pedestrian and vehicular safety.
- Terry Road is a residential street and not suitable for the purpose for a commercial child care premises.

Assessing Officer Comment: The applicant’s submission included a Traffic and Parking Statement prepared by traffic engineering consultants Traffic Solutions, which included the following conclusions:

- The access driveway proposed to serve the development is suitably located and will provide very good sight distance in both directions along Terry Road;
- The proposed development satisfies the related geometric design specifications contained in the Australian Standards for off street parking and vehicular access;
- The off street parking provided in the proposed development satisfies the requirements specified in Council’s Development Control Plan; and
- The proposed child care centre has a potential net increase in estimated peak hour traffic flows in the order of 38 vehicle trips which will not have any unacceptable impact upon Terry Road.

As part of the assessment of the subject DA, the proposal was referred to Council’s Senior Development Engineer for comment. The response from Council’s Senior Development Engineer is summarised as follows:

- The submitted Traffic Report has presented estimated traffic generation levels based on the RMS document “Guide to Traffic Generating Development”. This is an industry standard for estimating traffic generation.

ITEM 3 (continued)

- The applicant's consultant has also undertake traffic surveys of Terry Road and, with the traffic data, utilised traffic intersection modelling software (SIDRA) to analyse the driveway performance under free flowing conditions. The analysis output indicates the driveway will operate to acceptable levels.
- The Traffic report has demonstrated that [the level of traffic] would not have a level of impact to the traffic network such to warrant refusal of the application.
- In regard to the design of the parking area, all space dimensions, access aisle width and ramp grades are in accordance with AS 2890.1 and capable of accommodating two way traffic flow. It is noted that there is a bus stop on the approach side (east) of the proposed driveway which permits uninhibited sight distance for drivers emerging from the site towards traffic approaching from the east.
- By Councils DCP Part 9.3 for parking, the development will require 10 car spaces (6 allocated for parents and 4 for staff) which have been provided and is therefore satisfactory.
- There are no objections to the proposed development with respect to the engineering components, subject to the application of conditions.

Due to the number of submissions objecting to the proposal on the basis of traffic and parking, it was decided to engage an independent external traffic and parking engineer (Bitzios Consulting) to peer review the traffic and parking implications with the development, including those reports which had been submitted to Council in support of the proposal. The Bitzios assessment in relation to this development is provided in full (see Attachment 3 to this report), and the conclusion of the Bitzios assessment is as follows:

As demonstrated by the Traffic Solutions report, the traffic impact is small, especially in the context of the existing volumes. The parking provision and layout are also acceptable. Apart from the absence of discussion on the public transport amenity to the site, the traffic report thoroughly covers the traffic and transport issues of the site and demonstrates the traffic impact of the development to be acceptable.

Given the above, it is considered a thorough assessment of the traffic and parking impacts of the proposal has taken place. The outcome of all three assessments is that the traffic impacts of the proposal are acceptable, and the parking provision and layout is also acceptable.

On this basis, objections to the proposal on traffic grounds are not supported.

ITEM 3 (continued)

E. Overshadowing of adjoining courtyards. Adjoining properties and nearby residents raised several concerns in relation to the proposed alterations and additions to the second storey, which will cast shadows over the private open space areas at 18-20 Terry Road.

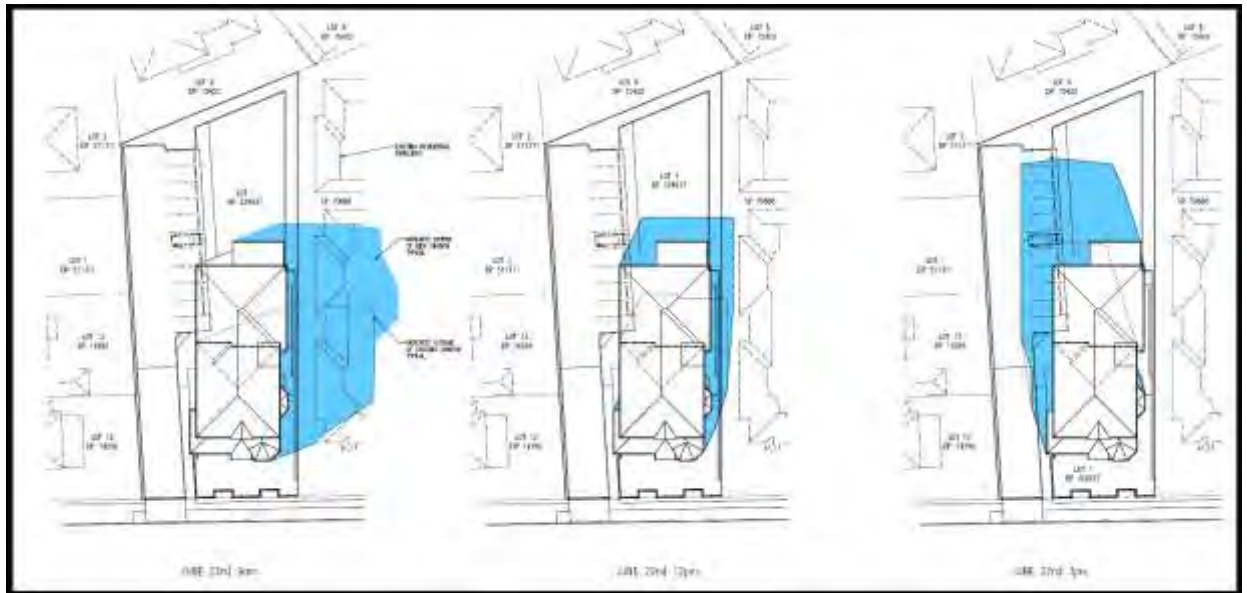
Assessing Officer Comment: The proposed development is to take place on a site which has a favourable orientation, whereby north is the front boundary and the rear boundary is to the south. At 7.99m the proposed development also is significantly under Council's maximum building height limit of 9.5m. Additionally, at 0.33:1 the proposal is significantly under Council's 0.5:1 FSR limit for the site. The proposal will also maintain setbacks greater than the minimum stipulated under the provisions of DCP2014.

With this in mind, it is not anticipated that the proposal will result in any unacceptable levels of overshadowing to adjoining property.

This has been confirmed in the shadow diagrams submitted by the applicant as part of the proposed development. These shadow diagrams demonstrate that adjoining property will receive at least three hours solar access to north facing living room windows and at least 50% of their private open space areas between 9am and 3pm at the winter solstice. According the proposal maintains compliance with the solar access provisions of DCP2014.

The following are the shadow diagrams of the proposed development. These show that the development would cause overshadowing to the property to the south-west (ie both the outdoor private open space of the multi-dwelling housing units, and also their living room windows) at 9am mid-winter, however by 12noon the shadows from the development would largely move away from the adjoining building, and only affect the outdoor private open space areas in a similar manner to that of a 1.8m high boundary fence. By 3pm, shadows from the proposal would fall entirely within the subject site, not impacting on any neighbouring property on either side.

ITEM 3 (continued)



In this regard, objections to the proposal in the basis of overshadowing are not supported.

F. Other Child care facilities in the area. Several comments were made in relation to other childcare facilities in the areas and there was no need for an additional child care centre on Terry Road, as it would saturate the market.

Assessing Officer Comment: For the purpose of this assessment, a review of existing vacancies (as at May 2016) within 1km of the subject site has revealed that the one centre located in proximity to the site Bangalow Pre-School in Holway Street within the Parramatta LGA has vacancies for children between the ages 2-5 for all days.

Nevertheless, as identified within the applicant's response to neighbour submissions, the proposed child care centre will include care to the 0-2 age group which has been identified as having a shortage within the Ryde LGA. Further it is noted that a review of two nearby centres in Blaxland Road and Vimera Road have no vacancies available. Given that there appear to be limited services within the immediate vicinity it is considered that there is demonstrated demand for additional child care services.

It is considered that this need is best reflected in the LEP2014 which is the key planning document for the City of Ryde, and also Part 3.2 of DCP2014 which provides specific controls for these centres. Both these documents anticipate future land use demand and requirements. Through the inclusion of child care centres as a permissible land use within the R2 Low Density Zone, Council has indicated its intent to provide for more child care facilities to meet the needs of the growing population of Ryde.

ITEM 3 (continued)

The development of specific land use controls for child care centres signifies that by virtue of permissibility, Council anticipate more development applications in the future to meet this demand. It is also noted that both planning documents were developed in close consultation with key community stakeholders and residents within the City of Ryde who had the opportunity to provide comment and feedback prior to their adoption.

In addition demographic statistics for Ryde¹ show a significant forecast growth in population² from 108,373 in 2011 to 129,538 in 2026. Of this growth a significant number are within the age groups up to 44 years. In this same period there are significantly more births predicted than deaths. This would suggest that there will be a growth in young families living within Ryde and as such demonstrated demand for increased child care services. This trend is reflected in the statistical comparison between census years 2006 and 2011 which show the greatest change in households with children was in the households with young children (aged under 15). This would indicate that at some stage residents would require the use of child care services.

G. Non-compliance matters within with the DCP2014. Several residents drew the attention to non-compliances with the DCP2014, such as the proposal not meeting minimum landscaped and natural areas, and vehicles not being capable of entering and leaving the site in a forward direction and there is not u-shaped driveway.

Some residents stated that the site is unsuitable because 16 Terry Road has too many common boundaries and the site is not near parks, churches, libraries or community facilities. The non-compliance matters residents believed that were of particular concern were the following sections of Part 3.2 relating to child care centres;

- Section 2.1.1 – Preferred Locations;
- Section 3.2(c) – Existing Streetscape and Character;
- Section 4.2 – Acoustic Privacy – for adjoining residents; and
- Section 6.2 – Play Spaces.

Assessing Officer Comment: A thorough assessment of the proposed development's performance against the relevant development controls under DCP2014 is contained within the Compliance Check tables held in **Attachment 2**. Where the proposal has been unable to achieve satisfactory compliance with the development controls contained in DCP2014, an assessment of these has been undertaken later within this report.

¹ www.profile.id.com.au/ryde - Community Profile

² www.forecast.id.com.au/ryde - Population Forecast

ITEM 3 (continued)

It is important to remember, that Section 79C(3A)(b) the Act requires consent authorities to be flexibility in the application development controls where it is able to be demonstrated a proposal has the ability to comply with the objectives of the control.

In this regard, some non-compliances associated with the proposal have been determined to be satisfactorily justifiable. Other non-compliances not reasonably justified have been addressed by way of conditions of consent. This includes a recommendation to Council for a deferred commencement condition requiring plan amendments.

Accordingly, reference should be made to the Compliance Check table in Attachment 2, and also the balance of this assessment report for comments on how the proposal performs against the above aspects of DCP2014.

H. Safety Concerns. Concerns were raised regarding flooding, fire, safe evacuation areas and potential traffic accidents. Residents noted that the site is affected by overland flow and the use is inappropriate and does not comply with Councils DCP2014.

Assessing Officer Comment: The appropriateness of the subject site when having regard to environmental constraints, including flooding, is discussed in detail elsewhere in this report. It is reiterated that Council's Senior Development Engineer has reviewed the proposal, and deemed it to be satisfactory from a flood perspective. It is noted that the Senior Development Engineer has also deemed the proposal to be satisfactory from a traffic and parking perspective, an opinion also held by Council's consultant traffic engineer to undertake a peer review of the proposal.

With regard to fire and emergency evacuation, the following condition of consent (see condition 110) is to be imposed which is considered to satisfactorily ensure the proposed child care centre will comply with all relevant Australian Standards:

Emergency Evacuation. *Prior to the issue of an Occupation Certificate for the child care centre, a "Fire Safety and Evacuation Plan" complying with Australian Standard AS3745 is to be prepared by a suitably qualified person and submitted to the Principal Certifying Authority.*

ITEM 3 (continued)

The Fire Safety and Evacuation Plan is to address:

The mobility of children and how this is to be accommodated during an

- i. evacuation;*
- ii. The location of a safe congregation area, away from the evacuated building, busy roads and other hazards, and away from evacuation points for use by other occupants/tenants of the same building or of surrounding buildings; and*
- iii. The supervision of children during the evacuation and at the congregation area with regard to the capacity of the child care centre including child to staff ratios.*

As part of the assessment of the subject DA, the proposal was also referred to Council's Building Surveyor to assess the proposal's ability to achieve compliance with the relevant provisions of the Building Code of Australia. The response from Council's Building Surveyor was that the proposal was satisfactory, subject to the imposition of conditions of consent (see conditions 2 and 4)

Having regard to the above, it is considered that objector concerns on the basis of safety have been adequately assessed and addressed via imposition of condition where necessary.

- 1. Impact on property values.*** Concerns were raised regarding negative impact on surrounding property values. Residents expressed that no one would like to live near a childcare centre due to noise. The proposed commercial property near residential properties would result in neighbouring properties suffering fanatical losses.

Assessing Officer Comment: Development Application applicants have a right, under the provisions of the Environmental Planning and Assessment Act, 1979, to apply for developments that achieve the aim of orderly and economic use and development of land. Concerns about possible decreases in surrounding property values do not constitute a reasonable ground for refusal. This position has been reinforced by planning and development decisions in the Land and Environment Court.

8. SEPP1 (or clause 4.6 RLEP 2014) objection required?

A Clause 4.6 Variation is not required as the proposal does not propose a variation to any development standards.

ITEM 3 (continued)

9. Policy Implications

Relevant Provisions of Environmental Planning Instruments etc:

(a) Ryde Local Environmental Plan 2014

Zoning

Under Ryde LEP 2014, the zoning of the subject site is R2 Low Density Residential. The proposed development, being a 'child care centre', is permissible with consent under the R2 zoning.

The R2 Low Density zone also includes several "zone objectives", in particular:

- *To enable other land uses that provide facilities or services to meet the day to day needs of residents.*

In this regard, the proposed child care centre will provide a service that will meet the day to day needs of residents. As discussed, in the Submissions section of this report, a review of existing vacancies (as at May 2016) would indicate that there is a strong demand for child care services, and given the expected future population growth in the Ryde Local Government Area in general, that this demand will continue on into the future.

It is considered that this need for child care centres is best reflected in the LEP2014 which is the key strategic planning document for the City of Ryde and Part 3.2 of DCP 2014 which provides specific controls for these centres. Both these documents anticipate future land use demand and requirements. Through the inclusion of child care centres as a permissible land use within the R2 Low Density Zone, Council has indicated its intent to provide for more child care facilities to meet the needs of the growing population of Ryde. The development of specific land use controls for child care centres signifies that by virtue of permissibility, Council anticipate more development applications in the future to meet this demand.

Based on the above, it is considered that the proposal satisfactorily performs against the objectives of the R2 zone.

Principal Development Standards

A full assessment of the proposal against the relevant principal development standards contained within the LEP2014 is illustrated in the Compliance Check table held at **Attachment 2**. The following outlines the relevant development standards applying to the proposed development, along with a comment as to how the proposal performs against these development standards:

ITEM 3 (continued)

Clause 4.3 – Height of buildings. Sub-clause (2) of this clause states that:

“the height of a building on any land is not to exceed the maximum height for the land shown for the land on the height of buildings map”.

LEP2014 prescribes a maximum building height of 9.5m on the ‘Height of Buildings Map’. The development proposes a building height of 7.97m, which is less than the prescribed 9.5m maximum and therefore complies with the provisions of the LEP2014.

Clause 4.4 - Floor Space Ratio. Clause 4.4 of the LEP2014 prescribes development standards for the maximum floor space ratio (FSR) of development. The maximum prescribed FSR identified for the subject site is 0.5:1 on the Floor Space Ratio Map within LEP2014.

When utilising the definition for ‘gross floor area’ as prescribed by the Dictionary within the LEP2014, the total gross floor area of the building has been calculated to be 503.61m² – refer to the attached Compliance Checklist in **Appendix 2** for a more detailed calculation of the gross floor area of the building.

The site area according to the Deposited Plan 324937 is 1485.241m².

Accordingly, given the above, the FSR of the proposed development has been calculated as 0.33:1, thus complying with the 0.5:1 maximum FSR for the subject site under LEP2014.

(b) Relevant State Environmental Planning Policies (SEPPs)

State and Sydney Regional Environmental Planning Policies

State Environmental Planning Policy No.55 – Remediation of Land

State Environmental Planning Policy No.55 – Remediation of Land (SEPP55) applies to the entire state of New South Wales and includes planning controls for the remediation of contaminated land. It also requires an investigation to be made if land contamination is suspected. Given that there is an existing dwelling house on the subject site and the surrounding area is predominantly residential, it is considered that the subject site is unlikely to be subject to contamination.

ITEM 3 (continued)

As part of the assessment of the subject DA, the proposal was referred to Council's Environmental Health Officer's who provided the following response in relation to site contamination:

"A check of Council's records has shown that the site appears to have been used as a residential premises since the 1940's or earlier. Therefore, it is not likely that there will be contamination on the premises, however, a condition will be imposed in the event that excavations reveal any contamination, then the applicant shall advise Council".

(see condition 58).

State Environmental Planning Policy 64 – Advertising and Signage

The aims and objectives of this Policy are to ensure that signage (including advertising) is compatible with the desired amenity and visual character of an area, provides effective communication in suitable locations, and is of high quality design and finish.

Clause 3 of SEPP 64 states outlines the aims of the policy which must be met by all signage.

(1) *This Policy aims:*

(a) *to ensure that signage (including advertising):*

- (i) *is compatible with the desired amenity and visual character of an area, and*
- (ii) *provides effective communication in suitable locations, and*
- (iii) *is of high quality design and finish, and*

(b) *to regulate signage (but not content) under Part 4 of the Act, and*

(c) *to provide time-limited consents for the display of certain advertisements.*

(2) *This Policy does not regulate the content of signage and does not require consent for a change in the content of signage.*

Under the provisions of Clause 4 of SEPP 64, the proposed signage is defined as "business identification signage". Consent is sought for the location of one (1) business identification sign as detailed in the submitted plans. The sign is described within the SEE as follows.

ITEM 3 (continued)

A rectangular shaped flush wall sign measuring 1500mm x 1000mm is proposed to be attached to the upper level of the façade of the child care centre as detailed on the North Elevation (DWG. A1.05).

However a review of the above mentioned plan does not provide the exact location of the proposed business identification signage. Given that there is no name or details provided of the operator of the child care centre and no location provided, the proposed signage cannot be granted consent. As such the following condition is proposed (see condition 5):

Signage. *This consent does not authorise the erection of any signs or advertising structures. Separate approval must be obtained from Council for any additional signs, unless such signage is “exempt development”.*

(c) Any draft LEPs

No draft environmental planning instruments that have been identified which are considered relevant for the proposed development on the subject site.

(d) The provisions of any development control plan applying to the land

Ryde Development Control Plan 2014

The proposal has been assessed using the development controls contained in *Ryde Development Control Plan 2014* (DCP2014). The full assessment is detailed in the Compliance Check table attached – see **Attachment 2**.

The following outlines those non-compliances identified with the subject DA, and elaborates on how these non-compliances are either justifiable in the circumstances of the case, or are not justifiable and require amendment to the design or imposition of mitigation measures by way of conditions of consent.

Note: The *Education and Care Services National Regulations* (Regulation) provides requirements for the construction of child care centres in addition to those controls provided within DCP2014. It is considered that the proposed child care center complies, or is able to comply with the relevant provisions of this Regulation. A compliance check that provides an assessment of the proposed child care centre against these requirements is also provided at **Attachment 2**.

ITEM 3 (continued)

Non Compliances - Justifiable

As covered by Section 79C(3A)(b) of the *Environmental Planning and Assessment Act 1979* (the Act), if a development control plan contains provisions that relate to the development that is the subject of a DA, the consent authority is to be flexible in applying those provisions and allow reasonable alternative solutions that achieve the objects of those standards for dealing with that aspect of the development.

With the above in mind, the following outlines those aspects of the proposal which have been assessed as non-compliant with the applicable development controls under DCP2014, but nonetheless have been determined acceptable as they are able to achieve the objects of those standards.

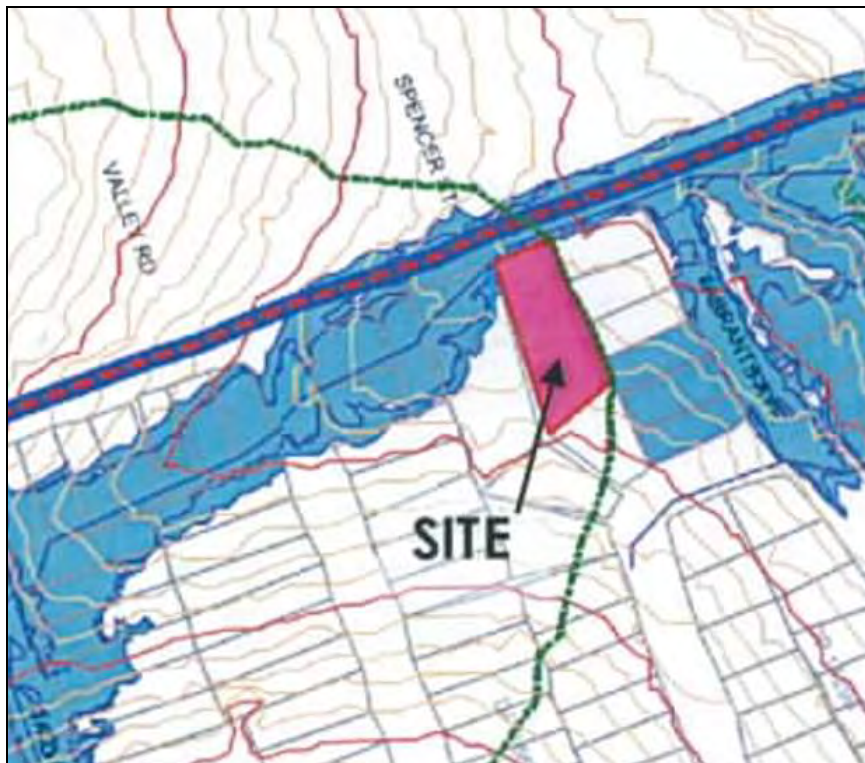
1. **Section 2.1.2 – Environmental Risks/Hazards.** Section 2.1.2 of Part 3.2 of DCP2014 prescribes that child care centres are not to be located on land which is affected by overland flow.

However the following is provided under part c. of the controls for Section 2.1.2:

c. Consideration may be given to development proposed on sites affected by overland flow in the front setback area only if it can be demonstrated that the extent of overland flow does not constitute a flood hazard as described under Part 8.2 of this DCP. The development application will be required to be supported by an Overland Flow Study prepared by a suitably qualified hydraulic engineer.

Council records show the front part of the site is located within an overland flow path – see below.

ITEM 3 (continued)



Extract of the map catchment area showing the subject site and how part of the front setback area is located within an overland flow path. Source: *Flood Impact Assessment report by Umbrella Consulting*

As part of the assessment of the subject DA, the proposal was referred to Council's Senior Development Engineer, who has provided the following comments in relation to the site's overland flow affectation:

The submitted flood impact assessment has been reviewed and generally considered satisfactory.

A number of submissions are noted to have drawn concern in regard to the development being located in an area affected by flooding and overland flow. The overland flow path is generally conveyed centrally over Terry Road with an outer portion extending some 5 metres into the front of the subject property. Considering that a significant proportion of the development lot is elevated out of this flood effected area and the dwelling itself would provide adequate refuge above the determined flood and overland flows, this aspect of the development does not present a significant safety risk to occupants of the development such to warrant refusal of the application.

ITEM 3 (continued)

The following points are to be noted;

- *The analysis has considered the front of the site to be fully permeable (ie it has excluded the provision of the front and side boundary fences). Not only is this contrary to the results of the report, the front fence construction as proposed adversely effect the flood regime. Accordingly the front and side fences in the region of the overland flow path must be constructed to ensure the flow of floodwaters are maintained and this is addressed by a condition of consent.*
- *The development provides some 200mm of freeboard above the 100yr event and this is less than the 500mm required for the given flood risk category by Councils Planning controls. Due to the scope of development (alterations and additions) there is no ready means to rectify this. Freeboard is a factor of safety and accounts for any discrepancies that may arise in the analysis. To consider the ramifications, Council's PMF analysis (Probable Maximum Flood event – statistically the greatest event possible) is considered and noted that there is only a minor difference to flood levels and extents. This is attributed to the very level grade of the surrounding topography, which would have more capability for flood storage. In other words, increased stormwater flows (ie flows greater than anticipated by the analysis) do not make a discernible difference in flood levels. As such, the reduced freeboard is not ideal however due to the surrounding topography, there is unlikely to be significant variations in flood levels arising from shortfalls in the analysis such to warrant concern or refusal of the application.*

Given the above comments by Council's Senior Development Engineer despite part of the development being located within an overland flow path, it is considered appropriate to apply the provisions of Section 2.1.2(c) of DCP2014 and also Section 79C(3A)(b) the Act allow flexibility in the application of this control.

The comments of the Senior Development Engineer above will require changes to the existing front fence to accord with the applicant's flood impact assessment report. The existing front fence is shown to be constructed of a solid brick base (to a height of 900mm) with horizontal timber infill panels above to a total height of 1600mm (1.6m). The Senior Development Engineer has requested that the lower portion of the fence below the estimated 100yr ARI (approximately 150mm above natural ground level) must be constructed such to be permeable, leaving a clear gap between column supports, using louvres, flaps or a frangible paling system that can break away under hydrostatic force (see condition 18).

ITEM 3 (continued)

This will ensure that the fence is acceptable in terms of its location in an overland flow path, but also will ensure that children can be secured within this location given that the front yard is proposed to be used as an outdoor play area for the 0-2 year age group.

The following is an example of the type of fencing required by this condition:



Example of solid fence with clearance at the base to allow for overland flow. Note the centre and right panels have a clearance of 400mm, and the left panel has a clearance of 150mm which is the requirement for the subject DA



Close-up photo of the left panel with a clearance of 150mm which is the requirement for the front fence in the subject DA.

ITEM 3 (continued)

2. Section 3.1 – Design and Character. Section 3.1 of Part 3.2 of the DCP2014 provides controls for the design and character for all child care centres. More specifically the controls state:

i. Building frontages and entries are to be designed to be readily apparent from the street frontage which they face (corner sites included).

A review of the submitted plans has revealed that the main entry to the proposed child care centre is located on the eastern façade, adjacent to the proposed car park. Whilst the building frontage is apparent from the street, the entry to the child care centre is not readily apparent. Accordingly, the proposal does not comply with the above control. Notwithstanding this non-compliance, the side facing main entry to the child care centre can be supported for the following reasons.

- The proposal seeks to retain the existing dwelling on the subject site and as such is bound to its location on the land. This means that it is more appropriate for the car parking to be located along the eastern boundary of the site, with the front and rear setback areas devoted to providing outdoor play areas. Given the location of the car park, it is considered more appropriate that the main entry to the child care centre be located at the side to permit safer pedestrian access to the child care centre.
- The entry is still readily apparent from the street by virtue of the proposed vehicle and pedestrian access points occupying a large portion of the front boundary. As such, one would not have difficulty in identifying the main entry to the building.
- The location of the main entry permits an accessible path of travel from the shared accessible car parking space to the main entry point.
- The proposed entry location allows for a compliant and secure outdoor play area at the front of the proposed child care centre for the 0-2 year age group.

In addition to the above it is considered that the proposed child care centre is able to meet the objectives set out in Section 3.2 of Part 3.2 of the DCP2014. The proposed side facing main entry is considered to ensure that the centre can be designed to a high level of safety, security, environmental health and amenity for the users of the facility.

Given the above, the proposed non-compliance with the building frontage and main entry control contained within Part 3.2 of DCP2014 is considered justifiable particularly having regard to the provisions of Section 79C(3A)(b) the Act and the ability of the proposed development to achieve the objectives of the control.

3. Section 3.2 – Detached Centres and Centres in Residential Areas. Section 3.2 in Part 3.2 of DCP2014 prescribes development controls relating to child care centres located in low density residential areas. Specifically, control 3.2(c) stipulates the following:

ITEM 3 (continued)

Section 3.2(d) of Part 3.2 of the DCP2014 also stipulates the following:

In low density residential areas, child care centres are encouraged to be single storey in height for reasons of safety and access. In the case of 2 storey buildings, the second storey should only be used for the purposes of storage and staff facilities.

The proposed development is for a two-storey child care centre. Located at the first floor will be one (1) indoor play area and transition area in addition to offices, staff room, laundry, and kitchen. As such the proposal does not comply with this control.

Whilst not complying with the control, it is considered that the proposed two-storey centre is justifiable for the following reasons:

- There are a number of two-storey child care centres catering for this number of children within the R2 zone in the Ryde LGA.
- The Education and Care Services National Regulations do not expressly prohibit or discourage this arrangement.
- The design of the proposed child care centre has been amended by the applicant to provide two play areas at the ground floor, which have direct access to an outdoor play area. Only one indoor play area will be located at the first floor, accordingly, it is considered that the proposal has sought to accommodate most of the children on the ground floor.
- The first floor of the centre will be accessible via a new internal lift thereby enabling equitable access for children and staff,
- The side facing verandah/transition area is setback approximately 10m from the eastern boundary, and will incorporate a 1.5m acoustic and visual privacy screen which will ensure suitable amenity is maintained to nearby residents.

In addition to the above it is considered that the proposed child care centre is able to meet the objectives set out in Section 3.2 of Part 3.2 of the DCP2014. The proposed child care centre provides for additional child care places within the R2 Residential zone, in which it is permissible. In addition it is considered that the residential scale and character of the locality is maintained through the retention of the existing dwelling house, as well as a similar site layout to what currently exists. The proposed centre, being located on a large residential allotment, is considered to integrate into the existing environment. This is because it is of an appropriate in bulk, scale, height and appearance by virtue of its compliance with the key built form development standards within the LEP2014. In addition it is considered that the conditions of consent to be imposed on the development will ensure that the development is sensitive to the existing landscape setting of the local area.

ITEM 3 (continued)

Given the above, the proposed non-compliances with the 'centres in residential areas' controls contained within Part 3.3 of DCP2014 are considered justifiable particularly having regard to the provisions of Section 79C(3A)(b) the Act and the ability of the proposed development to achieve the objectives of the control.

4. Section 4 – Privacy. Section 4.2 of Part 3.2 of DCP2014 prescribes controls relating to Acoustic Privacy. Specifically the DCP2014 stipulates

e. Elevated play and transition areas are to be avoided.

An elevated transition area is proposed at the second storey of the child care centre, and as such does not strictly comply with the above control. Nevertheless it is considered that the proposed elevated transition area is justifiable for the following reasons.

- A 1.5m high privacy screen is proposed along the side elevation of the transition area which is used for moving children from the first floor of the building to the outdoor play area on the ground floor. This acoustic treatment will assist in mitigating noise emitted from this area, as well as ensure the transition area does not have an adverse visual impact on the amenity of the surrounding residences.
- The elevated transition area is setback 10.5m from the nearest residential boundary, and 22.5m from the nearest dwelling. This distance is considered to abate any noise emitted from this area, and will work together with the 1.5m high screen.
- Elevated play areas and transition areas have been approved at child care centres elsewhere within the Ryde LGA.
- The transition area provides direct access to the rear outdoor play area at the ground floor via an external stair.
- The proposal was referred to Council's EHO who has advised the proposal is satisfactory subject to conditions.
- As part of the applicant's revised proposal, the number of places is to be reduced from forty-eight (48) to forty-three (43), and play spaces on the first floor been halved thus reduced the number of children to be located on the first floor.
- An acoustic report has been prepared by a suitably qualified acoustic engineer which outlines that the proposal has the ability to comply with the noise assessment criteria subject to adoption of the recommended mitigation measures.

In addition to the above it is considered that the proposed child care centre is able to meet the objectives for Acoustic Privacy set out in Section 4.2 of Part 3.2 of the DCP2014. This is because the applicant has demonstrated to Council that the proposed design is to satisfactorily minimise the noise emitted from the centre and not have an adverse impact on the amenity of surrounding residences.

ITEM 3 (continued)

In order to address potential concerns regarding privacy and amenity impacts from the potential use of this transition area, it is recommended that the following condition be imposed (see condition 122):

Use of first floor transition area. *The area shown as “veranda transition” at the first floor level shall not be used as an outdoor play area or the like at any time, but shall only be used as a thoroughfare between the indoor play area at first floor level, and the outdoor play area at the rear of the site.*

5. Section 6.2 – Play Spaces. Section 6.2 of Part 3.2 of DCP2014 prescribes controls relating to the play spaces in conjunction with child care centres. In particular the following:

c. The location of outdoor play spaces in the front setback should be avoided.

The proposal includes outdoor play spaces both within the rear setback, and to a smaller degree within the front setback area. As such, the proposal does not comply with the above control. Despite this, the proposal is considered to be justifiable for the following reasons:

- Unlike many child care centres proposed with the R2 Low Density Zone, the site arrangements for 16 Terry Road allow for the car parking area to be located behind the building line, accessed via a driveway along the eastern side boundary. The benefit of this, is the provision of a front setback area which is not dominated by a large hard stand parking area. A large hard stand parking area within the front setback would ordinarily introduce an unsympathetic element to the streetscape that would be out of character with the local area, which has been avoided in this instance.
- The outdoor play space within the front setback area is only for the 0-2 year age group, of which there are only eight (8) children proposed. The principal outdoor play space for the child care centre is located within the rear setback which will accommodate thirty-five (35) children, thus the intensity of the site's operation will be minimised when viewed from the street.
- The proposal is an adaptive reuse of an existing dwelling house, not a new build. As such there are some inherent site constraints associated with locating outdoor play spaces, which need to be taken into consideration.
- The fencing around the outdoor play space within the front setback is only to be 1.6m high, and as such will not present a significant visual impact to the street.
- The outdoor play space will not cover the entirety of the front setback, as the northern side of the allotment will remain free for the vehicular and pedestrian access area.

ITEM 3 (continued)

In addition to the above it is considered that the proposed child care centre is able to meet the objectives for the size and functionality of play spaces as set out in section 6.2.1 of part 3.2 of DCP2014. This is because the proposal still maximises the amount of outdoor play space for children, complies with minimum NSW licensing standards for unencumbered children's play areas, is safe, and given opportunities for children to experience the outdoor environment.

Accordingly, when having regard to the provision of the provisions of Section 79C(3A)(b) the Act this non-compliance is justifiable.

Non-compliances / Planning Issues – Resolved via condition

- 1. Section 1.7 and Section 6 – Landscape Plan.** Various sections within DCP2014 prescribe minimum controls for landscaping of outdoor play areas and other open space areas within child care centre developments. Additionally, the DCP2014 requires that a landscape plan be submitted to Council for assessment, which has been prepared by a landscape architect with demonstrated experience in designing external spaces for child care centres.

As part of the assessment of the subject DA, it was identified that a landscape plan had not been submitted. Accordingly, a request for additional information was issued to the applicant for submission of a suitable landscape plan.

The landscape plan subsequently provided by the applicant was referred to Council's Landscape Architect for comment. The referral response identified that this has not been prepared by a landscape architect, and had not taken into consideration all of the provisions within Section 6 of DCP2014 in relation to landscape planting.

Accordingly, Council's Landscape Architect has recommended the following condition requiring an updated landscape plan. This has been included as part of the deferred commencement conditions:

Landscape Plan. A revised landscape plan is to be prepared by a suitably qualified Landscape Architect with demonstrated experience in designing external spaces for child care centres. The landscape plan is to meet the objectives and specific requirements of Section 6.2.1 and 6.2.2 of Part 3.2 of the *Ryde Development Control Plan 2014*.

- 2. Schedule 1.7 – Child Care Centre Design.** Section 1.7 in Part 3.2 of DCP2014 prescribes that DAs for child care centres are to be prepared in accordance with Council's requirements and must be accompanied by documentation to demonstrate compliance with the relevant objectives and controls of this part. In this regard, the below requirement for the submission of a DA applies:

ITEM 3 (continued)

Child care centre development applications are required to be accompanied by a signed undertaking by the applicant, licensee or proposed licensee that demonstrates that the proposal has been designed to comply with respect to the Children's Services Regulation 2004 or DEC's requirements as relevant at the time of application.

An assessment of the submitted documentation has revealed that no signed undertaking was received as part of the submitted DA documents from the applicant, licensee or proposed licensee. Accordingly, the following condition of consent requiring a signed undertaking is recommended to be included as part of the deferred commencement conditions.

Signed Undertaking. A signed undertaking by the applicant, licensee or proposed licensee that certifies the proposal has been designed to comply with respect to the Education and Care Services National Regulations and Department of Education and Communities requirements is to be submitted to Council for approval.

Note: The referenced legislation in the above condition has been updated to reflect the current legislation.

- 3. Section 2.2 – Assessing Child Care Needs and Size of Facility.** Section 2.2 of Part 3.2 of DCP2014 requires all development applications to identify the proposed total number of child care places and the proposed number of children by age group. The number of children per age group is of particular importance as this directly relates to the minimum number of staff required pursuant to the recently updated *Education and Care Services National Regulations*. It is therefore considered that the following condition of consent be imposed (see condition 33).

Approved Number of Children – The child care centre is approved for forty-three (43) children with the following age group breakdown:

0-2 years – 8 children
2-3 years – 15 children
3-5 years – 20 children.

- 4. Section 3.1 – Design and Character.** Section 3.1 of Part 3.2 of DCP2014 prescribes controls relating to the design and character of all child care centres. More specifically, the control requires screening to all doors and windows to prevent mosquito bite infections.

ITEM 3 (continued)

The submitted SEE states that this control will be complied with. Accordingly it is recommended that the following be included as a condition to ensure that the proposed development meets the controls set out in Section 3.1 of Part 3.2 of the DCP2014 (see condition 44).

Screen Doors and Windows. *Insect screens are to be installed to all operable windows and doors. Details of compliance are to be provided in the plans for the **Construction Certificate**.*

In addition, Section 3.1 provides controls for all child care centres. More specifically the controls states that

1. In all cases where fill is proposed to be used, clean fill must be used.

It is noted that the existing swimming pool located within the rear yard is to be demolished and filled to accommodate the proposed outdoor play area. Accordingly, it is recommended that the following condition requiring Virgin Excavated Natural Material (VENM) be used wherever fill is required on the subject site in addition to Council's standard conditions relating to imported fill (see condition 73).

Use of fill/excavated material. *Excavated material must not be reused on the property except as follows:*

- (a) Fill is allowed under this consent;*
- (b) The material constitutes Virgin Excavated Natural Material as defined in the Protection of the Environment Operations Act 1997;*
- (c) The material is reused only to the extent that fill is allowed by the consent.*

5. Section 3.5 – Fencing, Gates and Security Section 3.1 and also Section 3.5 in Part 3.2 of the DCP2014 prescribes development controls to ensure child care centres are appropriately designed to a high level of safety and security. Further, gates are to be designed to prevent children leaving/entering unsupervised by use of childproof locking systems, and impede intruders from entering the premises.

The submitted Site Plan and Landscape Plan show that side access may be possible along the southern boundary of the subject site, and that no obvious barrier to intrusion is provided aside from regular side gates. As such it may be possible for intruders to access the outdoor play areas. It is therefore considered that security gates are provided to these side setback areas. Accordingly, the following condition of consent is to be imposed requiring an electronic key pad to all such access points (see condition 73):

ITEM 3 (continued)

Side Gates: *A security gate is required to be provided within side setback areas to prevent intruders from accessing the outdoor play areas. These gates are to be provided with electronic keypad access to ensure that there will be no unauthorised access to the outdoor play area. Details of compliance are to be provided in the plans for the **Construction Certificate**.*

In addition to the above, Council's standard conditions of consent relating to fencing will be imposed to ensure compliance with DCP2014.

6. Section 4 – Technical Assessment Requirements – Acoustic. Various sections of Part 3.2 of DCP2014 state that an Acoustic Report prepared by a suitably qualified Acoustic Consultant may be required. Sections 4.1 and 4.2 of DCP2014 provides specific controls in relation to acoustic privacy for both children within the centre, and for adjoining residents. More specifically DCP2014 states.

c. Applicants may be required to submit an acoustic report prepared by a suitably qualified practitioner which includes recommendations for noise attenuation measures. The report must specify pre and post development noise levels and abatement measures.

Submitted with the DA is a Noise Assessment report (NA) by Renzo Tonin, which provides a detailed assessment of pre and post development noise levels, and specific noise mitigation measures through both design and operational management.

Importantly, it is noted that this noise assessment was based on the original proposal which included forty-eight (48) places, however under the amended DA the number of places at the child care centre has now been reduced to forty-three (43) and the number of places on the first floor of the building has been reduced from thirty-six (36) to twenty (20). In this regard, the Noise Assessment being based on the original submission is considered to be significantly robust, with the amended DA likely resulting in a better environmental noise outcome over that of the original proposal.

In accordance with the Association of Australian Acoustic Consultants' (AAAC) 'Guideline for Child Care Centre Acoustic Assessment' 2013, it is noted that the Noise Assessment has adopted the more strict noise assessment criteria of the child care centre not exceeding the background noise level by more than 5dB. This is because the proposed child care centre seeks to have unrestricted durations of outdoor play. Should the proposal have been willing to pursue a two (2) hour limit to outdoor play time per day, then a less strict noise assessment criteria of background plus 10dB would have been applied.

ITEM 3 (continued)

The outcomes of the Noise Assessment have identified that, subject to the implementation of the recommended noise abatement measures, the proposed child care centre is capable of complying with the prescribed noise assessment criteria of background plus 5dB.

These noise mitigation measures relate to the outdoor play space, management measures, and mechanical plant. The measures are summarised below:

Outdoor Play Spaces - a 2.1m high acoustic fence along most property boundaries, a 2.2m high acoustic fence for a small section of the western boundary, and a 1.6m high acoustic fence across part of the front boundary. Other internal acoustic fences are also proposed to similar heights.

Management Measures – signs indicating gates are not to be slammed, crying children to be taken indoors, and no music should be played in the outdoor areas at any time.

Mechanical Plant – acoustic assessment of mechanical plant to be undertaken during detailed design phase of proposal, strategic positioning of mechanical plant, silencers on air-intake and discharge of plant, acoustically lined and lagged ductwork, acoustic screen between plant and neighbouring sensitive areas, and partially or fully enclosed acoustic enclosures over plant.

Although the proposed acoustic treatments have not all been demonstrated on the plans, it is intended that the acoustic report be included as a condition of consent for the proposed child care centre to ensure the acoustic treatments and recommendations are incorporated into the development.

Also noted are the significant concerns from surrounding residents as to the ongoing noise impacts within the centre. As part of the assessment of the subject DA, the proposal was referred to Council's EHO for comment. The referral response received has included the following condition that will safeguard the internal amenity for children within the centre and also nearby residents by requiring the applicant to undertake compliance noise testing and submit a report within thirty (30) days of completion and commissioning of the plant and equipment.

Compliance report. A report from a qualified acoustical consultant demonstrating compliance with the noise and vibration criteria specified in this consent must be submitted to Council within thirty (30) days of completion and commissioning of the plant and equipment.

It is the Assessing Officer's opinion that the above condition should be extended to all noise generating aspects of the proposal, and not just plant and equipment. For this reason, the following more detailed condition is recommended in place of that identified above (see condition 122):

ITEM 3 (continued)

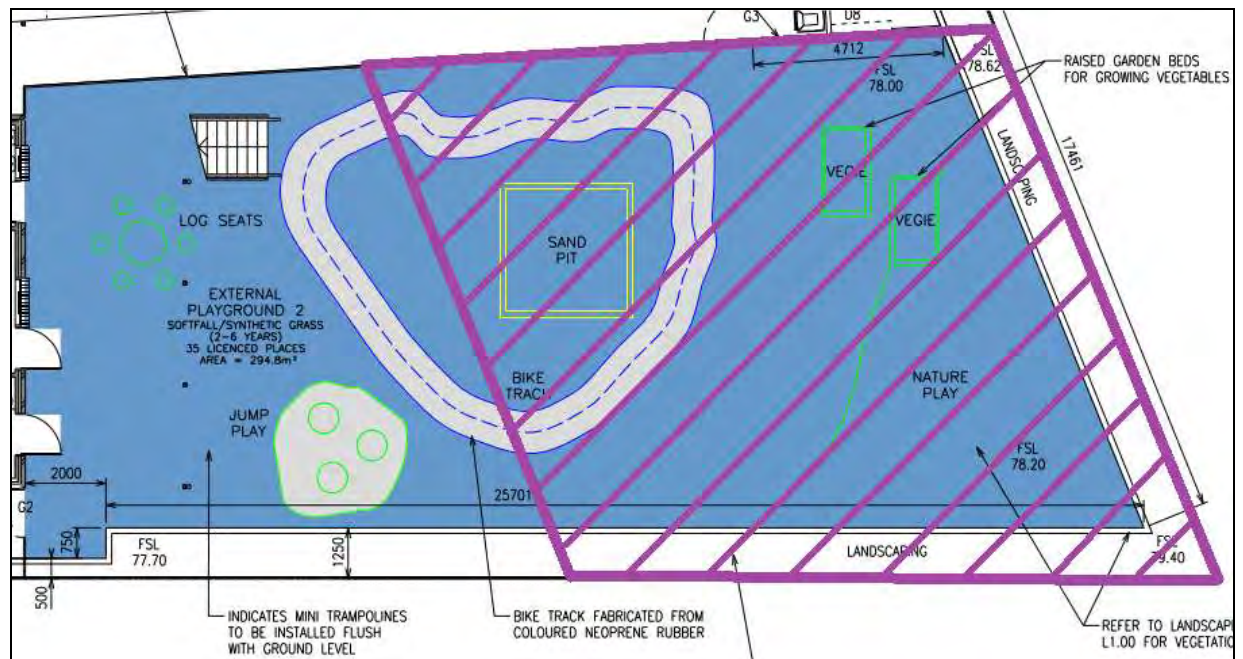
Noise. *A validation report must be obtained from a suitably qualified and experienced consultant in acoustics three (3) months after the business commences trading and from time to time as reasonably requested by Council. The report should demonstrate and certify that noise intrusion within the development and from the development to adjoining sensitive receivers satisfies the relevant provisions of the Protection of the Environment Operations Act 1997, NSW Office of Environment & Heritage/Environment Protection Authority Noise Control Manual & Industrial Noise Policy, NSW Department of Environment and Conservation's Assessing Vibration: a technical guideline 2006 and conditions of Council's development consent.*

The report is to be forwarded to and approved by Council. This report must address (but not limited to) the level of noise intrusion from road traffic noise within the building and the accumulation effect of mechanical plant and equipment and noise generated from all children in the outdoor play area on adjoining residential properties. Any recommendations outlined in the acoustic report are to be implemented in accordance with the report.

- 7. Section 6.2 – Play Spaces.** Section 6.2 of Part 3.2 of DCP2014 prescribes a number of controls relating to outdoor play spaces. In particular, outdoor play spaces are to be adequately shaded from the establishment of the centre in accordance with *Shade for Child Care Services* published by the *NSW Cancer Council* and *NSW Health Department*. Design of shading is to be in accordance with the key shade planning and design principles, and to consider the nature of shading needed prior to tree canopy cover being established.

Concern is raised over the size and scale of the shade awning/structure shown on the plans within the rear setback. As demonstrated in the following drawing, this shade structure is to cover approximately two-thirds of the rear outdoor play space, a surface area of over 210m². Furthermore the structure is to be solid, and covered in Colorbond with select opaque panels to allow natural sunlight penetration through to the playground.

ITEM 3 (continued)



Extract of the Playground Set-Outs drawing showing the large solid Colorbond structure within the rear outdoor play space area – highlighted in purple. Source: *Playground Set-Outs drawing edited by CPS for diagrammatic purposes*

This structure is considered to comprise a bulk, scale and materiality that will dominate the rear open space area, and also provide a visual impact on adjoining development.

In addition, the applicant has included insufficient detail as to how the structure will accommodate storm water drainage, and integrate with landscape plantings outlined on the submitted landscape plan.

Additionally, as part of the assessment of the DA, the proposal was referred to Council's Consultant Landscape Architect who has advised the following:

"the proposed solid shade structure within the rear play area is not considered to be an acceptable design solution to addressing shade requirements as it appears to be of excessive bulk and scale with no setbacks."

Having regard to the above, the following condition of consent (see Deferred Commencement condition 2) has been recommended for deletion of the proposed awning and replacement with a more suitable light-weight sail-type structure akin to that typically found in outdoor play spaces associated with child care centres.

Rear Shade Structure. *The shade structure proposed within the rear outdoor play area is to be deleted and replaced with a lightweight shade structure with permeable shade cloth cover or similar and includes a minimum offset to the boundaries of 2 metres.*

ITEM 3 (continued)

As noted earlier in this report (in the Submissions section), deletion of this roofed shade structure would result in non-compliance with the applicant's Noise Assessment report. It is suggested that this matter be resolved by a condition limiting the use of the outdoor play area to a maximum 2 hours per day, which would be acceptable in terms of the recommendations of the Association of Australian Acoustic Consultants (AAAC). See condition 123.

In addition to the above, it is noted that DCP2014 requires that distinct areas within the outdoor play space design must include storage areas. Currently the proposal includes no storage areas within the outdoor play areas. As such, the following condition of consent is recommended (see Deferred Commencement condition 2).

Storage. *Distinct areas within the outdoor play place design must include storage area(s).*

8. Section 7 – Miscellaneous controls – Nappy Change Room. Section 7 of Part 3.2 of DCP2014 prescribes miscellaneous controls to ensure child care centres include appropriate facilities to provide amenity for staff and ensure best practice provisions. In particular the following control is included:

c. A nappy change area adjacent to the cot room with good vision to the play room to enable good supervision of children, and including suitable storage (within the staff's reach) for nappy changing needs.

The proposal includes a Nappy Change Area which is separated from the Cot Room by approximately 5.5m. In addition, the Nappy Change Room is provided within the same room as the amenities for children, and as such fails to comply with the Children (Education and Services) Supplementary Provisions Regulation 2012 which states the following:

Section 33(4) - The nappy changing facilities must be designed, located and maintained so as to prevent unsupervised access by children.

Accordingly, the proposal does not comply with the above control under DCP2014 or the Regulations. For this reason the following condition is to be included as part of the deferred commencement conditions:

The nappy change area is to be located adjacent to the cot room and be designed, located and maintained so as to prevent unsupervised access by children.

ITEM 3 (continued)



Extract of ground floor plans demonstrating the Cot Room and Nappy Change Room not being located adjacent to each other and also possible unsupervised access to the Nappy Change Room. Source: Ground Floor Plan by applicant, edited for diagrammatic purposes by CPS

9. Centre Facilities. Section 7.1 in Part 3.2 of DCP2014 seeks to ensure that child care centres are designed to ensure best practice in the provision of centre facilities and also the good amenity for staff and users of the centre. In particular, the following development control applies:

- b. The offices are to be located adjacent to the entry area for security purposes and include a minimum floorspace calculated at the rate of 10 m² per person occupying the offices (e.g. director/administrative staff).*

A review of the submitted plans has shown that the proposed office is located on the first floor and not located adjacent to the main entry area. Despite not complying with the above control the submitted SEE states that the internal foyer at ground level is provided with a sign in area of approximately 9m² which can be adequately monitored by staff. It is noted that this sign in area is not specifically shown on the submitted plans. Accordingly, the following condition of consent is recommended (see deferred commencement condition 2).

ITEM 3 (continued)

Sign in area - *The sign in area within the internal foyer at ground level as stated within the SEE is to be shown on the plans and approved by the principal certifying authority prior to the issue of a **Construction Certificate**.*

10. Section 7 – Miscellaneous Controls - Exterior Lighting. Section 7.3 of Part 3.2 of DCP2014 prescribes controls relating to exterior lighting. The controls for exterior lighting state.

- a. *Lighting is to be provided to assist access via the main entrance.*
- b. *The street number of the building must be provided for identification. It is to be visible from the street day and night, by lighting and/or reflective material, to ensure easy identification for visitors including emergency services.*
- c. *The locations and design of all proposed external lighting must not have an adverse impact on adjoining properties. Where possible, sensor lighting and energy efficient lighting should be used. The use of spotlights is discouraged.*

The submitted SEE states that the proposal will comply with the DCP2014 and that lighting will be appropriately directed within the development. As such it is considered that the following standard condition relating to lighting should be included (see condition 46).

Exterior Lighting – *Installation of exterior lighting is to be undertaken in accordance with the provisions of the Ryde Development Control Plan 2014. Lighting details are to be submitted to the Principal Certifying Authority prior to issue of the **Construction Certificate**. The lighting details are to include certification from an appropriately qualified person that there will be no offensive glare or adverse impact onto adjoining properties.*

11. Section 7 – Miscellaneous Controls - Emergency Evacuation. Section 7.5 in Part 3.2 of the DCP2014 prescribes that a Fire Safety and Evacuation Plan be prepared in accordance with the NSW Department of Education and Communities (DEC's) requirements to ensure child care centres have emergency evacuation procedures and plans in place to assist the safe evacuation of occupants in preparation for times of emergency. The plan is required to be submitted prior to the issue of the Occupation Certificate. As such it is recommended that the following is included in the conditions of consent (see condition 110).

Emergency Evacuation. *Prior to the issue of an Occupation Certificate for the child care centre, a "Fire Safety and Evacuation Plan" complying with Australian Standard AS3745 is to be prepared by a suitably qualified person and submitted to the Principal Certifying Authority.*

ITEM 3 (continued)

The Fire Safety and Evacuation Plan is to address:

- (i) The mobility of children and how this is to be accommodated during an evacuation;*
- (ii) The location of a safe congregation area, away from the evacuated building, busy roads and other hazards, and away from evacuation points for use by other occupants/tenants of the same building or of surrounding buildings; and*
- (iii) The supervision of children during the evacuation and at the congregation area with regard to the capacity of the child care centre including child to staff ratios.*

10. Likely impacts of the Development

(a) Built Environment

A thorough assessment of the impacts of the proposed development on the built environment has been undertaken as part of the completed assessment of the proposed development. This has included a compliance check against all relevant planning controls, referral of the proposal to relevant technical officers within Council, and a detailed assessment report.

The resultant impacts of the proposed child care centre on the built environment are considered to be satisfactory, subject to appropriate conditions of consent.

The following provides an assessment of those impacts on the built environment not already addressed in this report:

Hours of Operation

The proposed hours of operation for the child care centre are 7:00am to 6:00pm, Monday to Friday. The SEE and Plan of Management submitted with the application indicates that the centre will be closed on weekends and public holidays.

To ensure the operation of the proposed child care centre is consistent with the above hours, the following condition of consent is recommended to confirm the proposal will not impact on the built environment in the evening, night-time, or weekend or public holidays (see condition 111).

Hours of operation. *The hours of operation are to be restricted to:*

- (a) The hours of operation of the child care centre are restricted to 7:00am to 6:00pm Monday to Friday.*
- (b) The child care centre is not permitted to operate on, Saturdays, Sundays or Public Holidays.*

ITEM 3 (continued)

(b) Natural Environment

The proposed development is located in an established urban area, and as such is not considered to result in any significant impacts on the natural environment.

In addition it is considered that the imposition of Council's standard conditions of consent relating to protection of the natural environment are considered satisfactory to mitigate any adverse impact the proposed demolition, construction and operation of the child care centre will have.

11. Suitability of the site for the development

Environmental Hazards

A review of Council's map of Environmentally Sensitive Areas (held on file) identifies the subject site includes an overland flow path across the front setback. Accordingly, as part of this assessment, the proposal was referred to Council's Senior Development Engineer for comment. In response, it was determined that the proposal is satisfactory, subject to the imposition of condition of consent – see Referrals section (later in this report).

12. The Public Interest

Having regard to the assessment contained in this report, it is considered that approval of the development is in the public interest as it provides for the needs of the local and wider community, whilst with the imposition of conditions, the proposal is capable of having acceptable impacts on the amenity of neighbouring residential properties, whilst maintaining a satisfactory level of compliance with Council's planning controls.

In particular, it should be noted that the applicant for this development proposes a bi-lingual child care centre (English and Chinese-Mandarin), and there are very few existing child care centres who provide a bi-lingual early childhood education service such as proposed by the applicant in this DA. Council's Senior Co-ordinator Cultural and Social Planning has confirmed that there would be a strong demand for this type of child care centre, based on the high proportion of the population in Eastwood who speak Chinese-Mandarin, and the lack of child care centres that provide specialist early child care education in both languages.

Accordingly, the proposal is considered to be in the public interest.

ITEM 3 (continued)

13. Consultation – Internal and External

Internal Referrals

Development Engineer: The proposed development and revised plans were referred to Council's Senior Development Engineer who provided the following comments and conditions.

Stormwater Management

The proposed stormwater management system is noted to drain directly to the inground drainage infrastructure fronting the property, proposing to construct a "V" grated gully pit in the centre of the driveway. The works will warrant the review and approval under the Roads Act by Council's City Works and Infrastructure Section, and this matter is addressed by a condition of consent. (see condition 87).

The proposal incorporates an onsite detention system however the applicant has not submitted any information regarding the design parameters. Based on the catchment area, the nominated design appears satisfactory in terms of volume however as the discharge rate slightly exceeds Council's requirements. This is addressed by a condition of consent. (see condition 50).

A significant portion of the external areas of the lot will be covered with synthetic grass. This treatment has significantly less permeability than natural grass. To mitigate this, the treatment must be "plush pile" and is addressed by condition of consent. The rear playground is also noted to be recessed below the adjoining ground levels. There is scope it could be slightly raised and graded above the carpark to ensure stormwater runoff has a defined overland flow path out of this area and this is addressed by a condition of consent. (see condition 18)

Traffic Generation and Parking

The submitted Traffic Report has presented estimated traffic generation levels based on the RMS document "Guide to Traffic Generating Development". This is an industry standard for estimating traffic generation. The estimated rates (vehicle trips per hour) are as follows;

- *AM Peak – 19 in / 18 out (37 vtpd total)*
- *PM Peak – 17 in / 16 out (33 vtpd total)*

ITEM 3 (continued)

The applicant's consultant has also undertaken traffic surveys of Terry Road and, with the traffic data, utilised traffic intersection modelling software (SIDRA) to analyse the driveway performance under free flowing conditions. The analysis output indicates the driveway will operate to acceptable levels, noting that some delays may be experienced for right turn movements from the driveway but this is no difference (nor worse) than what can be expected at a typical intersection of traffic emerging from a local road to a collector roadway.

It is conceded the level of traffic would produce a perceptible difference to the level of traffic generation produced by the existing site (single residential dwelling) however the Traffic Report has demonstrated that this would not have a level of impact to the traffic network such to warrant refusal of the application.

In regard to the design of the parking area, all space dimensions, access aisle width and ramp grades are in accordance with AS 2890.1 and capable of accommodating two way traffic flow. It is noted that there is a bus stop on the approach side (east) of the proposed driveway which permits uninhibited sight distance for drivers emerging from the site towards traffic approaching from the east.

By Council's DCP Part 9.3 for parking, the development will require 10 carspaces (6 allocated for parents and 4 for staff) which have been provided and is therefore satisfactory.

Flooding and Overland Flow

The submitted flood impact assessment has been reviewed and generally considered satisfactory.

A number of submissions are noted to have drawn concern in regard to the development being located in an area affected by flooding and overland flow. The overland flow path is generally conveyed centrally over Terry Road with an outer portion extending some 5 metres into the front of the subject property. Considering that a significant proportion of the development lot is elevated out of this flood effected area and the dwelling itself would provide adequate refuge above the determined flood and overland flows, this aspect of the development does not present a significant safety risk to occupants of the development such to warrant refusal of the application.

ITEM 3 (continued)

The following points are to be noted;

- The analysis has considered the front of the site to be fully permeable (ie it has excluded the provision of the front and side boundary fences). Not only is this contrary to the results of the report, the front fence construction as proposed adversely effect the flood regime. Accordingly the front and side fences in the region of the overland flow path must be constructed to ensure the flow of floodwaters are maintained and this is addressed by a condition of consent (see condition 18).*
- The development provides some 200mm of freeboard above the 100yr event and this is less than the 500mm required for the given flood risk category by Councils Planning controls. Due to the scope of development (alterations and additions) there is no ready means to rectify this. Freeboard is a factor of safety and accounts for any discrepancies that may arise in the analysis. To consider the ramifications, Council's PMF analysis (Probable Maximum Flood event – statistically the greatest event possible) is considered and noted that there is only a minor difference to flood levels and extents. This is attributed to the very level grade of the surrounding topography, which would have more capability for flood storage. In other words, increased stormwater flows (ie flows greater than anticipated by the analysis) do not make a discernible difference in flood levels. As such, the reduced freeboard is not ideal however due to the surrounding topography, there is unlikely to be significant variations in flood levels arising from shortfalls in the analysis such to warrant concern or refusal of the application.*

Consultant Landscape Architect: The proposed development and revised plans were referred to Council's Consultant Landscape Architect and arborist who provided the following comments and conditions.

One (1) tree located on the subject allotment appears to be removed as part of the development which has been supported due to its minor nature. No additional tree removal is proposed however it is noted that the proposal has the potential to impact a number of trees located on the adjoining allotments to the east of the site. Whilst the levels of encroachment appear to be major, given the existing site conditions which included a design similar to that proposed, it is considered these trees will be capable of retention in this instance. To ensure impacts are minimised and to provide some safeguards, a number of conditions have been recommended which modify the design, layout and construction techniques of those areas within the tree protection zones of the neighbouring trees.

ITEM 3 (continued)

The submitted landscape plan is generally considered to be unsatisfactory, given it has not been prepared by a suitably qualified Landscape Architect. Additionally, concerns have been raised in relation to design and excessive size of the shade structure within the rear outdoor play area. Accordingly, it has been requested that revised landscape plans prepared by a suitably qualified Landscape Architect be prepared and submitted with the Construction Certificate. These plans are required to address the shade structure concerns also.



Pre-existing site conditions (i.e. pre 2011) with driveway located adjacent to the eastern side boundary akin to that proposed as part of the subject child care centre. The landscape referral outlines that the reintroduction of a driveway in this same location is considered suitable with regard to the impacts on adjoining vegetation, subject to recommended conditions of consent. *Source: Landscape Referral – July 2016*

The recommended conditions of consent by Council's Consultant Landscape Architect are included in the Draft Conditions (see **Attachment 1**).

Environmental Health Officer: The proposed development was referred to Council's Environmental Health Officer who provided the following comments and conditions.

I note that the application is for the conversion of a residential premises to a child care centre for 48 children with car parking for 10 vehicles. I note also that an acoustic assessment prepared by Renzo Tonin & Associates "16 Terry Road, Eastwood — Noise Assessment of Proposed Childcare Centre" dated 25 March 2015 has been submitted with the application. This acoustic assessment makes a number of recommendations which the applicant can adopt to reduce the noise emanating from the subject child care centre.

ITEM 3 (continued)

A check of Council's records has shown that the site appears to have been used as a residential premises since the 1940's or earlier. Therefore it is not likely that there will be contamination on the premises, however, a condition will be imposed in the event that excavations reveal any contamination, then the applicant shall advise Council.

It is noted that Council's Environmental Health Officer's recommended conditions of consent are included in the Draft Conditions (see condition 58).

Furthermore, it is also noted that the assessment of the proposal by Council's Environmental Health Officer was based on the original proposal for 48 children. The amendments to the proposal to reduce the number of children to 43 is expected to result in less potential adverse impacts on neighbouring properties.

As outlined earlier in this assessment report, the above EHO conditions included the following condition that will safeguard the internal amenity for children within the centre and also nearby residents by requiring the applicant to undertake compliance noise testing and submit a report within thirty (30) days of completion and commissioning of the plant and equipment.

Compliance report. *A report from a qualified acoustical consultant demonstrating compliance with the noise and vibration criteria specified in this consent must be submitted to Council within thirty (30) days of completion and commissioning of the plant and equipment.*

It is considered that the above condition should be extended to all noise generating aspects of the proposal, and not just plant and equipment. For this reason, the following more detailed condition is recommended in place of that identified above (see condition 123):

Noise. *A validation report must be obtained from a suitably qualified and experienced consultant in acoustics three (3) months after the business commences trading and from time to time as reasonably requested by Council. The report should demonstrate and certify that noise intrusion within the development and from the development to adjoining sensitive receivers satisfies the relevant provisions of the Protection of the Environment Operations Act 1997, NSW Office of Environment & Heritage/Environment Protection Authority Noise Control Manual & Industrial Noise Policy, NSW Department of Environment and Conservation's Assessing Vibration: a technical guideline 2006 and conditions of Council's development consent.*

ITEM 3 (continued)

The report is to be forwarded to and approved by Council. This report must address (but not limited to) the level of noise intrusion from road traffic noise within the building and the accumulation effect of mechanical plant and equipment and noise generated from all children in the outdoor play area on adjoining residential properties. Any recommendations outlined in the acoustic report are to be implemented in accordance with the report.

Consultant Structural Engineer: The proposed development and amended plans were referred to Council's Consultant Structural Engineer who provided the following comments and conditions.

The range of hazards assessed now includes the excavation for the large stormwater detention tank that is to be located under the proposed carpark.

Lay Consulting concludes that the assessed risk to property is low and that the assessed risk to life is acceptable.

These assessments are qualified and require that all retaining walls be designed by an experienced structural engineer in accordance with AS4678 "Earth Retaining Structures" and that the excavation for the stormwater detention tank be battered at 1H to 1V.

Cardno now assesses that the Lay Consulting geotechnical risk assessment dated 9 April 2016 satisfies Council's normal requirements for reports submitted in relation to developments on sites indicated on Council's maps as being potentially at risk of slope instability.

Should Council's officers decide to approve this application then Cardno recommends that such approval be conditional on all works on site being carried out in full conformance with the recommendations as contained in the Lay Consulting's risk assessment report dated 9 April 2016

On the above basis, the following condition has been drafted, and is to be included as a condition of consent (see condition 13):

Structural Engineering. *All works on site are to be carried out in full conformance with the recommendations as contained in the Lay Consulting's Risk Assessment Report dated 9 April 2016.*

Building Surveyor: The proposed development was referred to Council's Building Surveyor who has indicated that the proposal is satisfactory subject to the imposition of Council's standard building conditions.

ITEM 3 (continued)

External Traffic Consultant (Bitzios Consulting): In order to ensure that issues regarding traffic and parking impacts were completely addressed, Council engaged the services of external traffic consultants (Bitzios Consulting) to undertake an independent assessment of the proposal by letter dated 15 February 2016. This independent traffic assessment was requested for this DA and two (2) other applications under assessment by Council at the time (ie 58 Denistone Road and 12 Hollis Avenue).

Bitzios responded to Council on 18 March 2016, advising that *“as demonstrated by the (applicant’s traffic consultant) Traffic Solutions report, the traffic impact is small, especially in context of existing volumes. The parking provision and layout are also acceptable. Apart from the absence of discussion on the public transport amenity to the site, the traffic report thoroughly covers the traffic and transport issues of the site and demonstrates that the traffic impact of the development to be acceptable.”*

Comment: It is noted that Terry Road, Eastwood is on the route 545 State Transit bus service from Chatswood to Parramatta, and that there is a bus stop within 100m of the subject site. This bus route provides connections to other bus and train services (eg Eastwood Railway station), and so it is considered that the site has excellent public transport options available to customers of the proposed child care centre.

A copy of the Independent Review by Bitzios Consulting is **Attachment 3** to this report.

14. Critical Dates

There are no critical dates or deadlines to be met.

15. Financial Impact

Adoption of the option(s) outlined in this report will have no financial impact.

16. Other Options

The recommendation in this report is approval (Deferred Commencement) subject to conditions.

ITEM 3 (continued)

The only practical alternative to this recommendation of approval would be refusal. In this regard, various issues of concern raised in neighbour's submissions (as outlined above) and the areas of non-compliance with DCP 2014 could form the basis for reasons for refusal. However, this option of refusal is not recommended because (overall) the development is considered to be satisfactory, the areas of non-compliance with Council's planning controls are justifiable and the neighbours' concerns have been addressed as noted in the assessment above, and can be addressed via conditions of consent. Also, the traffic and parking issues (as raised in the neighbour's submissions) have been the subject of an independent assessment undertaken by external traffic consultants (Bitzios) who have found that the development is satisfactory from the point of view of traffic and parking. Further, although the front of the site is affected by overland flow, this can be managed to ensure that it does not impact on the operation of the child care centre.

17. Conclusion

The proposed development has been assessed using the heads of consideration listed in Section 79 of the *Environmental Planning & Assessment Act 1979* and is generally considered to be satisfactory for approval.

Although areas of non-compliance with DCP2014 were identified, these were either considered to be justifiable given the circumstances of the subject site and the development proposed, or alternatively addressed via imposition of consent conditions.

The proposed child care centre is considered to result in a development that is consistent with the objectives of the R2 Low Density Residential zone as it will provide a facility to assist with the day to day requirements of residents. The building itself is considered compatible with the current and likely future character of the low density residential area. This is largely because more than 50% of the building involves the adaptive re-use of an existing dwelling house. Also assisting with the proposal's compatibility with the character of the local area is a compliant bulk and scale from a building height, floor space ratio and setback perspective.

The reduced number of children (i.e. from forty-eight (48) to forty-three (43)), and the Monday-Friday hours of operation of the child care centre are considered appropriate for the subject site's location, and consistent with other recently approved child care centres within the R2 Low Density Zone.

The traffic and parking impacts of the proposal, along with the acoustic and visual amenity impacts has been assessed and is considered to be satisfactorily consistent with the relevant development controls and objectives outlined in Part 3.2 of the DCP2014 for child care centres.

On the above basis, LDA2015/0219 at 16 Terry Road, Eastwood is recommended for approval subject to conditions.

ITEM 3 (continued)

ATTACHMENT 1

**DRAFT CONDITIONS OF CONSENT
16 TERRY ROAD EASTWOOD
LDA2015/219**

DEFERRED COMMENCEMENT

The following are the Deferred Commencement condition(s) imposed pursuant to Section 80(3) of the Environmental Planning & Assessment Act 1979.

1. **Signed Undertaking.** A signed undertaking by the applicant, licensee or proposed licensee that certifies the proposal has been designed to comply with respect to the Education and Care Services National Regulations and Department of Education and Communities requirements is to be submitted to Council for approval.
2. **Plan amendments.** The submission of amended plans for Council's approval which provide the following plan amendments:
 - **Landscape Plan.** A revised landscape plan is to be prepared by a suitably qualified Landscape Architect with demonstrated experience in designing external spaces for child care centres. The landscape plan is to meet the objectives and specific requirements of Section 6.2.1 and 6.2.2 of Part 3.2 of the *Ryde Development Control Plan 2014*. The revised landscape plans are to be submitted with the plans for the deferred commencement.
 - **Rear Shade Structure.** The shade structure proposed within the rear outdoor play area is to be deleted and replaced with a lightweight shade structure with **permeable** shade cloth cover or similar and includes a minimum offset to the boundaries of 2 metres.
 - **Pervious Paving.** The driveway and car parking areas are to be constructed using a pervious paving system to allow water permeability and gaseous exchange to the root zones of the existing neighbouring trees to the east of the subject site.
 - **Nappy Change Area.** The nappy change area for the 0-2 age group is to be located adjacent to the cot room. All nappy change areas are to be designed, located and maintained so as to prevent unsupervised access by children.
 - **Storage.** Distinct areas within the outdoor play place design must include storage area(s).
 - **Sign in area** - The sign in area within the internal foyer at ground level as stated within the SEE is to be shown on the plans.

ITEM 3 (continued)

ATTACHMENT 1

The conditions in the following sections of this consent shall apply upon satisfactory compliance with the above requirements and receipt of appropriate written confirmation from Council.

GENERAL

The following conditions of consent included in this Part identify the requirements, terms and limitations imposed on this development.

- 1. Approved Plans/Documents.** Except where otherwise provided in this consent, the development is to be carried out strictly in accordance with the following plans (stamped approved by Council) and support documents:

Document Description	Date	Plan No/Reference
<i>General Notes</i>	18.05.16	<i>Drawing No. A0.00, Issue D</i>
<i>Site Plan and Notes</i>	18.05.16	<i>Drawing No. A1.00, Issue D</i>
<i>Ground Floor Layouts</i>	18.05.16	<i>Drawing No. A1.01, Issue D</i>
<i>First Floor Layouts</i>	18.05.16	<i>Drawing No. A1.02, Issue D</i>
<i>Roof Layouts</i>	18.05.16	<i>Drawing No. A1.03, Issue D</i>
<i>Car Park Layout & Notes and Playground Set-Out</i>	18.05.16	<i>Drawing No. A1.04, Issue D</i>
<i>Elevations 1-4 and Section 5</i>	18.05.16	<i>Drawing No. A1.05, Issue D</i>
<i>Coloured Scheme Elevations</i>	18.05.16	<i>Drawing No. A1.06, Issue D</i>
<i>Landscape Plan and Notes</i>	18.05.16	<i>Drawing No. L1.00, Issue D</i>
Storm water Plan	6 March 2015	Project No. UMB15022.HYD.DA Dwgs 101, 102 & 103 Issue. A
Plan of Management	July 2015	Unreferenced
Traffic & Parking Statement	31 March 2015	Ref. 14.15.078
Noise Assessment of Proposed Childcare Centre	25 March 2015	Doc reference: TH228-01F02 Report (r1).docx
Flood Impact Assessment	February 2015	Prepared by Umbrella Consulting
BCA 2014 – Indicative Compliance Report	18 March 2014	Project No. 15/0132, report prepared by Building Certificates Australia Pty Ltd
BCA 2014 – Indicative Compliance Access Report	1 May 2015	Project No. 15/0132, report prepared by Building Certificates Australia Pty Ltd
Geotechnical Investigation Report	9 April 2016	Prepared by Lay Consulting
Site Waste Minimisation and Management Plan	Submitted on 13 August 2015	Unreferenced.

ITEM 3 (continued)

ATTACHMENT 1

2. **Building Code of Australia.** All building works approved by this consent must be carried out in accordance with the requirements of the Building Code of Australia.
3. **Support for neighbouring buildings.** If the development involves excavation that extends below the base of the footings of a building on adjoining land, the person having the benefit of the development consent must, at the person's own expense:
 - (a) Protect and support the adjoining premises from possible damage from the excavation, and
 - (b) Where necessary, underpin the adjoining premises to prevent any such damage, in accordance with relevant Australian Standards.
4. **Fire Safety Matters/Changes in building use**
 - (a) A building in respect of which there is a change of building use must comply with the Category 1 fire safety provisions applicable to the proposed new use.

NOTE: The obligation under this clause to comply with Category 1 fire safety provisions may require building work to be carried out even though none is proposed or required in the relevant development consent.
 - (b) This clause does not apply to the extent to which an exemption is in force under clause 187 and 188 in the Environmental Planning and Assessment Regulations 2000.
 - (c) In this case clause, "Category 1 fire safety provision" has the same meaning as it has in Clause 3 in the Environmental Planning and Assessment Regulations 2000 subject to any terms of any condition or requirement referred to in Clause 187(6) or 188(4).
5. **Signage.** This consent does not authorise the erection of any signs or advertising structures. Separate approval must be obtained from Council for any additional signs, unless such signage is "exempt development". No approval is to be given to the illumination of any signs or advertising structures erected at this site must not be illuminated.
6. **Hours of work.** Building activities (including demolition) may only be carried out between 7.00am and 7.00pm Monday to Friday (other than public holidays) and between 8.00am and 4.00pm on Saturday. No building activities are to be carried out at any time on a Sunday or a public holiday.

ITEM 3 (continued)

ATTACHMENT 1

7. **Hoardings.**
 - (a) A hoarding or fence must be erected between the work site and any adjoining public place.
 - (b) Any hoarding, fence or awning erected pursuant this consent is to be removed when the work has been completed.
8. **Illumination of public place.** Any public place affected by works must be kept lit between sunset and sunrise if it is likely to be hazardous to persons in the public place.
9. **Development to be within site boundaries.** The development must be constructed wholly within the boundaries of the premises. No portion of the proposed structure shall encroach onto the adjoining properties. Gates must be installed so they do not open onto any footpath.
10. **Public space.** The public way must not be obstructed by any materials, vehicles, refuse, skips or the like, under any circumstances, without prior approval from Council.
11. **Public Utilities.** Compliance with the requirements (including financial costs) of any relevant utility provider (e.g. Energy Australia, Sydney Water, Telstra, RMS, Council etc) in relation to any connections, works, repairs, relocation, replacements and/or adjustments to public infrastructure or services affected by the development.
12. **Roads Act.** Any works performed in, on or over a public road pursuant to this consent must be carried out in accordance with this consent and with the Road Opening Permit issued by Council as required under section 139 of the Roads Act 1993.
13. **Structural Engineering.** All works on site are to be carried out in full conformance with the recommendations as contained in the Lay Consulting's Risk Assessment Report dated 9 April 2016.

Engineering Conditions

14. **Design and Construction Standards.** All engineering plans and work inside the property shall be carried out in accordance with the requirements of the relevant Australian Standard. All Public Domain works or modification to Council infrastructure which may be located inside the property boundary, must be undertaken in accordance with Council's 2014 DCP Part 8.5 (Public Domain Works), except otherwise as amended by conditions of this consent.

ITEM 3 (continued)

ATTACHMENT 1

15. **Service Alterations.** All mains, services, poles, etc., which require alteration shall be altered at the applicant's expense.
16. **Restoration.** Public areas must be maintained in a safe condition at all times. Restoration of disturbed road and footway areas for the purpose of connection to public utilities will be carried out by Council following submission of a permit application and payment of appropriate fees. Repairs of damage to any public stormwater drainage facility will be carried out by Council following receipt of payment. Restoration of any disused gutter crossings will be carried out by Council following receipt of the relevant payment.
17. **Road Opening Permit.** The applicant shall apply for a road-opening permit where a new pipeline is proposed to be constructed within or across the footpath. Additional road opening permits and fees may be necessary where there are connections to public utility services (e.g. telephone, electricity, sewer, water or gas) required within the road reserve. No works shall be carried out on the footpath without this permit being paid and a copy kept on the site.
18. **Flood and Overland Flow Protection.** The property has been identified as being susceptible to flooding and overland flow during large storm events. In accordance with Council's Floodplain Risk Management controls, the following measures are required to be implemented in the development.
 - a) The front fence must be constructed in a manner that does not impede the flow of flood waters, so as to detrimentally change flood behaviour or increase flood levels on adjacent properties. To achieve this, the lower portion of the fence below the estimated 100yr ARI must be constructed such to be permeable, leaving a clear gap between column supports, using louvres, flaps or a frangible paling system that can break away under hydrostatic force.
 - b) To ensure there are no adverse changes to the modelled flood regime and maintain the pre-developed level of flood storage, the proposed playground at the front of the site must match existing ground level. No fill in this area is permitted.
 - c) The habitable floor levels of all dwellings encompassed under this approval must not be less than the adjoining flood levels plus *freeboard* as specified in the Flood Impact Assessment by Umbrella Civil Consulting Engineers dated February 2014.

ITEM 3 (continued)

ATTACHMENT 1

- d) All new structures subject to flooding and overland flows must be constructed of flood compatible building components (refer to Schedule 3 of Council's DCP 2014 Part 8.2 (Stormwater and Floodplain Management) and associated annexures,
- e) External structures subject to flooding and overland flows must be structurally designed or reinforced to withstand the forces imposed by these flows, including forces imposed by floating debris and buoyancy. To achieve this, the structure must be designed, inspected and certified by a suitably qualified structural engineer to comply with this condition.

Certification of the structural design and details complying with this condition must be submitted to the Accredited Certifier for approval prior to the issue of a Construction Certificate.

Environmental Health Conditions

- 19. **Food Premises.** Construction and fit-out of food premises — All proposed food premises (other than retail meat premises) must be constructed and fitted-out in accordance with the requirements of:
 - (a) Food Safety Standard 3.2.3: Food Premises and Equipment; and
 - (b) Australian Standard AS 4674-2004: Design, construction and fit-out of food premises.
- 20. **Construction of walls** - The walls of all proposed food premises must be constructed of brick, concrete blocks, preformed panels filled with suitable material or other solid materials.
- 21. **Provision for installation of kitchen exhaust systems** - Adequate provision must be made for the installation of kitchen exhaust systems to the proposed food premises.
- 22. **Sanitary facilities** - Sanitary facilities must be provided in accordance with the requirements of the Building Code of Australia.
- 23. **Fresh air intake vents** - All fresh air intake vents must be located in a position that is free from contamination and at least 6 metres from any exhaust air discharge vent or cooling tower discharge.
- 24. **Exhaust air discharge vents** - All exhaust air discharge vents must be designed and located so that no nuisance or danger to health will be created.

ITEM 3 (continued)

ATTACHMENT 1

Carpark exhaust vent - The carpark exhaust vent must be located at least 3 metres above ground level or any pedestrian thoroughfare and: (a) at least 6 metres from any fresh air intake vent or natural ventilation opening; and (b) at least 6 metres or, where the dimensions of the allotment make this impossible, the greatest possible distance from any neighbouring property boundary.

25. **Kitchen exhaust vent** - The kitchen exhaust vent must be located above roof level:
- (a) at least 6 metres from any fresh air intake vent or natural ventilation opening;
 - (b) at least 6 metres or, where the dimensions of the allotment make this impossible, the greatest possible distance from any neighbouring property boundary; and
 - (c) at least 8 metres from any cooling tower.
26. **Storage of garbage and recyclable materials** - A separate room or area must be provided in a convenient location on the premises for the storage of garbage and recyclable materials. This shall comply with Council's Development Control Plan 2014, Part 7.2.
27. **External garbage storage areas** - External areas used for the storage of garbage must be roofed and paved with concrete graded to a grated drain connected to the sewerage system.

A hose cock must be provided adjacent to the garbage storage area to facilitate cleaning of the containers and storage area.

28. **Construction of garbage rooms** - All garbage rooms Must be constructed in accordance with the following requirements:
- a. The room must be of adequate dimensions to accommodate all waste containers, and any compaction equipment installed, and allow easy access to the containers and equipment for users and servicing purposes;
 - b. The floor must be constructed of concrete finished to a smooth even surface, coved to a 25mm radius at the intersections with the walls and any exposed plinths, and graded to a floor waste connected to the sewerage system;
 - c. The floor waste must be provided with a fixed screen in accordance with the requirements of Sydney Water Corporation;
 - d. The walls must be constructed of brick, concrete blocks or similar solid material cement rendered to a smooth even surface and painted with a light coloured washable paint;
 - e. The ceiling must be constructed of a rigid, smooth-faced, non-absorbent material and painted with a light coloured washable paint;

ITEM 3 (continued)

ATTACHMENT 1

- f. The doors must be of adequate dimensions to allow easy access for servicing purposes and must be finished on the internal face with a smooth-faced impervious material;
 - g. Any fixed equipment must be located clear of the walls and supported on a concrete plinth at least 75mm high or non-corrosive metal legs at least 150mm high; (h) The room must be provided with adequate natural ventilation direct to the outside air or an approved system of mechanical ventilation;
 - h. The room must be provided with adequate artificial lighting; and
 - i. A hose cock must be provided in or adjacent to the room to facilitate cleaning.
29. **Plumbing and drainage work** - All plumbing and drainage work must be carried out in accordance with the requirements of Sydney Water Corporation and the NSW Department of Fair Trading.

Landscape

30. **Excavation in TPZ.** Any excavations required within the Tree Protection Zone (TPZ) are to be undertaken utilising excavation techniques that prevent or minimise damage to structural roots (roots greater than >20 mm diameter). Further, in order to prevent soil compaction and root damage these works should be conducted with non-motorised hand tools, air knife or directional drilling under the supervision of the Project Arborist.
31. **Driveway Construction.** The construction of the new driveway is to be at or above the existing ground levels to avoid impact to any existing tree roots. All excavation and grading for the driveway construction within the determined Tree Protection Zones is to be carried out by hand using manual hand tools only. A 50mm layer of structural soil or river sand is to be provided as a subgrade to the new driveway to allow for future root growth and gaseous exchange.
32. **Retaining Wall.** The masonry retaining wall proposed along the north-eastern edge of the proposed driveway is to be constructed using pier and beam style footings. Isolated piers are to be located to avoid existing tree roots. Where roots are encountered, the Project Arborist is to determine the suitability of cleanly severing the tree root or retaining tree roots intact and investigating alternate locations for piers. Under no circumstances and strip or trench style footings permitted.

ITEM 3 (continued)

ATTACHMENT 1

33. **Approved Number of Children** – The child care centre is approved for forty-three (43) children with the following age group breakdown:

0-2 years – 8 children
2-3 years – 15 children
3-5 years – 20 children.

PRIOR TO CONSTRUCTION CERTIFICATE

A Construction Certificate must be obtained from a Principal Certifying Authority to carry out the relevant building works approved under this consent. All conditions in this Section of the consent must be complied with before a Construction Certificate can be issued.

Council Officers can provide these services and further information can be obtained from Council's Customer Service Centre on 9952 8222.

Unless an alternative approval authority is specified (eg Council or government agency), the Principal Certifying Authority is responsible for determining compliance with the conditions in this Section of the consent.

Details of compliance with the conditions, including plans, supporting documents or other written evidence must be submitted to the Principal Certifying Authority.

34. **Compliance with Australian Standards.** The development is required to be carried out in accordance with all relevant Australian Standards. Details demonstrating compliance with the relevant Australian Standard are to be submitted to the Principal Certifying Authority prior to the issue of the **Construction Certificate**.
35. **Structural Certification.** The applicant must engage a qualified practising structural engineer to provide structural certification in accordance with relevant BCA requirements prior to the release of the **Construction Certificate**.
36. **Security deposit.** The Council must be provided with security for the purposes of section 80A(6) of the *Environmental Planning and Assessment Act 1979* in a sum determined by reference to Council's Management Plan prior to the release of the **Construction Certificate**. (category: other buildings with delivery of bricks or concrete or machine excavation)
37. **Fees.** The following fees must be paid to Council in accordance with Council's Management Plan prior to the release of the **Construction Certificate**:
- (a) Infrastructure Restoration and Administration Fee
 - (b) Enforcement Levy

ITEM 3 (continued)

ATTACHMENT 1

38. **Alignment Levels.** The applicant is to apply to Council, pay the required fee, and have issued site specific alignment levels by Council prior to the issue of the **Construction Certificate**.
39. **Long Service Levy.** Documentary evidence of payment of the Long Service Levy under Section 34 of the Building and Construction Industry Long Service Payments Act 1986 is to be submitted to the Principal Certifying Authority prior to the issuing of the **Construction Certificate**.
40. **Sydney Water Tap in™.** The approved plans must be submitted to the Sydney Water Tap in™ on-line service to determine whether the development will affect any Sydney Water sewer or water main, stormwater drains and/or easement, and if further requirements need to be met.

The Sydney Water Sydney Water Tap in™ service provides 24/7 access to a range of services, including:

- building plan approvals
- connection and disconnection approvals
- diagrams
- trade waste approvals
- pressure information
- water meter installations
- pressure boosting and pump approvals
- changes to an existing service or asset, eg relocating or moving an asset.

Sydney Water's [Tap in™](https://www.sydneywater.com.au/SW/plumbing-building-developing/building/sydney-water-tap-in/index.htm) online service is available at:
<https://www.sydneywater.com.au/SW/plumbing-building-developing/building/sydney-water-tap-in/index.htm>

41. **Reflectivity of materials.** Roofing and other external materials must be of low glare and reflectivity. Details of finished external surface materials, including colours and texture must be provided to the Principal Certifying Authority prior to the release of the **Construction Certificate**.
42. **Fencing.** Fencing is to be in accordance with Council's DCP 2014. Details of compliance are to be provided in the plans for the **Construction Certificate**.
43. **Lighting of common areas (driveways etc).** Details of lighting for internal driveways, visitor parking areas and the street frontage shall be submitted for approval prior to issue of the **Construction Certificate**. The details to include certification from an appropriately qualified person that there will be no offensive glare onto adjoining residents.

ITEM 3 (continued)

ATTACHMENT 1

44. **Screen Doors and Windows.** Insect screens are to be installed to all operable windows and doors. Details of compliance are to be provided in the plans for the **Construction Certificate**.
45. **Side Gates.** A security gate is required to be provided within side setback areas to prevent intruders from accessing the outdoor play areas. These gates are to be provided with electronic keypad access to ensure that there will be no unauthorised access to the outdoor play area. Details of compliance are to be provided in the plans for the **Construction Certificate**.
46. **Exterior Lighting** – Installation of exterior lighting is to be undertaken in accordance with the provisions of the Ryde Development Control Plan 2014. Lighting details are to be submitted to the Principal Certifying Authority prior to issue of the **Construction Certificate**. The lighting details are to include certification from an appropriately qualified person that there will be no offensive glare or adverse impact onto adjoining properties.

Engineering Conditions

47. **Boundary Alignment Levels.** The applicant is to apply to Council for site specific boundary alignment levels prior to the issue of the Construction Certificate. The application would need to be accompanied by engineering plans of any civil works along the frontage of the development site. Fees are payable in accordance with Council's Schedule of Fees & Charges at the time of the application.
48. **Vehicle Footpath Crossing(s).** Concrete footpath crossings and associated gutter crossovers must be constructed fronting the approved vehicle access location(s). The crossing(s) must be constructed in plain reinforced concrete with location, design and construction shall conform to Council requirements and AS 2890.1 – 2004 (Offstreet Parking). Accordingly, prior to issue of Construction Certificate an application shall be made to Council's Public Works division for driveway crossing alignment levels. These issued levels are to be incorporated into the design of the driveway access and clearly delineate on plans submitted with the Construction Certificate application.
49. **Vehicle Access & Parking.** All internal driveways, vehicle turning areas, garages and vehicle parking space/ loading bay dimensions must be designed and constructed to comply with the relevant section of AS 2890 (Offstreet Parking standards).

ITEM 3 (continued)

ATTACHMENT 1

With respect to this, the following revision(s) must be undertaken;

- a) To allow for adequate sight distance from a vehicle exiting the property to pedestrians in the footpath area, the northern side of the driveway entry at the property boundary must have clear sight through a splayed region defined by Figure 3.3 of AS 2890.1 (2004) and Council's DCP. Ideally the region is to be free of all obstructions, otherwise any solid obstructions are to be no greater than 900mm above finished surfaces and horizontal fencing/ slats are to permit more than 50% visual permeability.

These amendment(s) must be clearly marked on the plans submitted with the application for a Construction Certificate.

50. **Stormwater Management.** To ensure that stormwater runoff from the development is drained in an appropriate manner, without impact to neighbouring properties and downstream systems, a detailed plan and certification of the development's stormwater management system must be submitted with the application for a Construction Certificate.

Stormwater runoff from the development shall be collected and piped by gravity flow to the new grated inlet pit to be located inline with the inground public drainage infrastructure fronting the property in Terry Road, generally in accordance with the plans by Umbrella Civil Consulting Engineers (Refer to Project No. UMB15022.HYD.DA Dwgs 101, 102 & 103 Iss. A dated 6 March 2015) subject to the following variation(s);

- Pit "P1" (at the base of the driveway in alignment with the front boundary) must be replaced with a trench grate (size to be nominated by the engineering consultant).
- The external playground at the rear of the property must be elevated and graded to provide a defined overland flow path from the area to the carpark or side access. The nominated playground levels would appear to create a ponding issue in the event of blockage of the single grated pit which is to drain the area. The grade of this area is also to be mindful of maintaining 150mm freeboard of the habitable entry points above the surface inlet pits.
- The onsite detention system must be designed in accordance with Council's simplified design method, with the correct parameters for the Eastwood catchment. Accordingly, based on the system configuration and catchment area, a maximum PSD of 19.08 L/s is warranted and will require reduction of the nominated orifice diameter (SSR is satisfactory). Any variations to these values attributed to changes required by conditions of this consent, must be in accordance with Council's DCP requirements for onsite detention and must be validated in the certification of the design required by this condition.

ITEM 3 (continued)

ATTACHMENT 1

The detailed plans, documentation and certification of the system must be prepared by a chartered civil engineer and comply with the following;

- The certification must state that the submitted design (including any associated components such as WSUD measures, pump/ sump, absorption, onsite dispersal, charged system) are in accordance with the requirements of AS 3500.3 (2003) and any further detail or variations to the design are in accordance with the requirements of Council's DCP 2014 Part 8.2 (Stormwater and Floodplain Management) and associated annexures.
- The submitted design is consistent with the approved architectural and landscape plan and any revisions to these plans required by conditions of this consent.

51. **Stormwater Management – Connection to Public Drainage System.** The connection to the public inground stormwater drainage infrastructure located in Terry Road will require the assessment, approval and inspection by Council's Public Works section to ensure the integrity of this asset is maintained. Engineering plans detailing the method of connection complying with Council's DCP and Technical Standards and an inspection fee in accordance with Council's current fees and charges must be paid to Council prior to the issue of the Construction Certificate. Council must be notified when the connection has been made to the pipe and an inspection must be made by a Council officer prior to restoration/ backfill at the point of connection for approval.

Where the point of connection is in neighbouring property, the applicant must provide written notification to the affected property owner no less than a week prior to the works and all structures/ surface areas affected by the drainage connection works must be reinstated at the completion of this activity, at no cost to the affected property owner.

52. **Stormwater Management - Quality.** A first flush infiltration system is to be designed and installed to capture the initial runoff from the paved parking area and store this flow off line to allow infiltration to the surrounding soil.
53. **Underground OSD Tank.** The footprint of the proposed underground OSD tank is to be modified to provide a minimum 4.5 metre clear offset from the eastern side boundary to minimise the impact to adjoining trees. The modification must maintain the required storage volume, must be clear of flood effected areas and is to be confined to the driveway area. Stormwater Management Plans demonstrating compliance with this condition are to be submitted to the PCA for approval, prior to the application for a Construction Certificate.

ITEM 3 (continued)

ATTACHMENT 1

54. **Erosion and Sediment Control Plan.** An Erosion and Sediment Control Plan (ESCP) must be prepared by a suitably qualified consultant, detailing soil erosion control measures to be implemented during construction. The ESCP is to be submitted with the application for a Construction Certificate. The ESCP must be in accordance with the manual *"Managing Urban Stormwater: Soils and Construction"* by NSW Department – Office of Environment and Heritage and must contain the following information;

- Existing and final contours
- The location of all earthworks, including roads, areas of cut and fill
- Location of all impervious areas
- Location and design criteria of erosion and sediment control structures,
- Location and description of existing vegetation
- Site access point/s and means of limiting material leaving the site
- Location of proposed vegetated buffer strips
- Location of critical areas (drainage lines, water bodies and unstable slopes)
- Location of stockpiles
- Means of diversion of uncontaminated upper catchment around disturbed areas
- Procedures for maintenance of erosion and sediment controls
- Details for any staging of works
- Details and procedures for dust control.

The ESCP must be submitted with the application for a Construction Certificate. This condition is imposed to protect downstream properties, Council's drainage system and natural watercourses from sediment build-up transferred by stormwater runoff from the site.

Environmental Health Conditions

55. **Mechanical ventilation details** - Details of all proposed mechanical ventilation systems, and alterations to any existing systems, must be submitted for approval with the application for the Construction Certificate. Such details must include: (a) Plans (coloured to distinguish between new and existing work) and specifications of the mechanical ventilation systems; and (b) A design certificate from a professional mechanical services engineer certifying that the mechanical ventilation systems will comply with the Building Code of Australia and the conditions of this Consent.
56. **Garbage storage details** - Details of the proposed garbage room or storage area must be submitted for approval with the application for the Construction Certificate. Such details must include: (a) the specifications and layout of all proposed waste storage and handling equipment; and (b) the access to the collection point.

ITEM 3 (continued)

ATTACHMENT 1

57. **Waste management plan** - The waste management plan submitted with the development application does not meet the requirements of Section 7.2 of Council's Development Control Plan 2010. Prior to work commencing a new waste management plan must be submitted to and approved by Council. The new plan must include the types and estimated volumes of waste materials that will be generated; the proposed method of reuse, recycling or disposal; and the name and address of the recycling facility or landfill site if the waste is to be recycled or disposed of off site. Reuse and recycling must be maximised.
58. **Discovery of Additional Information** - Council and the Principal Certifying Authority (if Council is not the PCA) must be notified as soon as practicable if any information is discovered during demolition or construction work that has the potential to alter previous conclusions about site contamination.
59. **Storage and removal of wastes** - All demolition and construction wastes must be stored in an environmentally acceptable manner and be removed from the site at frequent intervals to prevent any nuisance or danger to health, safety or the environment.
60. **Contaminated soil** - All potentially contaminated soil excavated during demolition or construction work must be stockpiled in a secure area and be assessed and classified in accordance with the Waste Classification Guidelines (DECCW, 2009) before being transported from the site.
61. **Transportation of wastes** - All wastes must be transported in an environmentally safe manner to a facility or place that can lawfully be used as a waste facility for those wastes. Copies of the disposal dockets must be kept by the applicant for at least 3 years and be submitted to Council on request.
62. **Disposal of asbestos wastes** - All asbestos wastes must be disposed of at a landfill facility licensed to receive asbestos waste.
63. **Surplus excavated material** - All surplus excavated material must be disposed of at a licensed landfill facility, unless Council approves an alternative disposal site.
64. **Imported fill** - All imported fill must be validated in accordance with the Contaminated Sites Sampling Design Guidelines (EPA, 1995) by an experienced environmental consultant, and a copy of the validation report must be submitted to the Principal Certifying Authority (and Council, if Council is not the PCA) before the fill is used.

ITEM 3 (continued)

ATTACHMENT 1

PRIOR TO COMMENCEMENT OF CONSTRUCTION

Prior to the commencement of any demolition, excavation, or building work the following conditions in this Part of the Consent must be satisfied, and all relevant requirements complied with at all times during the operation of this consent.

65. Site Sign

- (a) A sign must be erected in a prominent position on site, prior to the commencement of construction:
 - (i) showing the name, address and telephone number of the Principal Certifying Authority for the work,
 - (ii) showing the name of the principal contractor (if any) or the person responsible for the works and a telephone number on which that person may be contacted outside working hours, and
 - (iii) stating that unauthorised entry to the work site is prohibited.
- (b) Any such sign must be maintained while the building work, subdivision work or demolition work is being carried out, but must be removed when the work has been completed.

66. Excavation adjacent to adjoining land

- (a) If an excavation extends below the level of the base of the footings of a building on an adjoining allotment of land, the person causing the excavation must, at their own expense, protect and support the adjoining premises from possible damage from the excavation, and where necessary, underpin the adjoining premises to prevent any such damage.
- (b) The applicant must give at least seven (7) days notice to the adjoining owner(s) prior to excavating.
- (c) An owner of the adjoining allotment of land is not liable for any part of the cost of work carried out for the purposes of this condition, whether carried out on the allotment of land being excavated or on the adjoining allotment of land.

67. Safety fencing. The site must be fenced prior to the commencement of construction, and throughout demolition and/or excavation and must comply with WorkCover New South Wales requirements and be a minimum of 1.8m in height.

68. Development to be within site boundaries. The development must be constructed wholly within the boundaries of the premises. No portion of the proposed structure shall encroach onto the adjoining properties. Any doors/ gates on the boundary must be installed so they do not open onto any footpath.

ITEM 3 (continued)

ATTACHMENT 1

69. **Project Arborist.** A Project Arborist with minimum AQF level 5 qualifications is to be engaged to ensure adequate tree protection measures are put in place for the neighbouring trees located within the adjoining rear yards of No.2, 4, 6 & 8 Tarrants Avenue in accordance with AS4970-2009 Protection of trees on development sites. All work within the Tree Protection Zone is to be supervised by the Project Arborist throughout construction. Details of the Project Arborist are to be submitted to Council prior to the commencement of construction.

DURING CONSTRUCTION

Unless otherwise specified, the following conditions in this Part of the consent must be complied with at all times during the construction period. Where applicable, the requirements under previous Parts of the consent must be implemented and maintained at all times during the construction period.

70. **Critical stage inspections.** The person having the benefit of this consent is required to notify the Principal Certifying Authority during construction to ensure that the critical stage inspections are undertaken, as required under clause 162A(4) of the *Environmental Planning and Assessment Regulation 2000*.
71. **Survey of footings/walls.** All footings and walls within 1 metre of a boundary must be set out by a registered surveyor. On commencement of brickwork or wall construction a survey and report must be prepared indicating the position of external walls in relation to the boundaries of the allotment.
72. **Sediment/dust control.** No sediment, dust, soil or similar material shall leave the site during construction work.
73. **Use of fill/excavated material.** Excavated material must not be reused on the property except as follows:
- (a) Fill is allowed under this consent;
 - (b) The material constitutes Virgin Excavated Natural Material as defined in the *Protection of the Environment Operations Act 1997*;
 - (c) the material is reused only to the extent that fill is allowed by the consent.
74. **Construction materials.** All materials associated with construction must be retained within the site.
75. **Site Facilities**
The following facilities must be provided on the site:
- (a) toilet facilities in accordance with WorkCover NSW requirements, at a ratio of one toilet per every 20 employees, and
 - (b) a garbage receptacle for food scraps and papers, with a tight fitting lid.

ITEM 3 (continued)

ATTACHMENT 1

76. Site maintenance

The applicant must ensure that:

- (a) approved sediment and erosion control measures are installed and maintained during the construction period;
- (b) building materials and equipment are stored wholly within the work site unless an approval to store them elsewhere is held;
- (c) the site is clear of waste and debris at the completion of the works.

77. Work within public road. At all times work is being undertaken within a public road, adequate precautions shall be taken to warn, instruct and guide road users safely around the work site. Traffic control devices shall satisfy the minimum standards outlined in Australian Standard No. AS1742.3-1996 "Traffic Control Devices for Work on Roads".

78. Tree protection – no unauthorised removal. This consent does not authorise the removal of trees unless specifically permitted by a condition of this consent or identified as approved for removal on the stamped plans.

79. Tree protection – during construction. Trees that are shown on the approved plans as being retained must be protected against damage during construction.

80. Tree works – Australian Standards. Any works approved by this consent to trees must be carried out in accordance with all relevant Australian Standards.

81. Tree works – arborist supervision. A Consultant Arborist must be appointed to oversee all works, including demolition and construction, in relation to the trees identified for retention on the site.

82. Tree works – provision of arborist details. Council is to be notified, in writing, of the name, contact details and qualifications of the Consultant Arborist appointed to the site. Should these details change during the course of works, or the appointed Consultant Arborist alter, Council is to be notified, in writing, within seven working days.

83. Drop-edge beams. Perimeters of slabs are not to be visible and are to have face brickwork from the natural ground level.

Engineering Conditions

84. Traffic Management. Any traffic management procedures and systems must be in accordance with AS 1742.3 1996 and City of Ryde, Development Control Plan 2014: - Part 8.1; Construction Activities. This condition is to ensure public safety and minimise any impacts to the adjoining pedestrian and vehicular traffic systems.

ITEM 3 (continued)

ATTACHMENT 1

Accordingly, a detailed plan of traffic management prepared by a traffic engineer including certification indicating compliance are to be submitted with the Construction Certificate application.

85. **Erosion and Sediment Control Plan - Implementation.** The applicant shall install erosion and sediment control measures in accordance with the Construction Certificate approved Soil Erosion and Sediment Control (ESCP) plan at the commencement of works on the site. Erosion control management procedures in accordance with the manual “Managing Urban Stormwater: Soils and Construction” by the NSW Department – Office of Environment and Heritage, must be practiced at all times throughout the construction.
86. **Stormwater Management - Construction.** The stormwater drainage system on the site must be constructed in accordance with the Construction Certificate version of the Stormwater Management Plan by Umbrella Civil Consulting Engineers (Refer to Project No. UMB15022.HYD.DA Dwgs 101, 102 & 103 Iss. A dated 6 March 2015) submitted in compliance to the condition labelled “Stormwater Management.” and the requirements of Council in connection to the trunk drainage system.
87. **Public Domain Works - Construction.** The public domain infrastructure works specified in this consent must be constructed in accordance with the approved civil infrastructure plans, documentation and any associated conditions as issued by Council’s Public Works under Section 138 of the Roads Act.
88. **Public Domain Works – Construction Inspections.** Infrastructure works on assets which are to be dedicated to Council on completion of the development or are located on a public road reserve, will require inspection by Council’s Public Works section (the relevant officer) at the following hold points: -
 - a) Prior to the commencement of construction and following the set-out on site of the position of the drainage works to the levels shown on the approved drainage drawings.
 - b) Upon excavation of trenches and for other drainage structures to the line, grade, widths and depths shown on the approved drainage drawings.
 - c) Upon installation of any pipe and other drainage structures.
 - d) Upon backfilling of excavated areas and prior to the construction of the final pavement surface.
 - e) Upon the completion of all drainage works and prior to practical completion.

ITEM 3 (continued)

ATTACHMENT 1

Environmental Health Conditions

89. **Discovery of Additional Information** - Council and the Principal Certifying Authority (if Council is not the PCA) must be notified as soon as practicable if any information is discovered during demolition or construction work that has the potential to alter previous conclusions about site contamination.
90. **Storage and removal of wastes** - All demolition and construction wastes must be stored in an environmentally acceptable manner and be removed from the site at frequent intervals to prevent any nuisance or danger to health, safety or the environment.
91. **Contaminated soil** - All potentially contaminated soil excavated during demolition or construction work must be stockpiled in a secure area and be assessed and classified in accordance with the Waste Classification Guidelines (DECCW, 2009) before being transported from the site.
92. **Transportation of wastes** - All wastes must be transported in an environmentally safe manner to a facility or place that can lawfully be used as a waste facility for those wastes. Copies of the disposal dockets must be kept by the applicant for at least 3 years and be submitted to Council on request.
93. **Disposal of asbestos wastes** - All asbestos wastes must be disposed of at a landfill facility licensed to receive asbestos waste.
94. **Surplus excavated material** - All surplus excavated material must be disposed of at a licensed landfill facility, unless Council approves an alternative disposal site.
95. **Imported fill** - All imported fill must be validated in accordance with the Contaminated Sites Sampling Design Guidelines (EPA, 1995) by an experienced environmental consultant, and a copy of the validation report must be submitted to the Principal Certifying Authority (and Council, if Council is not the PCA) before the fill is used.

PRIOR TO OCCUPATION CERTIFICATE

An Occupation Certificate must be obtained from a Principal Certifying Authority prior to commencement of occupation of any part of the development, or prior to the commencement of a change of use of a building.

Prior to issue, the Principal Certifying Authority must ensure that all works are completed in compliance with the approved construction certificate plans and all conditions of this Development Consent.

ITEM 3 (continued)

ATTACHMENT 1

Unless an alternative approval authority is specified (eg Council or government agency), the Principal Certifying Authority is responsible for determining compliance with conditions in this Part of the consent. Details to demonstrate compliance with all conditions, including plans, documentation, or other written evidence must be submitted to the Principal Certifying Authority.

96. **Landscaping.** All landscaping works approved by condition 1 are to be completed prior to the issue of the final **Occupation Certificate**.
97. **Fire safety matters.** At the completion of all works, a Fire Safety Certificate must be prepared, which references all the Essential Fire Safety Measures applicable and the relative standards of Performance (as per Schedule of Fire Safety Measures). This certificate must be prominently displayed in the building and copies must be sent to Council and the Fire and Rescue NSW.

Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any Occupation Certificate.

Each year the Owners must send to the Council and the Fire and Rescue NSW an annual Fire Safety Statement which confirms that all the Essential Fire Safety Measures continue to perform to the original design standard.

98. **Sydney Water – Section 73.** A Section 73 Compliance Certificate under the Sydney Water Act 1994 must be obtained from Sydney Water Corporation. Application must be made through an authorised Water Servicing Co-ordinator. Please refer to the Building Developing and Plumbing section of the web site www.sydneywater.com.au then refer to “Water Servicing Coordinator” under “Developing Your Land” or telephone 13 20 92 for assistance.

Following application a “Notice of Requirements” will advise of water and sewer infrastructure to be built and charges to be paid. Please make early contact with the Co-ordinator, since building of water/sewer infrastructure can be time consuming and may impact on other services and building, driveway or landscape design.

Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any Occupation Certificate.

99. **Letterboxes and street/house numbering.** All letterboxes and house numbering are to be designed and constructed to be accessible from the public way. Council must be contacted in relation to any specific requirements for street numbering.

ITEM 3 (continued)

ATTACHMENT 1

Engineering Conditions

100. **Stormwater Management - Work-as-Executed Plan.** A Work-as-Executed plan (WAE) of the as constructed Stormwater Management System must be submitted with the application for an Occupation Certificate. The WAE must be prepared and certified (signed and dated) by a Registered Surveyor and is to clearly show the constructed stormwater drainage system (including any onsite detention, pump/ sump, charged/ siphonic and onsite disposal/ absorption system) and finished surface levels which convey stormwater runoff.
101. **Stormwater Management – Positive Covenant(s).** A Positive Covenant must be created on the property title(s) pursuant to the relevant section of the Conveyancing Act (1919), providing for the ongoing maintenance of the onsite detention components incorporated in the approved Stormwater Management system. This is to ensure that the drainage system will be maintained and operate as approved throughout the life of the development, by the owner of the site(s). The terms of the instrument are to be in accordance with the Council's terms for these systems as specified in City of Ryde DCP 2014 - Part 8.4 (Title Encumbrances) - Section 7, and to the satisfaction of Council, and are to be registered on the title prior to the release of the Occupation Certificate for that title. Note that completed WAE plans as well as certification of the completed stormwater management system must be provided with the application, prior to it being endorsed by Council.
102. **Restriction as to User - Floodway.** A restriction as to user is to be placed on the property title to prevent any works which would result in the alteration of the ground surface level or impose on overland flow due to stormwater runoff in the 100ARI, such to adversely impact flood protection of the approved dwelling or have an adverse impact on neighbouring properties. The terms of the restriction shall be generally in accordance with Council's draft terms for provision for overland flow, to the satisfaction of Council and must be registered on the title of the property prior to the release of any Occupation Certificate.
103. **Redundant Footpath Crossing.** The existing footpath crossing(s) and associated gutter crossover(s) which are not accessing approved vehicle access points must be removed and restore kerb and gutter, verge and footway to match existing adjoining sections. All new levels and materials must be flush and consistent with adjoining sections and all costs are to be borne by the applicant. The works must be completed to Councils satisfaction, prior to the issue of the Final Occupation certificate.

ITEM 3 (continued)

ATTACHMENT 1

104. **Engineering Compliance Certificates.** To ensure that all engineering facets of the development have been designed and constructed to the appropriate standards, Compliance Certificates must be obtained for the following items and are to be submitted to the Accredited Certifier prior to the release of any Occupation Certificate. All certification must be issued by a qualified and practising civil engineer having experience in the area respective of the certification unless stated otherwise.
- a) Confirming that all components of the parking areas contained inside the site comply with the relevant components of AS 2890 and Council's DCP 2014 Part 9.3 (Parking Controls).
 - b) Certification from a Hydraulic Engineer that the finished ground levels floor levels have been constructed and the overland flow path has been maintained as designed and required by conditions of this consent.
 - c) Confirming that the Stormwater Management system (including any constructed ancillary components such as onsite detention) servicing the development complies with Council's DCP 2014 Part 8.2 (Stormwater and Floodplain Management) and associated annexures, and has been constructed to function in accordance with all conditions of this consent relating to the discharge of stormwater from the site.
 - d) Confirming that the connection of the site drainage system to the trunk drainage system complies with Section 4.7 of AS 3500.3 - 2003 (National Plumbing and Drainage Code), the relevant sections of the Council's DCP 2014 Part 8.2 (Stormwater and Floodplain Management) and associated annexures and any requirements of Council pending on site conditions.
 - e) Confirming that erosion and sediment control measures were implemented during the course of construction and were in accordance with the manual "*Managing Urban Stormwater: Soils and Construction*" by the NSW Department – Office of Environment and Heritage and Council's DCP 2014 Part 8.1 (Construction Activities).
 - f) Compliance certificate from Council confirming that all external works in the public road reserve have been completed to Council's satisfaction.
105. **On-Site Stormwater Detention System - Marker Plate.** To ensure the constructed On-site detention will not be modified, a marker plate is to be fixed to each on-site detention system constructed on the site. The plate construction, wordings and installation shall be in accordance with Council's DCP 2014 Part 8.2 (Stormwater and Floodplain Management) and associated annexures. The plate may be purchased from Council's Customer Service Centre at Ryde Civic Centre (Devlin Street, Ryde).

ITEM 3 (continued)

ATTACHMENT 1

Environmental Health Conditions

106. **Certification of fit-out work** - Where Council is not the Principal Certifying Authority, the PCA must inspect the completed fit-out and issue a compliance certificate certifying that the fit-out complies with Food Safety Standard 3.2.3: Food Premises and Equipment and Australian Standard AS 4674-2004: Design, construction and fit-out of food premises, and a copy of the compliance certificate must be submitted to Council, before the issue of an Occupation Certificate.

Note: Prior to issuing a compliance certificate, the PCA is advised to engage a consultant eligible to hold full membership with Environmental Health Australia (EHA) to prepare a report including premises inspections, outlining the compliance of the fitout of the subject premises with AS4674:2004 and Food Standards Code 3.2.2. A copy of this report shall be submitted to Council.

107. **Certification of mechanical ventilation work** - Where any mechanical ventilation systems have been installed or altered, an installation certificate from a professional mechanical services engineer certifying that the systems comply with the approved plans and specifications must be submitted to the Principal Certifying Authority before the issue of an Occupation Certificate.
108. **Registration of premises** - The operator of the business must register the premises with Council's Environmental Health Unit before trading commences.
109. **Noise** The report prepared by Renzo Tonin & Associates "16 Terry Road, Eastwood — Noise Assessment of Proposed Childcare Centre" dated 25 March 2015 and the recommendations contained within this report shall be adopted for this development.
110. **Emergency Evacuation.** Prior to the issue of an Occupation Certificate for the child care centre, a "Fire Safety and Evacuation Plan" complying with Australian Standard AS3745 is to be prepared by a suitably qualified person and submitted to the Principal Certifying Authority.

The Fire Safety and Evacuation Plan is to address:

- i. The mobility of children and how this is to be accommodated during an evacuation;
- ii. The location of a safe congregation area, away from the evacuated building, busy roads and other hazards, and away from evacuation points for use by other occupants/tenants of the same building or of surrounding buildings; and

ITEM 3 (continued)

ATTACHMENT 1

- iii. The supervision of children during the evacuation and at the congregation area with regard to the capacity of the child care centre including child to staff ratios.

OPERATIONAL CONDITIONS

The conditions in this Part of the consent relate to the on-going operation of the development and shall be complied with at all times.

- 111. **Hours of operation.** The hours of operation are to be restricted to:
 - a. The hours of operation of the child care centre are restricted to 7:00am to 6:00pm Monday to Friday.
 - b. The child care centre is not permitted to operate on, Saturdays, Sundays or Public Holidays.
- 112. **Offensive noise.** The use of the premises must not cause the emission of 'offensive noise' as defined in the *Protection of the Environment Operations Act 1997*.
- 113. **Waste storage/disposal – hours of collection.** Waste and recyclable material generated by these premises must not be collected between the hours of 9pm and 8am on any day.
- 114. **Waste storage/disposal – method.** All wastes generated on the premises must be stored and disposed of in an environmentally acceptable manner.
- 115. **Waste storage/disposal – containers.** An adequate number of suitable waste containers must be kept on the premises for the storage of garbage and trade waste.
- 116. **Waste storage/disposal – recycling.** Wastes for recycling should be the stored in separate bins or containers and transported to a facility where the wastes will be recycled or re-used.
- 117. **Delivery and loading/unloading – hours.** No deliveries, loading or unloading associated with the premises are to take place between the hours of 6pm and 7am on any day.
- 118. **Loading areas.** Loading areas are to be used for the loading and unloading of goods, materials etc. only and no other purpose.

ITEM 3 (continued)

ATTACHMENT 1

119. **Signage – English language.** All advertising signs are to be displayed in the English language but may include a translation into another language using letters or characters that are no larger than the English language letters or characters.

Any translated message must be accurate and complete.

No amendment to the size of a sign will be permitted to allow for both the English and translated language to be displayed.

120. **Signage – illumination.** Illuminated signs shall be fitted with a timing device to switch off the illumination between 11pm and 7am.

121. No approval is granted in this consent for general or third party advertising which is prohibited.

122. **Use of first floor transition area.** The area shown as “veranda transition” at the first floor level shall not be used as an outdoor play area or the like at any time, but shall only be used as a thoroughfare between the indoor play area at first floor level, and the outdoor play area at the rear of the site.

123. **Noise.** A validation report must be obtained from a suitably qualified and experienced consultant in acoustics three (3) months after the business commences trading and from time to time as reasonably requested by Council. The report should demonstrate and certify that noise intrusion within the development and from the development to adjoining sensitive receivers satisfies the relevant provisions of the Protection of the Environment Operations Act 1997, NSW Office of Environment & Heritage/Environment Protection Authority Noise Control Manual & Industrial Noise Policy, NSW Department of Environment and Conservation’s Assessing Vibration: a technical guideline 2006 and conditions of Council’s development consent.

The report is to be forwarded to and approved by Council. This report must address (but not limited to) the level of noise intrusion from road traffic noise within the building and the accumulation effect of mechanical plant and equipment and noise generated from all children in the outdoor play area on adjoining residential properties. Any recommendations outlined in the acoustic report are to be implemented in accordance with the report.

124. **Use of rear outdoor play area.** The rear outdoor play area shall be limited to a maximum 2 hours per day.

125. **Storage and disposal of wastes** - All wastes generated on the premises must be stored and disposed of in an environmentally acceptable manner.

ITEM 3 (continued)

ATTACHMENT 1

126. **Maintenance of waste storage areas** - All waste storage areas must be maintained in a clean and tidy condition at all times.
127. **Air pollution** - The use of the premises, including any plant or equipment installed on the premises, must not cause the emission of smoke, soot, dust, solid particles, gases, fumes, vapours, mists, odours or other air impurities that are a nuisance or danger to health.
128. **Standards of air impurities not to be exceeded** - Any discharge to atmosphere from the premises must comply with the requirements of the Protection of the Environment Operations (Clean Air) Regulation 2010.
129. **Offensive noise** - The use of the premises must not cause the emission of 'offensive noise' as defined in the Protection of the Environment Operations Act 1997.
130. **Noise and vibration from plant or equipment** - Unless otherwise provided in this Consent, the operation of any plant or equipment installed on the premises must not cause: (a) The emission of noise that exceeds the background noise level by more than 5dBA when measured at, or computed for, the most affected point, on or within the boundary of the most affected receiver. Modifying factor corrections must be applied for tonal, impulsive, low frequency or intermittent noise in accordance with the New South Wales Industrial Noise Policy (EPA, 2000). (b) An internal noise level in any adjoining occupancy that exceeds the recommended design sound levels specified in Australian/New Zealand Standard AS/NZS 2107:2000 Acoustics — Recommended design sound levels and reverberation times for building interiors. (c) The transmission of vibration to any place of different occupancy.
131. **Clean water only to stormwater system** - Only clean unpolluted water is permitted to enter Council's stormwater drainage system.
132. **Duty to notify** - Pollution incidents causing or threatening harm to the environment must be reported to Council as soon as practicable on Tel. 9952 8222.

ADVISORY NOTES:

- A) **Inspections and fees** - Council officers may carry out periodic inspections of the premises to ensure compliance with relevant environmental health standards and Council may charge an approved fee for this service in accordance with Section 608 of the Local Government Act 1993. The approved fees are contained in Council's Management Plan and may be viewed or downloaded at www.ryde.nsw.gov.au.

ITEM 3 (continued)

ATTACHMENT 1

- B) Saturated and trans fats** - To minimise the risk of cardiovascular disease in the community, fats and cooking oils that are high in saturated and/or trans fats should not be used in the preparation or cooking of food. Alternatively, instead of deep frying, change to healthier cooking methods such as baking, grilling, steaming or microwaving or use mono/polyunsaturated fats or oils such as canola, olive, sunflower, soybean and safflower oils and margarines.

ITEM 3 (continued)

ATTACHMENT 2

Quality Certification
Assessment of a Child Care Centre

LDA No:	LDA 15/219
Date Plans Rec'd	Original plans - 11 May 2015; Revised plan - 15 August 2015; and Further revised plans – 19 May 2016.
Address:	16 Terry Road, Eastwood
Proposal:	Alterations and Additions to dwelling house and change of use to a child care centre for 43 places operating 7am - 6pm Monday to Friday with 10 car parking spaces, fences and business identification signage.
Constraints Identified:	Overland Flow/Flooding.

COMPLIANCE CHECK

RYDE LEP 2014	PROPOSAL	COMPLIANCE
4.3(2) Height <ul style="list-style-type: none"> 9.5 	7.99m Top of ridge RL 84.34 EGL – 76.35	Yes
4.4(2) & 4.4A(1) FSR <ul style="list-style-type: none"> 0.5:1 	GFA – Ground floor - 266m ² GFA – First floor – 229m ² GFA Total - 495m ² Site area 1485.24 <i>Deposited Plan</i> FSR –0.33:1	Yes

ITEM 3 (continued)

ATTACHMENT 2

<p>6.8 Access for child care centres must not be to a classified road Despite any other provision of this Plan, development consent must not be granted to the carrying out of development for the purposes of a child care centre on land if the access to that land is from an existing or proposed classified road.</p>	<p>Access is not provided from a classified road</p>	<p>Yes</p>
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RYDE DCP 2014	PROPOSED	COMPLIANCE
Part 3.2 – Child Care Centres		
Child Care Centre Design		
<p>A child care centre development is to be designed and drawn by a person who is an architect or who is accredited by the Building Designers Association of NSW Inc</p>	<p>A review of the submitted documentation shows that the proposed modifications have been designed and drawn by Creative Drafting Services who state on their website that they are Member of the BDA, NSW Inc.</p>	<p>Yes</p>
<p>The landscape plan must be designed and specified by a landscape architect with demonstrated experience in designing external spaces for child care centres due to the particular nature of the requirements (refer in particular the requirements in section 6 Landscaping and Play Spaces under this Part)</p>	<p>Following the issue of an additional information letter and meeting with the applicant a landscape plan was provided by Creative Drafting Services. However it is noted that it has not been prepared by a landscape architect and as such remains non-compliant with this control.</p> <p>The proposed landscape plan has been referred to Council's Consultant Landscape Architect who has deemed the plan unacceptable. A deferred commencement condition has been recommended to</p>	<p>No - Condition</p>

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
	ensure a suitable landscape plan prepared by a qualified landscape architect is submitted to Council.	
Child care centre development applications are required to be accompanied by a signed undertaking by the applicant, licensee or proposed licensee that demonstrates that the proposal has been designed to comply with respect to the Children's Services Regulation 2004 or DoCS requirements as relevant at the time of application.	No signed undertaking received as part of the development application documents, it is considered that this requirement be included as a condition of consent.	No Condition
Technical Assessment Requirements		
Technical assessments may also be required to be prepared and submitted with the development application, or while the development application is under assessment, to demonstrate support for the proposal and compliance with this DCP.	<p>The submitted documents include technical assessments as required by this DCP2014.</p> <ul style="list-style-type: none"> • Acoustic Assessment • Traffic and Parking Statement • Geotechnical • Flood Impact Assessment • BCA Compliance Report • Access Compliance Report. 	Yes
Suitability of Location and Site for Child Care		
Preferred Locations		
– Single use developments street frontage and width >20m. Corner allotments > 17m	The street frontage to Terry Road is 23.54m (Site Survey).	Yes
– Single use – minimum site area of 800m ² – regular in shape	The site area is 1485.24m ² (Deposited Plan)	Yes

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
<ul style="list-style-type: none"> – Not located on arterial or sub-arterial roads, refer Schedule 2 	<p>The proposed child care centre is not located on an arterial (state) road as detailed in schedule 2 of Part 3.2 of DCP2014</p> <p>In addition it is noted the submitted traffic report, Development Engineer comments, and peer review of the traffic and parking impacts of the proposal has determined the proposal will not unduly impact on traffic for the surrounding road network.</p>	Yes
<ul style="list-style-type: none"> – Within mixed use developments on arterial and sub-arterial roads, located distant and facing away from road 	Not within a mixed use development	N/A
<ul style="list-style-type: none"> – No battle-axe allotments 	Not a battle axe allotment	Yes
<ul style="list-style-type: none"> – Cul-de-sac not preferred. Applications for centres in CDS must demonstrate appropriate traffic management is provided 	Not a cul-de-sac	Yes
<ul style="list-style-type: none"> – Not located in proximity to a brothel (Part 3.1 Brothels under DCP 2006) 	The proposed child care centre is not located within proximity to a known brothel.	Yes
<ul style="list-style-type: none"> – Site flat or gently sloping and well drained <ul style="list-style-type: none"> i. Assist design of useable indoor and outdoor areas at same grade ii. Provide accessibility to all areas iii. Assist drainage after rain 	<p>The submitted site survey shows that the site falls from south to the north, gradient approximately 1:18.</p> <p>It is considered that the site is gently sloping providing for effective draining whilst still promoting accessibility to all areas.</p>	Yes

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
<ul style="list-style-type: none"> Aspect permits maximum solar access and natural ventilation 	<p>The orientation of the proposed building and play areas on the subject site is north to south. The street front boundary of the property has a northerly aspect.</p> <p>It is considered that the proposed building permits sufficient solar access and ventilation. The submitted shadow diagrams show that the dwelling and the outdoor play areas will receive adequate sunlight.</p>	Yes
<ul style="list-style-type: none"> Located on land not affected by adverse overshadowing by existing or future development, undue heat loads from reflective surfaces of existing or future approved buildings on neighbouring sites 	<p>The proposed child care centre is not likely to be affected by adverse overshadowing by existing or future development on neighbouring sites given its location within the R2 Low Density Zone. Existing adjoining development is predominantly residential.</p>	Yes
<ul style="list-style-type: none"> Site not subject to undue overlooking from existing or future adjoining development 	<p>As above, the surrounding development is predominantly residential. It is not considered that the site is subject to undue overlooking from existing or future adjoining development.</p>	Yes
<ul style="list-style-type: none"> Preferred locations for larger centres in residential areas; Sites located on street corners Sites share common boundaries with compatible non-residential uses Compatible land uses subject to acceptable traffic and parking 	<p>The proposed centre is not classified as a 'larger centre' according to Ryde DCP 2014, being (50-90 child care places). Only 43 places are proposed.</p> <p>Site shares boundary with residential uses.</p>	Yes

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
<ul style="list-style-type: none"> - In low density residential zones, larger scale development (2 or more allotments, up to 90 children) share common boundaries with no more than 3 residential properties. 	<p>Not a larger centre by virtue of providing 43 places on a single allotment.</p> <p>It is noted that the proposed child care centre shares common boundaries with six (6) residential properties by virtue of its location near the intersecting street of Tarrants Avenue where adjoining properties are perpendicular to the eastern side boundary of the site.</p> <p>It is also noted that the subject site includes insufficient land area to be subdivided into two separate Torrens title allotments.</p>	N/A
<ul style="list-style-type: none"> - Work based centres in mixed use developments adjacent to non commercial / non-residential components to protect privacy and amenity of centre and neighbouring workers/residents. 	As above not located in a mixed use centre	N/A
Environmental Risks/Hazards		
<ul style="list-style-type: none"> - Not to be located on land affected by overland flow 	<p>Council records show the site forms part of a local overland flowpath.</p> <p>Submitted with the DA is a Flood Impact Assessment. This has been reviewed as part of a referral to Council's Development Engineer who indicated the submitted flood impact assessment is generally satisfactory subject to the imposition of conditions of consent.</p>	No - justified

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
– On land affected by overland flow any alterations or additions are not to pose a safety or health risk. Overland Flow Study/Stormwater Drainage Plan required	Refer above	N/A
– Consideration may be given to sites affected by overland flow in front setback area. Must not constitute a flood hazard and supported by Overland Flow Study/Stormwater Drainage Plan	Refer above	N/A
– Developments not to be located on Bush Fire Prone Land	Not located on land identified as Bush Fire Prone	Yes
The location is to take into consideration any other environmental health hazard including		
– i. Pollution created by car and other vehicle fumes (from high traffic volumes such as on arterial, sub arterial and collector roads);	Terry Road is identified in Schedule 2 of DCP2014 as a collector road. Traffic impacts have been assessed and determined to be satisfactory by Council's Development Engineer and also the peer review.	Yes
– ii. Existing and potential on and off-site electromagnetic fields;	A review of the ACMA / RADCOM Website has revealed that the nearest mobile telephone tower is greater than 600m from the subject site. The proposed development has been referred to Council's EHO who has not made any comments in relation to the location of the site in relation to existing and potential on and off-site	Yes

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
	electromagnetic fields. In this regard the proposal is deemed to be satisfactory.	
- iii. Contaminated land;	The proposed development was referred to Council's EHO who has noted the following: <i>"A check of Council's records has shown that the site appears to have been used as a residential premises since the 1940's or earlier. Therefore, it is not likely that there will be contamination on the premises, however, a condition will be imposed in the event that excavations reveal any contamination, then the applicant shall advice Council".</i>	Yes
- iv. Lead in painted surfaces, carpets, furnishings and roof void in existing buildings;	No hazardous materials survey report provided. It is noted that the 'existing building' on the subject site was constructed only 3 years ago, and as such is taken not to include lead in painted surfaces, carpets furnishings and roof voids. In addition the proposal has been referred to Council's EHO who has recommended appropriate conditions to deal with possible contamination.	Yes
- v. Asbestos or other contamination or poisoning in existing buildings;	No hazardous materials survey report provided. It is noted that the 'existing building' on the subject site was constructed only 3 years ago, and as such is taken not	Yes

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
	to include asbestos or other contamination or poisoning materials. In addition the proposal has been referred to Council's EHO who has recommended appropriate conditions to deal with possible contamination.	
- vi. Proximity to service stations;	No service stations are in proximity to the subject site	Yes
- vii. Proximity to LPG tanks;	None identified	Yes
- viii. Proximity to significant noise, odour and other pollutant generating sources, or sites which (due to prevailing land use zoning) may in future accommodate noise or odour generating uses;	None identified	Yes
- ix. Proximity to transmission lines, railway lines, mobile phone towers or other sources of electromagnetic energy;	Refer above	Yes
- Mould and mildew in existing buildings;	No Mould Assessment Report has been undertaken. However the proposal relates to a building which is only 3 years old. Additionally, wholesale alterations and additions are included as part of the proposal and as such the reconfigured building will be newly fitted out, thus reducing opportunities for mould.	Yes
- xi. Proximity to water cooling and water warming systems;	None identified in close proximity.	Yes
- xii. Any other identified environmental hazard or risk relevant to the site and/ or existing buildings within the site.	The DA was referred to Council's EHO who has not identified any other environmental hazards or risks relevant to the subject site.	Yes

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
<ul style="list-style-type: none"> Where sites are proposed within 125 metres of arterial roads, air quality monitoring, and soil quality testing will be required to determine toxicity levels. Noise level testing will also be required. 	Not located within 125m of an arterial road.	Yes
<ul style="list-style-type: none"> The site must not have been previously used as a petrol station, automotive repair workshops, or other activity associated with hazardous substances, unless a soil analysis has been conducted 	The site is currently occupied by a two (2) storey residential dwelling house.	N/A
<ul style="list-style-type: none"> The site is not to be in a location likely to be affected by emissions of dust, fumes, noise, nor by frequent truck movements. 	Not located on an arterial road nor in proximity to uses likely to generate dust, fumes, noise or frequent truck movements.	Yes
<ul style="list-style-type: none"> Consideration is to be given to the requirements of SEPP 55 and any land contamination policy adopted by Council. 	<p>Refer above – not addressed in SEE however given the residential use of the site it is considered that it is unlikely that the subject site subject to contamination. This has been concurred with in the EHO referral response.</p> <p>In any event, suitable conditions of consent are recommended to safeguard against potential contamination.</p>	Yes
Assessing Child Care Needs and Size of Facility		
<p>All development applications for child care centres are required to identify:</p> <p>i. Proposed total number of child care places.</p>	The development application proposes 43 Child Care Spaces.	Yes

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
ii. Proposed number of children by age group;	<p>The proposed age group breakdown for the child care centre is as follows</p> <p>0-2 years – eight (8) 2-3 years – fifteen (15) 3-5 years – twenty (20)</p> <p>Total – 43 Children</p> <p>The development application proposes 43 Child Care Spaces.</p>	Yes
iii. Proposed number of staff including all full time and part time staff, and role of each staff member	<p><i>The number of educators to children ratios is regulated by the Education and Care Services National Regulations.</i></p> <p><i>The ratios were updated on 1 January 2016. The ratios are provided as follows.</i></p> <p><i>1:4 (birth to 24 months)</i> <i>1:5 (24-36 months)</i> <i>1:10 (Older than 36 months)</i></p> <p>According to the above regulation the number of staff required pursuant to the ratios provided in the regulations is detailed below.</p> <p>(a) 2 staff (8 children) (b) 3 staff (15 children) (c) 2 staff (20 children)</p> <p>Child care centre proposes eight (8) staff members.</p>	Yes
– justification that the proposed number of children within each age group is consistent with current and projected future	<p>The applicant has provided this justification within its response to submissions. The applicant states that</p>	Yes

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
needs in the area	while child care place vacancies are available within different centres, the vacancies vary by age of the children sought to be placed and days and times required for care. The response notes that there is a clear lack of sufficient vacancies for 0-2 age group by virtue that a large percentage of the centres do not provide care for this age group.	
Site Analysis		
<ul style="list-style-type: none"> - A site analysis to be submitted for new child care centre developments including developments that involve the conversions of existing dwellings/other buildings - A site analysis drawing must be based on a survey drawing produced by a qualified surveyor and contain a reference number and date. All levels are to be provided to AHD 	<p>Site plan provided levels to AHD</p> <p>Refer above.</p>	Yes
Design and Character		
<ul style="list-style-type: none"> • All Child Care Centres - Designed in accordance with CPTED 	<p>It is considered that the proposed child care centre has been designed to address CPTED principals.</p> <p><i>Surveillance</i></p> <p>The SEE notes that internal and external CCTV cameras will be installed with minimum 30 days storage.</p>	Yes

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
	<p>The centre will utilise internal and external movement activated security sensor lighting</p> <p><i>Access Control</i></p> <p>The perimeter of the property will be suitably fenced with minimum 1500mm high fencing to Terry Road and 2100mm high lapped and capped timber fence to the side and rear boundaries. There fences will be augmented by the recommendations of the acoustic report where necessary.</p> <p>The perimeter of the external play areas will be fenced with a palisade style pool fencing and lockable gate.</p> <p>An internal and external alarm siren and associated blue strobe light will be installed within the premises which will activated upon unauthorised entry.</p> <p><i>Territorial Reinforcement</i></p> <p>The design of the car parking and arrival area shows clear transition between public and private space through use of hard and soft landscaped elements which reinforce who uses the space and what it is to be used for.</p>	

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
	<p><i>Space Management</i> It is considered that the proposed child care centre will be managed by a private operator and as such will be well maintained and well used. The submitted SEE notes motion activated external security lighting detectors throughout the centre,</p> <p>After-hours random private security patrols and bollard lighting and floodlighting of curtilage of the centre including pathways and outdoor play area.</p>	
<ul style="list-style-type: none"> - orientated for year round natural light and ventilation and comfort in indoor spaces and outdoor spaces 	<p>As previously noted the proposed front of the building and proposed outdoor space play space within the front setback orientated to the north it is considered that the proposed building is suitably orientated.</p>	Yes
<ul style="list-style-type: none"> - design to take advantage of natural lighting and opportunities to maximize solar access and natural ventilation 	<p>The proposed child care centre is considered to have been designed to take advantage of natural lighting and ventilation. Large openable glazed doors and windows are provided to all indoor play spaces on the ground floor. The windows are orientated to promote cross flow ventilation on the upper levels.</p>	Yes

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
– avoid the proximity to and use of large expanses of UV reflective surfaces	It is not considered that the proposed child care centre is located in proximity to large expanses of UV reflective surfaces.	Yes
– maximize energy efficiency and sustainability and compliance with Part 7.1 Energy Smart, Water Wise under this DCP	It is noted that the development application was referred to Council's Building Surveyor who raised no issues in relation to Energy Efficiency.	Yes
– building materials, appliances, utilities and fuel sources should be made with consideration for minimising energy requirements	Standard condition to meet the requirements of Section J of the Building Code of Australia	Yes
– appliances to be used/installed in the centre should have a minimum 3.5 star rating	Refer above	Yes
– designed to reflect desired/expected character of buildings in the area	The proposed centre is an adaptive reuse of an existing dwelling house albeit with some increase in overall floor areas and other alterations and additions to facilitate the centre. A review of the submitted plans suggests that the proposed centre will appear consistent with the prevailing residential character.	Yes
– frontages and entries are to be designed to be readily apparent from the street frontage	Access is shown to the centre from the side driveway as such it is considered that the entry does not strictly comply with this control.	No Justifiable.

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
<ul style="list-style-type: none"> SEE is to demonstrate how the proposed design responds to the site analysis 	<p>The SEE states the following in relation to how the proposed design responds to the site analysis:</p> <p><i>The siting and design of the proposal has been largely dictated by the retention of the existing dwelling and siting of adjacent and neighbouring dwellings on the front portion of their respective allotments. The creation of additions to the rear of the building allows for the retention of the existing façade with only minor changes such that streetscape impacts are minimal</i></p>	Yes
<ul style="list-style-type: none"> To avoid mosquito bite infections all doors and windows should be screened 	It is considered that the design can be conditioned to comply.	Condition
<ul style="list-style-type: none"> where fill is proposed to be used, clean fill must be used. 	It is considered that the design can be conditioned to comply.	Standard fill Condition
Detached Centres and Centres in Residential Areas		
<ul style="list-style-type: none"> bulk, height, scale and appearance which is compatible with the surrounding development 	<p>The proposed alterations and additions maintain the existing dwelling albeit in an adaptively re-used form to accommodate the proposed child care centre.</p> <p>An assessment of the bulk, height and scale of the centre has revealed that it complies and as such maintains compatibility with the surrounding residential character.</p>	Yes

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
- streetscape and character of the locality should be maintained	Refer above	Yes
- In low density residential areas, single storey in height for safety and access. If 2 storey, second storey should only be used for the purposes of storage and staff facilities.	<p>The proposed development is for a two storey child care centre. The second storey is proposed for child care play areas and as such does not comply with this requirement.</p> <p>Whilst not complying with the requirements for a single storey, it is considered that the proposed two storey centre is justifiable given that there are a number of two storey child care centres catering for this number of children within the Ryde LGA, this includes a recently approved modification to an existing two storey centre to accommodate one hundred and ten (110) children with a new second storey play area.</p> <p>It is also noted that the <i>Education and Care Services National Regulations</i> do not expressly prohibit or discourage this arrangement.</p> <p>The design of proposed child care centre has been amended to provide two play areas at the ground floor which have direct access to an outdoor play area and only one indoor play area at the first floor. As such it is considered that the proposal is more acceptable from an internal amenity perspective and that it is now justifiable.</p>	No Justifiable

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
- designed to comply with the built form controls under Part 3.2 Dwelling Houses and Duplexes of this DCP, for example, FSR, height, setbacks	An assessment against these built form controls is provided below.	Refer below
- bulk and scale of building form is to be compatible with existing and expected future desirable character of the context of the site.	Refer above	Yes
- Where lot consolidation is required must reflect existing subdivision pattern and building bulk	No lot consolidation is proposed as the development relates to a single allotment.	Yes
PART 3.3 Dwelling Houses and Duplexes		
Floor Space Ratio		
- Ground floor - First floor - Detached car parking structures - Outbuildings (incl covered pergolas, sheds etc) - Total (Gross Floor Area) - Less 36m ² (double) or 18m ² (single) allowance for parking FSR (max 0.5:1) Note: Excludes wall thicknesses, lifts/stairs; basement storage/vehicle access/garbage area; terraces/balconies with walls <1.4m; void areas.	266m ² 229m ² 495m ² FSR –0.33:1 Site area 1485.24 Deposited Plan	Yes
Height		
- 2 storeys maximum (storey) incl basement elevated greater than 1.2m above EGL). - 1 storey maximum above attached garage incl semi-basement or at-grade garages.	2 storeys N/A	Yes N/A

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
Wall plate (Ceiling Height) - 7.5m max above FGL <i>or</i> - 8m max to top of parapet. NB: <i>TOW = Top of Wall</i> <i>EGL = Existing Ground Level</i> <i>FGL = Finished Ground Level</i> - 9.5m Overall Height <i>NB: EGL – Existing ground Level</i>	Maximum – 5.1m TOW – 81.62 FGL – 76.52 7.99m Top of ridge RL 84.34 EGL – 76.35	Yes Yes
- Habitable rooms to have 2.4m floor to ceiling height (min).	Minimum of 2.4m as per submitted plans.	Yes
Setbacks		
<ul style="list-style-type: none"> Side <ul style="list-style-type: none"> Single storey dwelling <ul style="list-style-type: none"> 900mm to wall, includes balconies etc. First floor addition <ul style="list-style-type: none"> 1500mm to wall, includes balconies etc. Two storey dwelling <ul style="list-style-type: none"> 1500mm to wall, includes balconies etc. Side setback to secondary frontage (cnr allotments): 2m to façade and garage/carports Front <ul style="list-style-type: none"> 6m to façade (generally) 2m to secondary street frontage 	Existing dwelling and proposed modifications have been setback a minimum of 2m from side boundaries at both levels. Refer above No secondary frontage proposed Submitted plans reveal a complaint setback of 6m to the existing building wall. This excludes shade structures and the like. Refer above	N/A Yes N/A N/A Yes N/A

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
<ul style="list-style-type: none"> - Garage setback 1m from the dwelling facade - Wall above is to align with outside face of garage below. - Front setback free of ancillary elements e.g. RWT,A/C • Rear <ul style="list-style-type: none"> - 8m to rear of dwelling OR 25% of the length of the site, whichever is greater. • Sites wider than they are long <ul style="list-style-type: none"> - One side setback of 8m or 20% of allotment width, whichever is greater. NB: Side setback on irregular allotments can be measured at the centre line of the site (must have 8x8 DSA). - Rear setback 4m min (in addition to 8m side setback) 	<p>N/A</p> <p>N/A</p> <p>Outdoor play area located within front setback.</p> <p>The setback is required to be 25% x 58.5 = 14.625m</p> <p>The rear setback to the building wall is 28.78 and as such considered to comply. This excludes shade structures for outdoor play spaces and the like.</p> <p>N/A</p> <p>N/A</p>	<p>N/A</p> <p>N/A</p> <p>Yes</p> <p>Yes</p> <p>N/A</p> <p>N/A</p>
Combined Dwelling / Child Care Centre		
<ul style="list-style-type: none"> - The dwelling must comply with the relevant dwelling requirements (eg with Part 3.3 for Dwelling Houses and Duplexes, - Part 3.4 Residential Flat Buildings) in terms of private open space, car parking and access, amenity considerations. - not to result in an over development of the site 	<p>The approved Child Care centre is not a combined Dwelling / Child Care Centre</p> <p>Refer above</p>	<p>N/A</p> <p>N/A</p>

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
- Separate toilet, laundry and kitchen facilities must be provided for each use	Refer above	N/A
- The child care centre component is to be designed to comply with requirements of this Part	Refer above	N/A
- Children in care must not be able to access any part of the dwelling and its private open space area	Refer above	N/A
- The provision of parking spaces for the residents shall be in addition to the parking requirements of the child care service	Refer above	N/A
- dwelling is a dwelling-house, separate outdoor areas are to be provided at ground level for both uses.	Refer above	N/A
- private outdoor area associated with the dwelling-house must be fenced to the general standard contained within this Plan and have a minimum area of 25 m ² of which a minimum area of 8 m ² x 8 m ² for deep planting	Refer above	N/A
- Separate and exclusive access to the outdoor and indoor areas of the dwelling and child care centre must be ensured	Refer above	N/A
Centres in Mixed Use Developments and in Non-residential areas		
- Work based child care centres are to be designed as self-contained premises to ensure access for places is available to community external from the company, should places permit. The centre is to have a separate main entrance, separate pedestrian and vehicular access including drop	The approved Child Care centre is not located within a mixed use development nor is it located within a non-residential area.	N/A

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
off/pickup area in proximity to the entrance and readily accessible to the general public		
– located to benefit from a north/northeast aspect and to provide for year round comfort and useability of outdoor play spaces.	Refer above	N/A
– maximize opportunity for indoor and outdoor play areas to be oriented to receive maximum benefits of natural light and ventilation..	Refer above	N/A
– Siting and design of outdoor areas is to avoid being subject to undue reflectivity,	Refer above	N/A
– glare, heat load and UV radiation from surrounding environments. A Shade Audit may be required	Refer above	
– Outdoor play areas are to be located away from driveways/ sources of noise or fumes.	Refer above	N/A
– air conditioning system applied to the work-based child care centre must be separate for the centre from other uses sharing the same premises;	Refer above	N/A
– preferred to be located at ground floor level where achievable and in areas where the opportunity for natural landscaping comprising deep planting is possible	Refer above	N/A
– may provide spaces for 0-2 year olds above ground floor level (no higher than second storey) subject to meeting minimum safety considerations and natural planting requirements.	Refer above	N/A
– Child Care facilities above ground floor level provide a safe refuge that opens directly	Refer above	N/A

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
<p>to a dedicated fire-isolated stair.</p> <ul style="list-style-type: none"> The minimum area - rate of 0.25m² per person (staff and children) for the capacity of the centre occupying the area at that first floor level at any one time. The doors, walls, floors and ceiling of the refuge shall have a minimum Fire Resistance Level (FRL) equal to that required for the fire stairs Where child care centres are not located at ground level within a mixed-use building, the application is required to address child safety, privacy, and amenity impacts for the surrounding users as well as for occupants of the child care centre. 	Refer above	Yes
Fencing, Gates and Security		
<ul style="list-style-type: none"> Fencing is to be designed to comply with Part 9.4 Fencing under this DCP. 	<p>Fencing to comply with the DCP14 and the all additional recommendations of the submitted Acoustics Report which will form part of any conditions of consent for the subject development will augment fencing to maintain acoustic amenity where necessary across the site.</p>	Condition
<ul style="list-style-type: none"> in low density residential areas, consideration is also to be given to requirements under Part 3.2 Dwellings and Duplexes 	Noted and assessed within this compliance check.	As above
<ul style="list-style-type: none"> use of appropriate building materials and finishes to complement the streetscape 	As detailed, the development generally utilises an existing dwelling house and as such	Yes

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
and desired character of the locality	is considered compatible with the desired streetscape and character of the locality.	
– Designated outdoor play areas must be fenced on all sides.	The submitted plans show the proposed new play area will be fenced on all sides.	Yes
– Gates are to be designed to prevent children leaving/entering unsupervised by use of childproof locking systems	The submitted plans do not specify locking systems. It is considered that the provision of keypad locking systems to all entries to the building and outdoor play areas from outside the centre should be conditioned.	Condition
– All raised areas, including any stairs, are to be enclosed to prevent a child from falling or crawling through gaps	The submitted plans show raised areas, the submitted SEE states that all raised areas will include appropriate balustrading. It is expected that all balustrading will comply with the requirements of the Building Code of Australia.	Yes
– Adequate safety provision is to be made to prevent children gaining access to other parts of the building/site unsupervised	The submitted plans and SEE detail that gates and fencing have been utilised within the outdoor play area, to restrict play to a centralised, easily supervised area.	
	Internally, play rooms are open plan with minimal visual obstructions and have doors which can be closed to prevent children gaining access to other parts of the building.	
– Fencing and gates are to be designed to ensure adequate sightlines for vehicle and safety	The proposed development has been referred to Council's development	Yes

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
	engineer who has raised no objections subject to the imposition of Conditions of Consent.	
Privacy		
Acoustic Privacy – for children in the centre		
<ul style="list-style-type: none"> Sites affected by heavy traffic or other external noises are to be designed so as to locate sleep rooms and play areas away from the noise source. Noise amelioration incorporated into design 	<p>The proposed child care development is not located on an Arterial Road or road affected by heavy traffic.</p> <p>An Acoustics Report by Renzo Tonin and Associates was submitted as part of the DA package.</p> <p>The submitted noise report contains specific recommendations to be included in the subject design in respect to noise amelioration.</p> <p>The Acoustics Report has been referred to Council's Environmental Health Officer who has no objections to the proposed development subject to conditions of consent.</p>	Yes
<ul style="list-style-type: none"> Design measures to minimize internal noise levels should meet sound levels equivalent to Australian Standards AS/NZS 2107 (eg sleep areas 30dBa, internal activity areas 40dBa) 	It is noted that the submitted Noise Assessment does not make specific recommendations to the proposed sleep areas in order to meet the 30dBa nor does it provide an estimation of the likely effectiveness of the recommendations on reducing internal noise to the AS/NZS 2107.	Condition

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
	<p>It is therefore considered that the proposed child care centre can be conditioned to comply.</p> <p>A condition requiring operational testing to ensure that the internal areas meet these sound level intrusions is recommended.</p>	
Acoustic Privacy – for adjoining residents		
<p>– Noise impacts on neighbouring properties are to be minimised by design measures including:</p> <ul style="list-style-type: none"> i. Orientating the facility having regard to neighbouring property layout ii. Orientating playgrounds/outdoor play areas away from private open space areas, bedrooms and living areas iii. Using laminated or double glazing where necessary; iv. Designing fencing which minimises noise transmission and loss of privacy 	<p>The proposed outdoor play areas have been orientated towards the front and rear and are considered to appropriately respond to neighbouring building layouts whilst minimising impacts from the adjacent Terry Road.</p> <p>The submitted acoustic report includes specific design and management measures to minimise impacts on neighbouring residential properties.</p> <p>Council's EHO has reviewed the revised information and has recommended that all recommendations within the submitted acoustics report be included as a condition of consent.</p> <p>In addition, it is considered that a condition requiring operational testing of the recommended acoustic measures by an acoustic consultant be imposed.</p>	Condition

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
<ul style="list-style-type: none"> – child care centres in residential areas with a side boundary set back of less than 3 metres, noise buffering measures should be considered 	<p>The acoustic report has recommended noise mitigation measures in the form of acoustic fencing. These fences are mostly at a height of 2.1m, with limited areas at 2.2m, and 1.6m at the front of the site.</p>	Yes
<ul style="list-style-type: none"> – Acoustic report submitted including recommendations for noise attenuation measures and specifies pre and post development noise levels. 	<p>It is noted that a Acoustic Report has been prepared and submitted with the development application package.</p> <p>The acoustic report included pre and predicted post development levels based on noise monitoring. It is noted that the Noise Assessment has based criteria for noise from the outdoor play areas on the stricter background +5 sound level. This is because the assessment states that children may play longer than 2hrs.</p> <p>Noise mitigation measures to aid in reducing noise to acceptable levels which meet the noise assessment criteria at the affected receiver locations has been recommended and will be included as a condition of consent as part of any approval.</p>	Yes
<ul style="list-style-type: none"> – Roof and walls of the child care centre should be sound insulated. 	<p>The proposed development can be conditioned to comply.</p>	Yes

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
<ul style="list-style-type: none"> – Elevated play and transition areas are to be avoided. 	<p>An elevated play transition area has been proposed in the form of a Level 1 veranda which accesses a stair to the rear outdoor play area.</p>	<p>No - Justifiable</p>
<ul style="list-style-type: none"> – Information about practical design measures incorporated in the design to minimise potential noise impact included. 	<p>Noise measures and proposed management from the Noise Assessment report can be conditioned incorporated into the design of the new outdoor area.</p> <p>All recommendations should be included in Conditions of Consent and in a Plan of Management.</p>	<p>Condition</p>
<ul style="list-style-type: none"> – Location details of noise sources provided 	<p>Location and details of the noise sources have been provided including proposed outdoor play areas.</p> <p>Mechanical plant to be addressed in the detailed design phase.</p>	<p>Yes</p>
<ul style="list-style-type: none"> – Information regarding how groups are proposed to be managed in the outdoor play spaces and where time will be spent, group sizes and how rotated 	<p>The noise report makes recommendations for the following management measures to be considered as part of the operation of the proposed child care centre.</p> <ul style="list-style-type: none"> • <i>Signs should be erected at appropriate, prominent locations, to advise that gates not be slammed.</i> • <i>Crying children should be taken indoors and settled before being allowed to return outdoors,</i> • <i>No music should be played in any outdoor areas at any time.</i> 	<p>Yes</p>

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
Visual Privacy – for children in the centre		
<ul style="list-style-type: none"> Indoor areas adjacent to public areas shall be screened to prevent direct sight lines. 	<p>The nearest indoor area adjacent to a public area is shown on the submitted plans to be Playroom 1 which is at least 6m from the front boundary on Terry Road.</p> <p>The front fence details show a 1.6m front fence with horizontal battens which the submitted plans show to be spaced to prevent direct sightlines.</p> <p>Notwithstanding that the front fence controls for dwelling houses require a 50% permeable front fence it is considered that the proposed front fence is appropriate in this regard.</p>	Yes
<ul style="list-style-type: none"> Direct overlooking of indoor amenities and outdoor play spaces from public areas should be minimised through design features including:- <ul style="list-style-type: none"> i. Appropriate site and building layout; ii. Suitable location of pathways, windows and doors; iii. Permanent screening and landscaping. 	Refer above	Yes
<ul style="list-style-type: none"> design features in walls, screens, fencing (such as peeping holes of varying heights) to suit viewing out to public areas by children 	The front outdoor play area is located adjacent to a public area (footpath along Terry Road). In addition the rear outdoor play area shares boundaries with residential properties to the north, west and south. Accordingly such design features are not appropriate.	N/A

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
<ul style="list-style-type: none"> – Windows and doors in the proposed centre are to be sited in locations which maximise security for children attending the centre. 	<p>It is considered that the amended design maximises security for children attending the centre. Conditions will be included to also ensure adequate safety and security measures at the centre.</p>	Yes
Visual Privacy – for adjoining residents		
<ul style="list-style-type: none"> – Direct overlooking of adjoining main internal living areas and private open spaces should be minimised through:- <ul style="list-style-type: none"> i. Appropriate site and building layout; ii. Suitable location of pathways, windows and doors; iii. Landscaping and screening. 	<p>A review of the submitted plans shows a side facing verandah on the eastern elevation. It is noted that the controls for dwelling houses specifically state in terms of visual privacy.</p> <p><i>b. Orientate terraces, balconies and outdoor living areas to either the front or the rear of allotments, and not to the side boundaries.</i></p> <p>Given that the subject building is formerly a dwelling house and that it is located within the R2 Residential Zone it is considered that this side facing balcony at Level 1 is acceptable as it is a transition area between the Level 1 play room and the ground floor outdoor play area below, and also setback approximately 10.15m from the eastern boundary. In addition it is noted the amended plans show a 1.5m high opaque screens to the eastern elevation of this transition area to maximise acoustic and visual privacy for adjoining residents.</p>	Yes

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
<ul style="list-style-type: none"> Windows and doors in the proposed centre are to be sited in locations which minimise loss of privacy to adjoining residences 	Location of windows and doors are generally considered appropriate.	Yes
Car Parking		
<ul style="list-style-type: none"> All on-site parking areas are to be designed in accordance with Australian Standard AS 2890.1 and AS 2890.2. 	The proposed development and supporting Traffic and Parking Assessment Report was referred to Council's Development Engineer who has indicated the proposal is satisfactory, subject to conditions. This has been the subject of an independent peer review by Council who has supported the recommendations of the applicant's traffic and parking report.	Yes
<ul style="list-style-type: none"> Off-street parking is to be provided at the rate of 1 space per 8 children, and 1 space per 2 staff. Stack parking for staff only and max 2 spaces 	10 Spaces provided within proposed car park including one (1) accessible space and one (1) shared space. 43 Children – 6 spaces required <i>i.e. rounded up from 5.375 space</i> 8 Staff 4 Spaces required	Yes
<ul style="list-style-type: none"> Parking requirement to be rounded up to nearest whole number 	Refer above	Yes
<ul style="list-style-type: none"> 1 accessible space located close to the continuous path of travel and where a minimum height clearance of 2.5 metres can be achieved 	An accessible parking space is provided on site directly adjacent to ground floor entry.	Yes

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
<ul style="list-style-type: none"> - Developments for new centres shall comply with the access requirements contained within section 5.5 of this Part and Part 9.2 of DCP 2014 	<p>A BCA Access Report has been prepared and submitted as part of the application.</p> <p>Council's Building Surveyor has reviewed the plans and has not made any comments in relation to access requirements.</p> <p>Accordingly it is recommended that a standard be condition be imposed to comply with all access requirements of Section 5.5 of Part 3.2 and Part 9.2 of DCP2014 and requirements of the Building Code of Australia to assist compliance with Disability Discrimination Act (DDA) 1992 and Disability (Access to Premises-Buildings) Standards 2010.</p>	Yes
<ul style="list-style-type: none"> • Low Density Residential <ul style="list-style-type: none"> - Underground parking is not permitted - not to dominate the streetscape - Consideration may be given to reducing the on-site parking requirements, in terms of drop off/pick up component, where convenient and safe on-street parking is available. • Work based child care centres, and centres in mixed use facilities 	<p>Not proposed</p> <p>Not considered to dominate streetscape</p> <p>Not providing a reduced rate of provision.</p> <p>The child care centre is not work based child care nor located within a mixed use facility.</p>	<p>Yes</p> <p>Yes</p> <p>N/A</p> <p>N/A</p>

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
<ul style="list-style-type: none"> – Parking spaces and pick up/drop off a max 30m to centre main entrance, preferably at floor level. Direct access provided for those not at floor level, 	Refer above	N/A
<ul style="list-style-type: none"> – the drop off/pickup zones are to be exclusively available for use in conjunction with the child care centre throughout operating hours, spaces are to be clearly marked 	Refer above	N/A
<ul style="list-style-type: none"> – Driveway access, manoeuvring areas and parking areas are not to be shared with access, parking, manoeuvring areas used by other uses or truck movements. 	Refer above	N/A
On Site Manoeuvrability		
<ul style="list-style-type: none"> – The site must be able to accommodate a “U” shaped one-way driveway system with sufficient driveway turning area in addition to the parking spaces to enable vehicles to enter and leave in a forward direction 	The proposed driveway shows that vehicles are able to enter and exit the car park in a forward direction. Directional arrows are marked on the pavement at the entry to the proposed car park.	Yes
<ul style="list-style-type: none"> – Variation on the requirement for a “U” shaped driveway meets following criteria <ul style="list-style-type: none"> – i. To provide a separate entrance and exit driveway access at a minimum safe distance from each other – ii. To enable vehicles to leave the site in a forward gear; – iii. To enable vehicles using the entrances and exits to not endanger persons and – vehicles using those accesses; 	The proposed development and supporting Traffic and Parking Assessment Report was referred to Council’s development engineer raised no objection to the proposed development subject to conditions of consent. It is noted that the proposal was also referred to an independent consultant who also outlines the proposal to be satisfactory when having regard to the traffic and	N/A

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
<ul style="list-style-type: none"> iv. To ensure the front setback is not given over to traffic circulation and parking requirements which may unduly impact on streetscape and impact on the opportunity for landscaping to meet the requirements of Section 6 of this Part. Separation - Not < 9m on turning circle of 15m and a Separation - Minimum width of 12m between driveway laybacks. Vehicle's not to encroach on pedestrian access ways. Barriers etc. do not block accessible paths of travel Separate pavement treatment to distinguish driveway from parking spaces 	<p>parking impacts of the proposal.</p> <p>The proposed new car parking area is not considered to encroach on any pedestrian access ways or block the accessible path of travel</p> <p>The submitted SEE states that the proposed car parking will use a variation in pavement to distinguish car parking and driveways.</p>	<p>Yes</p> <p>Yes</p>
Impact on Traffic Flow		
<ul style="list-style-type: none"> Vehicles enter and leave the site in a forward direction. Drop off/pick up area designed separate to manoeuvring area SEE addresses likely impacts on amenity of existing streets. 	<p>Refer above, the submitted plans show that vehicles are able to enter and leave the site in a forward direction. No drop off areas are proposed.</p> <p>A SEE makes reference to the submitted Traffic and Parking Statement which satisfactorily covers the impact on the surrounding streets. This has been confirmed as being acceptable by Council's</p>	<p>Yes</p> <p>Yes</p>

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
- TIA prepared (also required for expansion)	Development Engineer and also the independent peer review. The SEE is supported by an accompanying Traffic and Parking which has been provided by Traffic Solutions Pty Ltd dated 31 March 2015	Yes
- No to be located on high volume roads, centres located on high volume roads incorporate measures to alleviate associated traffic problems	Council's Development Engineer has reviewed the proposal and accompanying traffic and parking assessment has raised no objection to the proposed development subject to conditions of consent. This has also been review by an independent traffic engineer who have deemed the impact on the proposal in terms o traffic volumes to be acceptable. In any event, Terry Road is not identified as a high traffic volume road.	Yes
- Road Safety Audit required for applications on collector roads where volume exceeds 5000(AADT)	Terry Road is listed in Schedule 2 of DCP2014 as a collector road. It is noted that Council's Development Engineer has not specifically requested a Road Safety Audit from the applicant in this instance, nor has this been recommended by the independent review.	N/A
Pedestrian Safety		
- Segregated from vehicle access with clearly defined paths	Council's Development Engineer has reviewed the proposal and has raised no objection to the proposed development subject to conditions of consent. This is	Yes

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
<ul style="list-style-type: none"> - Drop off/pick up points provided no more than 30m from main entrance, well lit, allows safe movement, - Vehicle movements separated from pedestrian access by safety fencing, gates etc. 	<p>concurrent with in the independent review.</p> <p>No drop off or pick up areas proposed aside from the car park area.</p> <p>It is considered that the vehicle movement areas are satisfactorily separated from the pedestrian areas. Council's Development Engineer has not included conditions of consent relating to pedestrian and vehicular safety on the site.</p>	
Accessibility		
<ul style="list-style-type: none"> - Access provided in accordance with AS1428.1 and Part D of BCA, Part 9.2 of DCP 2011. 	<p>Council's Building Surveyor has reviewed the plans and has not outlined that the proposal is unsatisfactory with the BCA or relevant Australian Standards.</p> <p>In this regard, it is taken the proposal is satisfactorily compliant with the relevant Australian Standards, or capable of achieving compliance.</p>	Yes
<ul style="list-style-type: none"> - Minor alterations must not reduce accessibility, improvements must be made where possible, - Other matters to be considered include: - i. Continuous path of travel from street/parking area into and within every room and outdoor area, 	<p>Refer above, the proposed development is for a new child care centre</p> <p>Refer above</p>	N/A

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
<ul style="list-style-type: none"> - ii. Hard paved surfaces into play areas and inside to accommodate mobility aids and strollers, - Car parking areas eliminate barriers for prams and mobility aids (kerb cuts etc.) - Pathways 1200mm-1500mm and grades no steeper than 1:14 - One onsite parking space 3.6m wide with 2.5m height clearance 	<p>Refer above</p> <p>Refer above</p> <p>Refer above</p> <p>Refer above</p>	
Landscaping and Play Spaces		
General Landscaping Requirement		
<ul style="list-style-type: none"> • Landscape plan provided 	<p>Amended plans including a Landscape Plan have been submitted to Council following a request for additional information. This plan has not been prepared by a suitably qualified landscape architect.</p> <p>Council's Consultant Landscape Architect has undertaken an assessment of the proposed landscaping and has provided the following comments and conditions.</p> <p>A condition requiring that a new landscape plan be prepared by a suitably qualified landscape architect in accordance with the provisions of DCP2014 and the National Regulations.</p>	No - condition
<ul style="list-style-type: none"> - Significant trees/vegetation to be retained and protection program during construction. 	<p>Council's Consultant Landscape Architect has reviewed the revised landscaping plan and has included conditions to ensure the retention of significant</p>	Condition

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
	vegetation that may be impacted upon by the proposal. This includes construction supervision by an arborist, sensitive construction techniques, and utilisation of permeable paving within the side setback where the new driveway is to be located.	
– Hazardous plants avoided (poisonous, choking etc.)	Refer Landscape comments above requiring new Landscape Plan.	Condition
– Show landscaping of outdoor play spaces in accordance Section 6.2.2	Refer Landscape comments above requiring new Landscape Plan.	Condition
– Considers effect of outdoor play on soil	Refer Landscape comments above requiring new Landscape Plan.	Condition
– Considers potential of tree roots to up-lift outdoor surfaces	Refer Landscape comments above requiring new Landscape Plan.	Condition
– Identify opportunities for deep soil planting and appropriate tree species	Refer Landscape comments above requiring new Landscape Plan.	Condition
– Shrubs and trees that offer range of textures, colours and scents, for children's learning experience	Refer Landscape comments above requiring new Landscape Plan.	Condition
– Irrigation utilises rainwater or recycled water	Refer Landscape comments above requiring new Landscape Plan.	Condition
– Landscaping setback of 2m along front boundary	Landscape plan details two 1m pockets of landscaping within indents to the front fence.	Condition
– Landscape buffer provided along side and rear boundaries in residential zone, minimum width 1m	The submitted plan show that a minimum 500mmm landscape buffer has generally been provided	No - justifiable

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
	along the side boundaries. A 2m buffer is shown along the rear boundary.	
– Landscape/setback buffers for centres in commercial and industrial zones depending on context,	N/A	N/A
Play Spaces		
Size and Functionality of Play Spaces		
– New centres to provide indoor, outdoor play spaces and transition areas	The amended plans submitted to Council show the proposed child care centre provides indoor and outdoor play areas as well as transition areas.	Yes
– Regular shapes with convenient access	The amended proposal includes internal and external play areas which are regularly shaped and considered appropriate for maximum supervision.	Yes
– Avoid location of play spaces in front setback	Play spaces are proposed within the front setback. Given that this development is an adaptive re-use of an existing dwelling house with a significant side setback to accommodate car parking it is considered that the proposed play area for within the front setback is justifiable. Furthermore, this play area is only for the 0-2 year old children, of which there is only eight (8) children proposed. This arrangement will mean that the front setback is not dominated by hardstand parking area which can be a unsympathetic presentation to the street.	No - Justifiable

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
<p>– New centres – 10m² of unencumbered outdoor play space /child care place inclusive of transition area</p>	<p>Total required for 43 children is 430m².</p> <p>A measurement of the proposed outdoor area(s) on CAD have revealed a total combined play areas of – 457.35m²</p> <p>It is noted that the above complies with both the DCP2014, and the minimum requirement of the <i>Education and Care Services National Regulation</i> of 7m² child - 336 m².</p>	Yes
<p>– New centres – at 4.5m² of unencumbered indoor play space for each / child care place exclusive of transition areas.</p>	<p>Total required 43 Children 193.5m²</p> <p>Proposed indoor area - 193.87m²</p> <p>It is noted that the above complies with both the DCP2014, and the minimum requirement of the <i>Education and Care Services National Regulations</i> of 3.25m² child – 156 m²</p>	Yes
Outdoor Play Spaces		
<p>– Shaped to maximise supervision and useability and stimulates early learning</p>	<p>The amended proposal indicated the outdoor play areas at the ground floor are shaped to maximise supervision and useability. The submitted landscape plan shows a variety of planting, vegetation and play equipment has been provided, however this landscape plan falls short of the requirements detailed</p>	Yes

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
	earlier in this compliance check, and has been recommended for update by Council's Landscape Architect.	
<ul style="list-style-type: none"> • Designed to <ul style="list-style-type: none"> - Be well drained 	Council's Development Engineer has reviewed the submitted stormwater plans and has no objections subject to the imposition of conditions of consent.	Yes
<ul style="list-style-type: none"> - Takes advantage of existing natural features and vegetation 	Natural features and vegetation are considered to have been incorporated where possible into the design of the proposal. It is noted that Council's Landscape Architect has made a number of recommendations to ensure tree retention on adjoining property.	Yes
<ul style="list-style-type: none"> • Designs aim for <ul style="list-style-type: none"> - 30% natural planting are 	Council's Landscape Architect has reviewed the submitted landscape plans and deemed the landscape arrangement to be unsatisfactory, and subject to revision as part of a condition of consent.	Condition
<ul style="list-style-type: none"> - 30% turfed area 	Council's Landscape Architect has reviewed the submitted landscape plans and deemed the landscape arrangement to be unsatisfactory, and subject to revision as part of a condition of consent.	Condition

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
<ul style="list-style-type: none"> – 40%hard surfaces (sand, paving, timber platforms) 	Council's Landscape Architect has reviewed the submitted landscape plans and deemed the landscape arrangement to be unsatisfactory, and subject to revision as part of a condition of consent.	Condition
Distinct areas within the outdoor play space design must include		
<ul style="list-style-type: none"> – Open grassed area for gross motor skills 	Open area of synthetic grass and soft fall has been provided to both outdoor areas.	Yes
<ul style="list-style-type: none"> – Formal quiet areas for focused play (must include a sandpit and a minimum of 2 formal quiet areas for activities) 	Sandpits have been proposed within both outdoor play areas. No other specific formal quiet areas are identified on the submitted plans.	Yes
<ul style="list-style-type: none"> – An active area (climbing structure) 	Jump play and bike track proposed within the rear outdoor play area.	Yes
<ul style="list-style-type: none"> – A transition area 	A transition area between the indoor and outdoor play spaces has been introduced on the amended plans submitted to Council. This is shown on the rear of the building and also over the side facing transition area on the eastern elevation. A small transition area is evident at the front of the building to the 0-2 year outdoor play space.	Yes
<ul style="list-style-type: none"> – Storage area(s) 	The submitted plans show no external storage spaces within the outdoor areas.	Condition

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
With respect to distinct areas (must take into consideration best practice design)		
– Sandpits , irregular shape 500-600mm in depth, wide paved sweeping edge (apprx 750mm wide. Size based on number children to use it (15m ² /20users)	Sandpits provided within both outdoor areas.	Yes
– Formal Quiet Areas , 12-25m ² each, minimum requirement of two (2). Close to transition area	As detailed some formal quiet areas have been provided with the OPA	Yes
– Secret places included where possible	Not shown	N/A
– Active areas sited away from building, climbing equipment etc. Digging patches 20-50m ²	Active areas have been sited away from the building including jump play (mini trampolines) and biker track.	Yes
– Surfaces , natural surfaces preferable, hard surfaces to be non slip and drained. Soft fall located under climbing structures.	The play area set out plans detail that mostly artificial and soft fall surfaces are proposed.	Yes
– Access corridors from the major entry to all areas	Amended plans show direct access from all internal play areas to outdoor play areas.	Yes
– Slowdown features between certain activities to prevent children running straight through (mounds etc.)	Appropriate slow down features have been provided.	Yes
– Elevated areas , eg decks, mounds and embankment adds interest	The submitted plans do not illustrate these features	N/A
– Linkages : provide linkage between activities eg pathways, bridges, flying fox.	Bike track detailed on the submitted plans, no other linkages provided.	Yes
– Planting should be the dominant element providing shade, wind protection, and sensory richness	The submitted playground set out plan shows landscaping is proposed around the perimeter of the proposed rear outdoor play area. In addition two raised garden beds are illustrated to	Yes

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
	<p>accommodate vegetable gardens.</p> <p>A landscape plan was submitted with the additional information. This plan has been referred to Council's consultant landscape officer who has provided the following comments and conditions.</p>	
<p>– Storage structures are to be located in areas which do not hinder supervision, must be lockable and childsafe</p> <p>–</p>	As noted above, no storage spaces have been provided within both outdoor play areas.	Yes
<p>– Canopy cover of 50-60% of the outdoor play area within 5 years of planting</p>	The submitted landscape plan has been determined by Council's consultant landscape architect as being unsatisfactory. As such, a condition of consent has been recommended for the landscape plan to be updated to demonstrate compliance with the DCP2014.	Yes
<p>– Outdoor play spaces are to be adequately shaded</p>	As noted the outdoor play spaces incorporate shading. It is noted that the proposed roof structure over the rear outdoor play area is built to the rear (southern) and western boundary. However concern is raised on the nature of the structure, particularly as it should be lightweight, but appears more significant with a Colorbond roof. Accordingly, a condition of consent has been imposed to ensure this structure is lightweight and not impeding on the visual amenity of adjoining property.	Condition

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
<p>The outdoor play space should relate directly to the indoor play space for the</p> <ul style="list-style-type: none"> – relevant age group of children. <p>The shape of the play space must allow for</p> <ul style="list-style-type: none"> – uninhibited supervision of children at all times. <p>The siting of the outdoor play area shall</p> <ul style="list-style-type: none"> – allow the provision of adequate supervision from internal and external areas. – Separate play areas are encouraged to be provided for 0-2 year olds. The – landscape plan is to identify how play spaces are designed for each age group 	<p>As noted, only the internal play area for the 0-2 age group can be considered to have direct access to an outdoor play area.</p> <p>It is noted that amended plans have now been received which reconfigure the centre to provide two (2) indoor play areas at the ground floor. It is now considered that the outdoor play spaces now relate directly to the indoor play spaces.</p> <p>The relatively linear shapes of the outdoor play areas will allow for maximum supervision of children from the external areas, and adequate supervision from the internal areas on the ground floor to the rear outdoor play area, can now be provided.</p>	Yes
<ul style="list-style-type: none"> – access opportunities for maintenance of outdoor play not to be occupied by any service vehicles during the centre's operating hours 	<p>The submitted plans show that no vehicle access is proposed to the outdoor play area.</p>	N/A
Work based child care centres, and centres in mixed use facilities		
<ul style="list-style-type: none"> – Where outdoor spaces are provided externally above ground level (refer section 3.4 of this Part): 	<p>The proposed child care centre is not work based child care nor located within a mixed use facility</p>	N/A
<ul style="list-style-type: none"> – i. make outdoor space of a similar quality to that achievable at ground floor level. designed to comply with requirements of section 6.2.2. 	<p>Refer above</p>	N/A

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
– ii. measures implemented for protection from excessive wind and other adverse climatic conditions	Refer above	N/A
– iii. Adequate fencing is to be provided for the safety of the children and to prevent objects from being thrown	Refer above	N/A
– Outdoor storage space does not impede supervision of the play areas. 0.5m ² of space per child who will be using the area.	Refer above	N/A
Indoor Play Spaces		
<ul style="list-style-type: none"> – a. Indoor play spaces shall be designed to: <ul style="list-style-type: none"> – i. Achieve passive surveillance from all rooms; – ii. Provide direct access to play areas; – iii. Allow maximum supervision of the indoor and outdoor play spaces; – iv. Allow subspaces to be set up with discernible divisions to offer a variety of play areas. 	The proposed new indoor play spaces are regularly shaped and encourage passive surveillance from all rooms. It is noted that amended plans have now been received which reconfigure the centre to provide two (2) indoor play areas at the ground floor. It is now considered that the outdoor play spaces now relate to and provide direct access to the indoor play spaces and allow for maximum supervision	Yes
Transition Areas		
– i. Be located between the indoor and outdoor areas	A transition area between the indoor and outdoor play spaces has been introduced on the amended plans submitted to Council. This is shown on the rear of the building and also over the side facing transition area on the eastern elevation. A small transition area is evident at the front of the building to the 0-2 year outdoor play space	Yes

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
- ii. Be designed to allow for indoor and outdoor activities to be conducted under cover.	Refer above.	Yes
- iii. Be designed to offer protection from unfavourable weather conditions, and so that the transition area does not heat up excessively in summer.	Refer above,	Yes
- iv. Incorporate facilities for educational experiences and appropriate storage areas.	Refer above	Yes
Swimming Pools and Water Hazards		
- New swimming not permitted	N/A	N/A
- Existing swimming pools must be fenced in accordance with the Swimming Pools Act 1992	N/A	N/A
- Pool filters must be suitably housed to ensure they are inaccessible to children at all times	N/A	N/A
- Any water containers which could constitute a drowning hazard are to be emptied immediately after use, or safely covered and/ or stored in a manner which prevents the collection of water which is inaccessible to children.	N/A	N/A
Miscellaneous Controls		
Centre Facilities		
- Each new child care centre must provide rooms, not areas, for the following specific uses: - i. Office areas for administration of the service; and - ii. Staff respite	The submitted plans show that rooms, a reception area, breast feeding room are provided on the ground floor and staff room at Level 1	Yes
- Offices adjacent to entry area, minimum floor space of 10m ² / person occupying the office	The proposed office is shown on the submitted plans to be on the ground floor adjacent to the entry and 24.33m ²	Yes

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
- Staffroom – is to include a minimum floor space of 20m ²	The submitted plans show a staff room at Level 1 Level 1 ▪ 22.17m ²	Yes
- In centres where children under the age of 2 years are proposed to be cared for the following are to be provided: - i. A sleeping room with 2.5 m ² of floorspace per cot and a maximum of 10 cots per room;	The proposed child care centre will provide 8 child care places for children under 2 years. The submitted plans show one cot room which is over 20m ² and as such complies.	Yes
- ii. A nappy change area adjacent to the cot room with good vision from the change area to the play room with suitable storage	The submitted plans show that a nappy change area is not provided immediately adjacent to the proposed cot room in Room 1.	No - Justifiable
- All child care centres are to provide laundry facilities.	The submitted plans show one (1) laundry is proposed on the first floor	Yes
- Where possible provision of a pram storage area	No specific area designated however it is considered that there is enough storage space for this area to be provided.	Yes
Signage		
- All advertising and signage must be designed to comply with Part 9.1 Advertising Signs.	One business identification sign is shown on the submitted plans to be located on the front fence fronting Terry Road The dimensions of this sign are shown on the submitted plans to be. 900 x 1.74m ² = 1.566m ²	Yes

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
	<p>Part 9.1 Section 3.1.1 of Ryde DCP 2014 which specifies that a maximum of one (1) sign will be permitted per site.</p> <p>This includes business signs.</p>	
Exterior Lighting		
- Lighting is to be provided to assist access via the main entrance.	The submitted SEE states that external sensor movement activated security lighting will be installed to the main pedestrian and vehicular access as well as the car park area.	Condition
- The street number of the building is to be visible from the street day and night, by lighting and/or reflective material	Refer above	Condition
- External lighting must not adversely impact adjoining properties.	Standard condition	Condition
Waste Storage and Management		
- Waste management plan submitted	Waste management plan has been submitted with the proposed development application in accordance with Part 7.2 of this DCP	Yes
- Adequate provision made for the storage and collection of waste and recycling in accordance with Part 7.2 of this DCP.	Amended SWMP has been referred to Council's EHO who has deemed the proposed development acceptable subject to conditions.	Yes
- In addition to the requirements of Part 7.2 of this Plan, applications for child care centre development are to address the following considerations.	Refer above	

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
- special removal service required for the removal/disposal of nappies	Refer above	
- frequency of removal of waste to ensure regular removal and avoid undue build up of garbage	Refer above	
- opportunities for avoidance, reuse and recycling of waste	Refer above	
- convenience for staff of the location of bins	Refer above	
- security of waste from access by children	Refer above	
- likely requirements for waste from kitchen facilities	Refer above	
- Impact of waste storage and collection on adjoining residential developments in terms of unsightliness, odour and noise	Refer above	
- new centre – integrated into design of building and not located in front setback.	Refer above	
- Expansion – as far as possible to be visually and physically integrated into the design. Screening required for areas visible from street.	Refer above	
- Where food preparation is carried out, waste area is to be covered and floor graded and drained, easily accessible and suitably screened	Refer above	
- Residential areas - not to be designed to store waste facilities of a size and scale which can only be managed by side arm waste collection vehicles. - There is to be no on-site access by waste collection vehicles	Refer above	

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
- Composting must not impact on amenity of adjoining premises or the centre	Refer above	
- Separate waste collection services including frequency and times must minimise noise impact on neighbouring properties	Refer above	
Emergency Evacuation		
- Fire Safety and Evacuation Plan complying with AS3745 prepared for all new centres and for developments resulting in an increase in places	To be submitted prior to the issue of an Occupation Certificate .	Condition
The Fire Safety and Evacuation Plan is to address: <ul style="list-style-type: none"> - i. The mobility of children and how this is to be accommodated during an evacuation; - ii. The location of a safe congregation area, away from the evacuated building, busy roads and other hazards, and away from evacuation points for use by other occupants/tenants of the same building or of surrounding buildings; and - iii. The supervision of children during the evacuation and at the congregation area with regard to the capacity of the child care centre including child to staff ratios. 	Refer above	Condition
Out of School Hours Care		
- Where an OOSH service is proposed in a childcare centre, the centre shall provide permanent separation of OOSH facilities from the remaining centre facilities.	No out of school hours care is proposed.	N/A
- Operational elements which are to be provided separately for each service include:	Refer above	N/A

ITEM 3 (continued)

ATTACHMENT 2

RYDE DCP 2014	PROPOSED	COMPLIANCE
<ul style="list-style-type: none"> - i. amenities (toilet facilities) - ii. indoor play spaces, and - iii. outdoor play areas (especially where vacation care is proposed). 		
- Access to staff facilities should also be provided for staff of the OOSH facility	Refer above	N/A
- The operational elements are to be designed in accordance with any relevant controls under this Part (for example minimum area requirements for outdoor play areas, indoor play areas	Refer above	N/A
<ul style="list-style-type: none"> - Proposed number of staff and child care places are to be provided in accordance - with section 2.2 of this Part 	Refer above	N/A
- Parking requirements will be assessed in accordance with section 5 of this Part	Refer above	N/A
- Child care centres that include out of school hours care are not to result in an overdevelopment of the site.	Refer above	N/A
- The total number of places approved for the centre will include places approved for out of school hours care where this is proposed	Refer above	N/A
DEMOLITION	PROPOSAL	COMPLIANCE
<ul style="list-style-type: none"> • Plan showing all structures to be removed. 	Plan shows components of existing building to be retained and those components to be demolished/alterd/added to as part of the proposed child care centre.	Yes
<ul style="list-style-type: none"> • Demolition Work Plan 	Plan submitted	Yes
<ul style="list-style-type: none"> • Waste Management Plan 	SWMP submitted.	Yes

ITEM 3 (continued)

ATTACHMENT 2

Non-compliances - Justifiable

Section 2.1.2 – Environmental Risks/Hazards

- The proposed development is located on land that is subject to overland flow.

Section 3.1 – Design and Character

- Frontages and entries are not readily apparent from the street, access from side driveway.

Section 3.2 – Detached Centres and Centres in Residential Areas

- Proposed development is within a low density residential area and should be single storey in height or where a second storey is proposed the second storey should be for storage and staff facilities only.

Section 4 – Privacy

- Elevated transition area from indoor to outdoor play room on eastern elevation.

Section 6.2 – Play Spaces

- One (1) play space is proposed within the front setback.

Non-compliances/ Issues - conditioned

Section 1.7 and Section 6 – Landscape Plan

- Landscape design must be undertaken by a suitably qualified landscape architect with demonstrated experience in designing external spaces for child care centres. The landscape design must comply with provisions of Section 6 of DCP2014 which are not adequately addressed in the submitted plan.

Section 1.7 – Signed Undertaking

- No signed undertaking received as part of the DA documents certify the child care centre will be undertaken in accordance with necessary regulations.

Section 3.1 – Design and Character

- Condition for screening of doors and windows to prevent mosquito bite infection,
- Condition for any fill brought onto the site to be clean.

Section 3.5 – Fencing, Gates and Security

- Standard condition that fencing is to be designed to comply with DCP2014.
- The submitted plans do not specify locking systems it is considered that the provision keypad locking systems to all entries to the building and outdoor play areas from outside the centre be conditioned

ITEM 3 (continued)

ATTACHMENT 2

Section 4 – Privacy

- Condition to ensure compliance with relevant Australian Standards and regulations, and also noise validation assessment once child care centre becomes operational.

Section 6.2 – Play Spaces

- Storage spaces are to be provided within the outdoor play area in accordance with the DCP2014.
- Condition to be imposed to delete the Colorbond awning and have it replaced with a light-weight sail-type shade structure.

Section 7 – Miscellaneous controls

- The nappy change area is not located adjacent to the cot room.
- Exterior lighting details have not been provided, standard lighting condition recommended.
- Fire Safety and Evacuation Plan complying with AS3745.

Certification

I certify that all of the above issues have been accurately and professionally examined by me.

Name: Ben Tesoriero



Signature:

Date: 5 July 2016

ITEM 3 (continued)

ATTACHMENT 3

Ryde Child Care TIAs Independent Review
16 Terry Rd, Eastwood

BITZIOS
consulting

Issue History

File Name	Prepared by	Reviewed by	Issued by	Date	Issued to
P2486.001T Ryde Child Care TIAs Independent Review – 16 Terry Rd Eastwood	C. Roberts	D. Bitzios	T. Wheelley	17/03/2016	Chris Young City of Ryde

Ryde Child Care TIAs Independent Review – 16 Terry Rd, Eastwood

1. INTRODUCTION

Bitzios Consulting has been engaged by the City of Ryde Council to undertake an independent review of the Traffic Report associated with the Development Application at 16 Terry Rd, Eastwood: LDA2015/0219. As indicated by the documents received, the proposal seeks approval for a child care centre with capacity for 48 children with 8 staff within an R2 General Residential zone. The scope includes a review of the proposed parking layout.

The following relevant documents were received from City of Ryde Council:

- Compass Planning, "Statement of Environmental Effects: Alterations and additions to existing dwelling and change of use to a child care centre for 48 children and associated car parking and landscaping, 16 Terry Rd, Eastwood", March 2015;
- Traffic Solutions, "Traffic & Parking Statement: Proposed Childcare Centre – 16 Terry Rd Eastwood", 31 March 2015; and
- Reative Drafting Services, "New Child Care Centre at 16 Terry St Eastwood NSW 2122" Job No. 141280 Drawing No. A1.03 Issue B, 15 January 2015.

Of these, Traffic Solutions' Traffic & Parking Statement (in Attachment A) is the main focus of this peer review.

2. PEER REVIEW OF TRAFFIC SOLUTIONS' TRAFFIC & PARKING STATEMENT

2.1 ON-SITE PARKING

Traffic Solutions provides a compliance check with AS2890, which we find to be consistent with general practice. The statement also references the correct DCP parking provision rate. On-site parking was covered quite thoroughly, from desired geometry to driveway gradient compliance.

Traffic Solutions' review of the On-Site Parking is sufficient to prove the design's acceptability.

2.2 TRAFFIC GENERATION

The traffic generation rates and their resultant 38 and 34 trips in the AM and PM peaks respectively are considered appropriate. The discounting of the trips generated by the existing land use is also acceptable, although the discount of 1 trip is inconsequential.

2.3 TRAFFIC IMPACT

The traffic impact of the generated traffic has been thoroughly investigated. Traffic Solutions has undertaken traffic counts and identified the peak hours empirically, then modelled the intersection performance in SIDRA. The results indicate good performance, even for those vehicles that are turning right out of the site. A link capacity analysis was also undertaken, indicating a LoS of C, which is still satisfactory.

The low traffic impact is well demonstrated and indicates that the development's effects on the surrounding road network would be acceptable.

ITEM 3 (continued)

ATTACHMENT 3

Ryde Child Care TIAs Independent Review
16 Terry Rd, Eastwood

BITZIOS
consulting

2.4 PARKING PROVISION AND LAYOUT REVIEW

The parking provision and layout plans have been reviewed and found to be generally consistent with the DCP and AS2890, as follows:

- the parking types and their geometry are appropriate and are consistent with Traffic Solutions' statements. i.e. :
 - parent parking geometry is suitable for high-turnover spaces at 2.6x5.4m;
 - employee parking is suitable for longer stay (Type 1) spaces at 2.4x5.4m;
 - the Ryde DCP parking requirements are met; and
 - the accessible parking space is compliant with the current requirements of AS2890.6 and the provision of 1 space is acceptable in relation to the Ryde DCP.
- the driveway width is sufficient for private vehicles at 6.0m.

Bitzios Consulting agrees with Traffic Solutions' findings and raises no objections to the parking aspects of the development.

3. CONCLUSION

As demonstrated by the Traffic Solutions report, the traffic impact is small, especially in the context of the existing volumes. The parking provision and layout are also acceptable. Apart from the absence of discussion on the public transport amenity to the site, the traffic report thoroughly covers the traffic and transport issues of the site and demonstrates the traffic impact of the development to be acceptable.

ITEM 3 (continued)

ATTACHMENT 3



BITZIOS
CORPORATE

ATTACHMENT A

TRAFFIC SOLUTIONS TRAFFIC & PARKING STATEMENT

ITEM 3 (continued)

ATTACHMENT 3



Address:
P.O. Box 9161
Dundas NSW 2795

Phone:
(02) 6231-6467

Email:
info@traffic-solutions.com.au

Traffic Solutions Pty Ltd

31 March 2016
Reference No. 14/15/078

The General Manager
Ryde City Council
Locked Bag 2026
North Ryde NSW 1670

Dear Madam,

Traffic & Parking Statement - Proposed Child Care Centre, 16 Terry Road, Eastwood

Traffic Solutions Pty Ltd has been engaged by the applicant to provide Council with an assessment of the potential traffic and parking implications of a proposed 48 place Long Day Care Centre at the subject location. To that end this statement examines the implications of the proposed development and will assess that:

1. Proposed access arrangements, adequacy and suitability of the off-street parking provision.

2. Proposed development traffic generation.

3. Impacts of the estimated traffic generation on the existing road network.

The proposed Centre is located on the southern side of Terry Road and provides 10 car parking spaces on site including 1 disabled space. Vehicular access to the development is proposed via a 6.0m wide combined entry and exit driveway. The proposed location of the driveway will provide very good sight distance in both directions along Terry Road which easily exceeds the desirable 60m distance suggested by AS/NZS 2890.1:2004 for 50 km/h.

The geometric design requirements for car park layouts such as aisle widths and parking bay sizes are specified in the "Australian/New Zealand Standard, Parking Facilities Part 1: Off-Street Car Parking (AS 2890.1)" of 2004 and Australian/New Zealand Standard, Parking Facilities Part 6: Off-street Parking for People With Disabilities of 2009. This standard classifies this development as a Class 3 off-street car parking facility requiring a category 1 driveway. The following table provides a comparison of the key requirements of AS 2890.1 and AS 2890.6.

FEATURE	AS/NZS 2890.1 & AS/NZS 2890.6 REQUIREMENT	PROPOSED	CONFORMS TO AS/NZS 2890.1
Parking Space Dimensions	5.0m x 2.0m Standard 5.4m x 2.4m plus 0.4m x 0.6m Shared space Disabled	5.4m x 2.4m ramp 5.4m x 2.6m ramp 5.4m x 2.4m plus 0.4m x 0.6m Shared space Disabled	YES
Aisle Widths	5.2m minimum	6.0m	YES
Driveway Width	Category 1: 4.5m to 5.5m Note: driveways are normally combined, but if separate, both entry and exit widths should be 4.5m min	6.0m combined	YES
Driveway Grade	<ul style="list-style-type: none"> 1 in 20 (5%) for 1.6m 1 in 25 (4%) for 2.0m to 2.5m 1 in 40 (2.5%) for 2.5m to 3.0m Transverse required if grade change in excess of 1 in 4 (12.5%) 	1 in 20 (5%) for 1.6m Remaining car parks to grade (i.e. less than 5%)	YES

ITEM 3 (continued)

ATTACHMENT 3

Accordingly this development proposal adheres to the tabulated Australian Standard requirements.

A review of Ryde City Development Control Plan 2014 reveals the car parking rate for a 48 place child care centre is 1 space per 8 children plus 1 space per 2 staff. The applicant advises that 8 staff will be provided. Therefore the requirements for a 48 place Child care centre with 8 staff is 10 parking spaces.

Consequently, the proposed Child Care Centre development complies with Ryde Council's parking requirements with 10 off street parking spaces.

An estimation of the traffic generation of the proposed development can be calculated by referring to the Roads and Traffic Authority's 'Guide to Traffic Generating Developments, Section 3 – Landuse Traffic Generation' of October 2002. The guide specifies the following peak hour generation rates:

Centre Type	Peak Vehicle Trips/Child		
	7.00-9.00am	2.30-4.00pm	4.00-6.00pm
Pre-school	1.4	0.8	—
Long day care	0.8	0.3	0.7
Before/after care	0.5	0.2	0.7

Accordingly, the estimated traffic generation of this development calculates as:

Children number and centre type	AM Peak Hour	PM Peak Hour
48 place long day care	$48 \times 0.8 = 38.4$	$48 \times 0.7 = 33.6$
Total	38 Trips	34 Trips

The estimated potential traffic generation of the subject site can be discounted by the estimated traffic generation of the existing residential house. Utilising the RTA suggested rate of 0.85 vehicle trips per dwelling in the peak hours the traffic generation of the proposal can be discounted by 1 vehicle trip.

The estimated net increase in traffic generation is in the order of 37 and 33 trips in the morning and evening peak hours respectively. The RMS defines a vehicle trip as a one-way vehicular movement from one point to another excluding the return journey. Accordingly, the estimated trips will be in the order of 19 in and 18 out in the morning peak hour and 17 in and 16 out in the evening peak hour.

Data on the traffic movements in the vicinity of the subject site have been collected as part of this assessment by surveys undertaken by R.O.A.R. Data Pty Ltd on behalf of this firm from 6.30 am – 9.30 am and 3.00 pm – 6.00 pm on Wednesday, 18 February 2015 at the intersection of Spencer Street and Terry Road, Eastwood. Conditions on this day were described as fine with no unusual circumstances encountered.

The weekday peak hour at the intersection in the morning and evening was found to be between 7.30am – 8.30am and 5.00pm – 6.00pm respectively. Detailed results of the survey are attached. The recorded peak hour flows in Terry Road past the subject site at these times are as follows:

	AM Peak Hour 7.30am – 8.30 am	PM Peak Hour 5.00pm – 6.00pm
Eastbound	299	481
Westbound	460	523
Total	1039	1004

ITEM 3 (continued)

ATTACHMENT 3

The Road's and Maritime Services 'Guide to Traffic Generating Developments, Section 4 – Interpretation of Traffic Impacts' provided the operating level of service of urban roads based upon peak flows per direction. A copy of table 4.4 of the RTA guide is reproduced below:

Table 4.4
Urban road peak hour flows per direction

Level of Service	One Lane (veh/hr)	Two Lanes (veh/hr)
A	200	900
B	380	1400
C	600	1800
D	900	2300
E	1400	2800

Therefore Terry Road with a peak hour direction flow of up to 599 vehicles travelling eastbound in the evening peak hour, is currently operating at a satisfactory level of service 'C' and the potential additional 33 vehicle trips will not alter this operational level of service.

The level of service is used as the performance standard. This is a qualitative assessment of the quantitative effect of factors such as speed, volume of traffic, geometric features, traffic interruptions, delays and freedom of manoeuvre. There are six levels of service (LOS) as described below, from AUSTROADS *Guide to Traffic Engineering Practice – Part 2: Roadway Capacity, (1988)*.

Level of Service A

This, the top level is a condition of free flow in which individual drivers are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to manoeuvre within the traffic stream is extremely high, and the general level of comfort and convenience provided is excellent.

Level of Service B

This level is in the zone of stable flow and drivers still have reasonable freedom to select their desired speed and to manoeuvre within the traffic stream, although the general level of comfort and convenience is little less than that of the level of Service A.

Level of Service C

The general level of comfort and convenience declines noticeably at this level.

Level of Service D

This level is close to the limit of stable flow but is approaching unstable flow. All drivers are severely restricted in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is poor, and small increases in traffic flow will generally cause operational problems.

Level of Service E

This occurs when traffic volumes are at or close to capacity and there is virtually no freedom to select desired speeds or to manoeuvre within the traffic stream. Flow is unstable and minor disturbances within the traffic stream will cause a traffic jam.

Level of Service F

This service level is in the zone of forced flow. With it, the amount of traffic approaching the point under consideration exceeds that which can pass it. Flow break-down occurs and queuing delays result.

To assess the impact of the development on the Terry Road the estimated morning and evening peak

ITEM 3 (continued)

ATTACHMENT 3

hour approach and departure vehicle trips have been assigned proportionally to this intersection on the basis of existing flows passing the site.

Using SIDRA, a software program developed for the purpose of analysing signalised, roundabout and sign controlled intersections, the effect of the estimated traffic generation of this development on the adjacent road system has been assessed.

The impact of the projected traffic generation upon Terry Road during the morning and evening peak hours has been assessed by modelling the proposed intersection of Terry Road and the proposed vehicle access driveway. Tabled below are the results of the intersection modelling and a copy of the SIDRA summary output file is attached for Council's information.

	Terry Road and Proposed driveway, Eastwood – Sign Control Intersection Proposed	
	AM	PM
Level of Service	A	A
Degree of Saturation	0.334	0.287
Total Average Delay (sec/veh)	2.1s	1.9s
Total average delay for right turn from proposed driveway (sec/veh)	14.4s	13.3s

The results of the SIDRA analysis reveals that the proposed intersection of Terry Road and the proposed vehicle access driveway will operate at a good Level of Service with minimal delays.

The preceding assessment has revealed the following:

- The access driveway proposed to serve the development is suitably located and will provide very good sight distance in both directions along Terry Road.
- The proposed development satisfies the related geometric design specifications contained in the Australian Standards for off street parking and vehicular access.
- The off street parking provided in the proposed development satisfies the requirements specified Council's Development Control Plan.
- The proposed Child Care Centre has a potential net increase in estimated peak hour traffic flows in the order of 38 vehicle trips which will not have any unacceptable impact upon Terry Road.

Should you require any additional information or clarification of the contents of this letter please contact me on the telephone numbers provided.

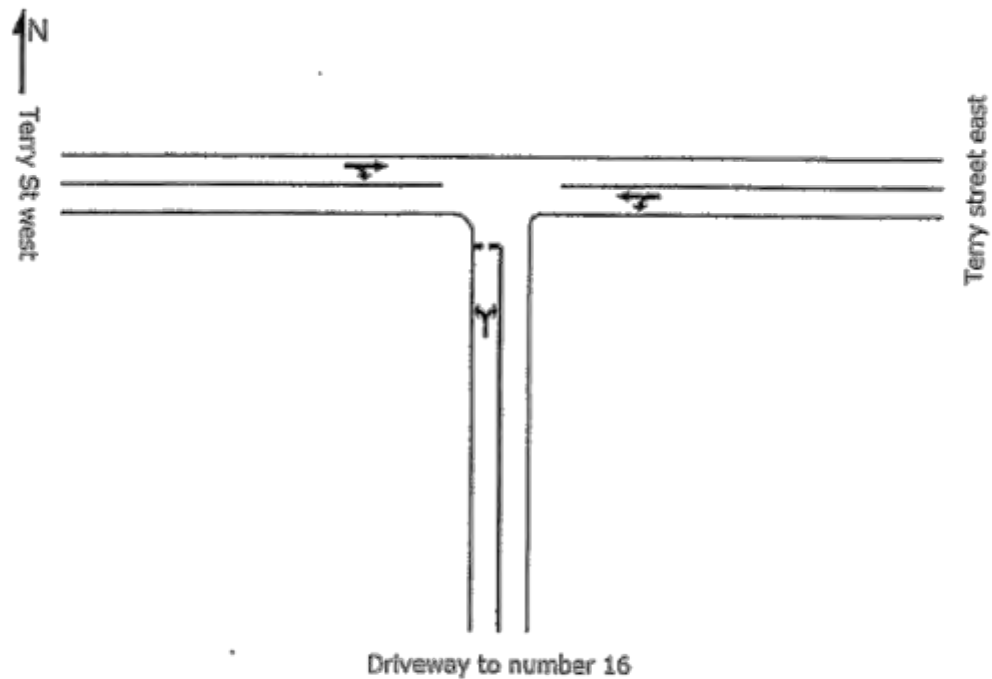
Yours sincerely



Craig Hazell
Director

ITEM 3 (continued)

ATTACHMENT 3



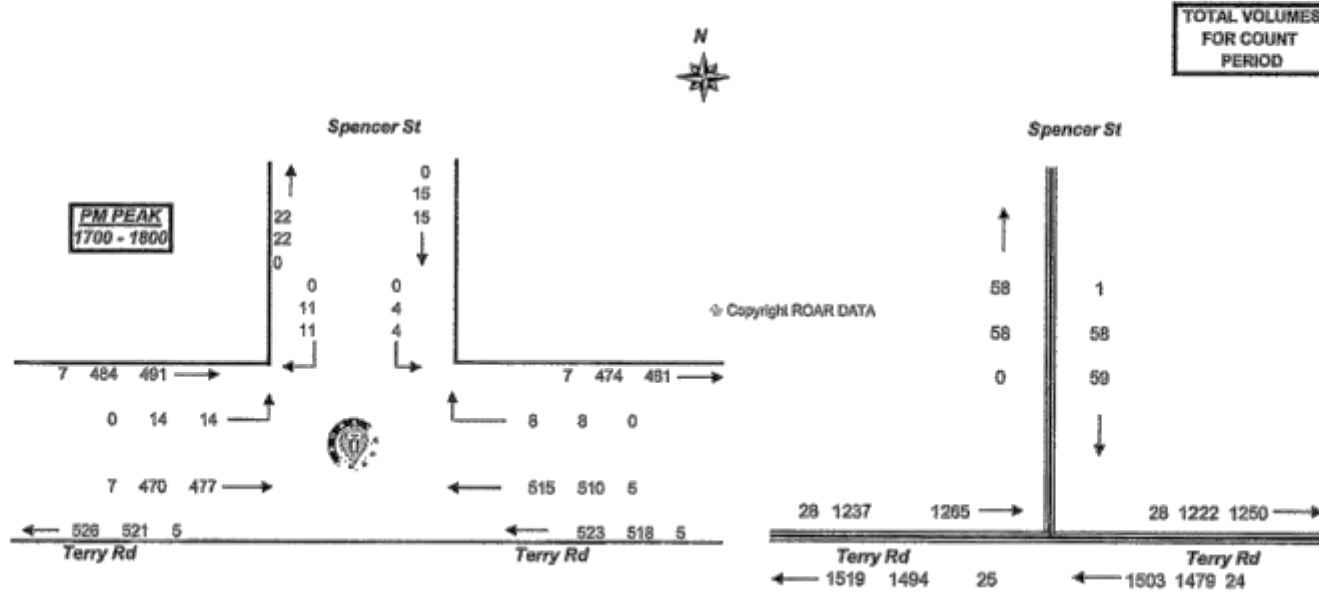
ITEM 3 (continued)

ATTACHMENT 3



Reliable, Original & Authentic Results
 Ph.88198847, Fax 88196649, Mob.0418-239019

Job No/Name : 5604 EASTWOOD Spencer St
 Day/Date : Wednesday 18th February 2015



ITEM 3 (continued)

ATTACHMENT 3



R.O.A.R. DATA
Reliable, Original & Authentic Results
Ph: 08196347, Fax: 08196983,
Mobile: 0418239019

Client : Traffic Solutions Pty. Ltd.
Job No/Name : 5504-EASTWOOD Spencer St
Day/Date : Wednesday 18th February 2015

Lights							
		WEST Terry Rd		NORTH Spencer St		EAST Terry Rd	
Time Per	T	L	R	L	R	T	TOT
1500-1515	88	3	3	2	1	100	106
1515-1530	99	0	2	4	3	133	241
1530-1545	79	2	3	3	2	142	237
1545-1600	82	4	1	4	2	116	209
1600-1615	53	3	2	3	1	111	213
1615-1630	104	3	3	0	1	119	230
1630-1645	89	3	2	3	2	122	216
1645-1700	65	5	0	2	1	363	211
1700-1715	97	6	1	3	1	166	229
1715-1730	113	2	3	1	1	230	253
1730-1745	117	4	4	1	0	317	246
1745-1800	145	2	3	2	1	338	290
Per End	1200	37	26	22	21	1458	2774

Lights							
		WEST Terry Rd		NORTH Spencer St		EAST Terry Rd	
Peak Per	T	L	R	L	R	T	TOT
1500-1600	348	9	15	13	8	491	885
1515-1615	353	9	14	14	8	502	900
1530-1630	358	12	15	10	6	498	883
1545-1645	363	13	8	7	6	468	876
1600-1700	381	19	10	5	5	457	872
1615-1715	365	17	9	2	3	470	888
1630-1730	394	26	8	3	2	481	911
1645-1745	423	12	11	4	3	476	918
1700-1800	470	14	11	4	2	519	1017
PEAK HR	470	14	11	4	3	519	1017



R.O.A.R. DATA

PEDS				
		WEST Terry Rd	NORTH Spencer St	EAST Terry Rd
Time Per	TOT			
1500-1515	1	0	1	0
1515-1530	3	0	4	1
1530-1545	6	0	5	1
1545-1600	8	0	5	3
1600-1615	3	0	2	1
1615-1630	6	0	4	2
1630-1645	1	0	1	0
1645-1700	6	0	6	0
1700-1715	2	0	2	0
1715-1730	4	0	4	0
1730-1745	3	0	1	0
1745-1800	3	0	3	0
Per End	42	2	33	7

Heavy							
		WEST Terry Rd		NORTH Spencer St		EAST Terry Rd	
Time Per	T	L	R	L	R	T	TOT
1500-1515	0	0	0	0	0	2	4
1515-1530	4	0	0	0	0	1	5
1530-1545	3	0	0	0	0	2	5
1545-1600	3	0	0	0	0	2	5
1600-1615	0	0	1	0	0	1	10
1615-1630	2	0	0	0	0	1	3
1630-1645	4	0	0	0	0	2	6
1645-1700	1	0	0	0	0	2	3
1700-1715	3	0	0	0	0	3	6
1715-1730	1	0	0	0	0	0	3
1730-1745	1	0	0	0	0	0	1
1745-1800	2	0	0	0	0	0	2
Per End	28	0	1	0	0	24	53

Heavy							
		WEST Terry Rd		NORTH Spencer St		EAST Terry Rd	
Peak Per	T	L	R	L	R	T	TOT
1500-1600	12	0	0	0	0	7	19
1515-1615	12	0	1	0	0	12	25
1530-1630	10	0	1	0	0	12	23
1545-1645	11	0	1	0	0	12	24
1600-1700	9	0	1	0	0	12	22
1615-1715	10	0	0	0	0	8	18
1630-1730	8	0	0	0	0	8	16
1645-1745	6	0	0	0	0	7	13
1700-1800	7	0	0	0	0	9	12
PEAK HR	7	0	0	0	0	5	12

PEDS				
		WEST Terry Rd	NORTH Spencer St	EAST Terry Rd
Peak Per	TOT			
1500-1600	14	0	10	4
1515-1615	16	0	11	5
1530-1630	17	0	11	6
1545-1645	18	0	12	6
1600-1700	19	0	13	6
1615-1715	15	0	12	3
1630-1730	13	0	13	0
1645-1745	15	0	13	2
1700-1800	12	0	10	2
PEAK HR	12	2	10	6

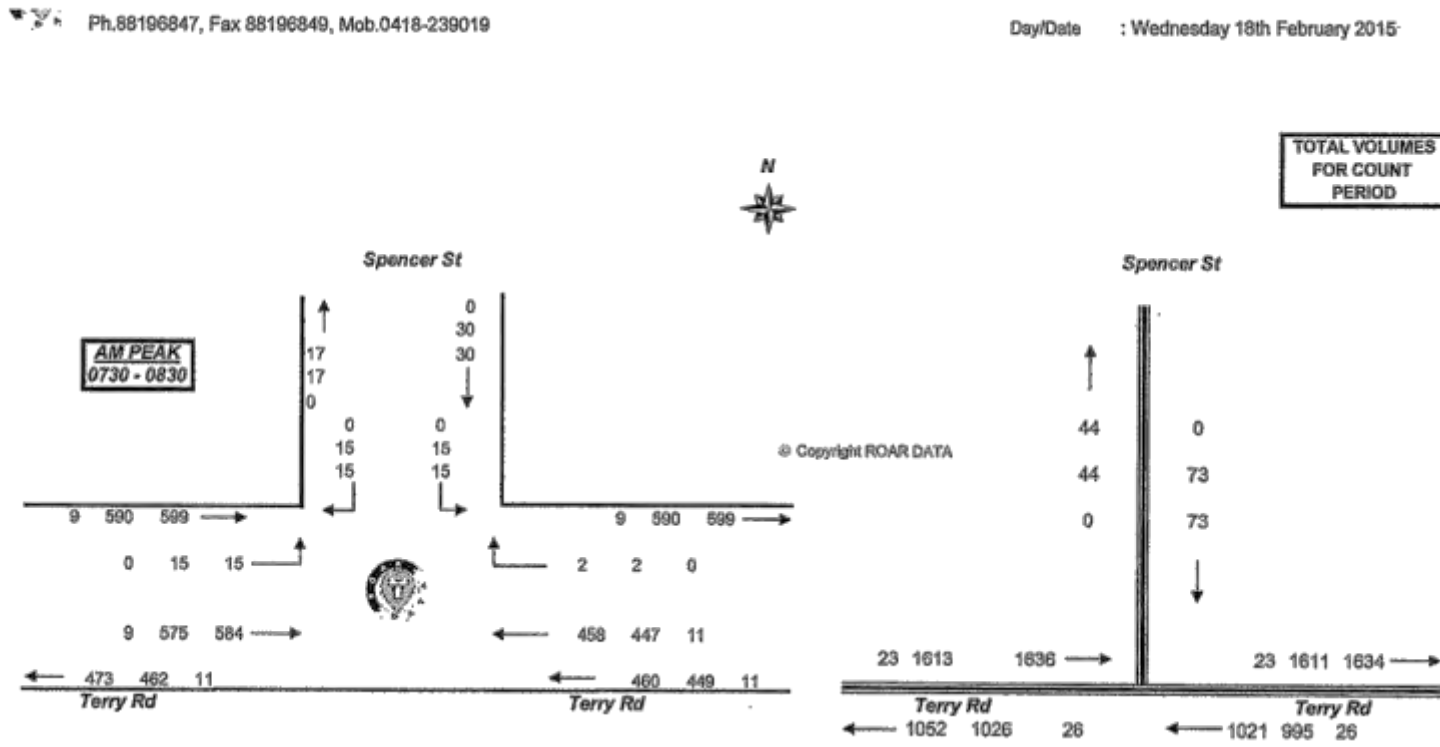
Combined							
		WEST Terry Rd		NORTH Spencer St		EAST Terry Rd	
Time Per	T	L	R	L	R	T	TOT
1500-1515	91	3	3	2	1	102	202
1515-1530	103	10	2	4	3	134	246
1530-1545	82	2	3	3	2	146	232
1545-1600	85	4	1	4	2	138	214
1600-1615	98	3	2	3	1	119	223
1615-1630	109	3	3	0	1	120	233
1630-1645	93	3	2	3	2	124	224
1645-1700	96	5	0	2	1	107	214
1700-1715	100	6	1	3	1	117	223
1715-1730	114	2	3	1	1	123	256
1730-1745	118	4	4	1	0	117	246
1745-1800	145	2	3	2	1	133	292
Per End	1228	37	27	22	21	1482	2629

Combined							
		WEST Terry Rd		NORTH Spencer St		EAST Terry Rd	
Peak Per	T	L	R	L	R	T	TOT
1500-1600	361	9	19	13	8	428	904
1515-1615	385	9	13	11	8	516	925
1530-1630	368	12	16	10	6	509	912
1545-1645	379	13	9	7	6	482	894
1600-1700	390	19	11	5	5	460	894
1615-1715	395	17	9	3	3	476	905
1630-1730	403	16	8	3	2	490	928
1645-1745	428	17	11	4	3	483	951
1700-1800	472	19	11	4	2	515	1029
PEAK HR	472	19	11	4	3	515	1029

Client : Traffic Solutions Pty. Ltd.

ITEM 3 (continued)

ATTACHMENT 3



ITEM 3 (continued)

ATTACHMENT 3



R.O.A.R. DATA

Reliable, Original & Authentic Results
Ph: 88196847, Fax: 88196849.
Mobile: 0418235010

Client: Traffic Solutions Pty. Ltd.
Job No/Name: 5504 EASTWOOD Spencer St
Day/Date: Wednesday 18th February 2015

PEDE	WEST	NORTH	EAST	
Time Per	Terry Rd	Spencer St	Terry Rd	TOT
0630-0645	1	1	0	2
0645-0700	0	0	0	0
0700-0715	0	0	0	0
0715-0730	0	1	1	2
0730-0745	0	2	0	2
0745-0800	0	2	2	4
0800-0815	0	0	1	1
0815-0830	0	1	1	2
0830-0845	0	1	1	2
0845-0900	0	5	2	7
0900-0915	0	4	2	6
0915-0930	0	1	4	5
Per End	1	19	14	34

PEDE	WEST	NORTH	EAST	
Peak Per	Terry Rd	Spencer St	Terry Rd	TOT
0630-0730	1	2	1	4
0645-0745	0	4	1	5
0700-0800	0	5	3	8
0715-0815	0	6	4	10
0730-0830	0	6	4	10
0745-0845	0	4	5	9
0800-0900	0	7	5	12
0815-0915	0	11	6	17
0830-0930	0	11	9	20
PEAK HR	0	6	4	10

Lights	WEST	NORTH	EAST	
Time Per	Terry Rd	Spencer St	Terry Rd	TOT
0630-0645	26	1	0	27
0645-0700	88	3	1	92
0700-0715	113	4	1	118
0715-0730	122	4	2	128
0730-0745	144	4	2	150
0745-0800	153	3	1	157
0800-0815	134	5	3	142
0815-0830	144	3	2	149
0830-0845	129	0	3	132
0845-0900	166	4	2	172
0900-0915	152	1	3	156
0915-0930	145	0	4	149
Per End	1576	37	35	1648

Heavy	WEST	NORTH	EAST	
Time Per	Terry Rd	Spencer St	Terry Rd	TOT
0630-0645	1	0	0	1
0645-0700	2	0	0	2
0700-0715	1	0	0	1
0715-0730	2	0	0	2
0730-0745	2	0	0	2
0745-0800	2	0	0	2
0800-0815	2	0	0	2
0815-0830	2	0	0	2
0830-0845	1	0	0	1
0845-0900	2	0	0	2
0900-0915	4	0	0	4
0915-0930	1	0	0	1
Per End	23	0	0	23

Combined	WEST	NORTH	EAST	
Time Per	Terry Rd	Spencer St	Terry Rd	TOT
0630-0645	57	1	0	58
0645-0700	90	3	1	94
0700-0715	114	4	1	119
0715-0730	124	4	2	130
0730-0745	146	4	2	152
0745-0800	155	3	1	159
0800-0815	137	5	3	145
0815-0830	146	3	2	151
0830-0845	130	0	3	133
0845-0900	168	4	2	174
0900-0915	156	1	3	160
0915-0930	148	0	4	152
Per End	1599	37	35	1671

Lights	WEST	NORTH	EAST	
Peak Per	Terry Rd	Spencer St	Terry Rd	TOT
0630-0730	408	12	10	430
0645-0745	467	15	11	493
0700-0800	552	15	11	578
0715-0815	553	16	13	582
0730-0830	575	15	15	605
0745-0845	580	11	10	601
0800-0900	573	12	9	594
0815-0915	581	8	11	599
0830-0930	582	10	13	605
PEAK HR	575	15	15	605

Heavy	WEST	NORTH	EAST	
Peak Per	Terry Rd	Spencer St	Terry Rd	TOT
0630-0730	6	0	0	6
0645-0745	7	0	0	7
0700-0800	7	0	0	7
0715-0815	9	0	0	9
0730-0830	9	0	0	9
0745-0845	8	0	0	8
0800-0900	8	0	0	8
0815-0915	9	0	0	9
0830-0930	8	0	0	8
PEAK HR	9	0	0	9

Combined	WEST	NORTH	EAST	
Peak Per	Terry Rd	Spencer St	Terry Rd	TOT
0630-0730	415	12	10	437
0645-0745	474	15	11	500
0700-0800	559	15	11	585
0715-0815	562	17	13	592
0730-0830	584	15	15	614
0745-0845	588	11	10	609
0800-0900	581	12	9	602
0815-0915	580	8	11	599
0830-0930	580	10	13	603
PEAK HR	584	15	15	614



R.O.A.R. DATA

Reliable, Original & Authentic Results

Client: Traffic Solutions Pty. Ltd.
Job No/Name: 5504 EASTWOOD Spencer St

ITEM 3 (continued)

ATTACHMENT 3

MOVEMENT SUMMARY

Site Potential AM peak hour

Intersection of Terry Street and No. 16 driveway, Eastwood
Givensy / Yield (Two-Way)

Movement Performance - Vehicles										
South Driveway to number 16										
1	L	8	0.0	0.042	14.2	LOSA	0.1	1.0	0.62	0.71
3	R	12	0.0	0.042	14.4	LOSA	0.1	1.0	0.62	0.83
Approach		20	0.0	0.042	14.3	LOSA	0.1	1.0	0.62	0.82
East Terry street east										
4	L	8	0.0	0.252	3.2	LOSA	0.0	0.0	0.00	1.08
5	T	182	0.0	0.252	0.1	LOSA	0.0	0.0	0.00	60.0
Approach		190	0.0	0.252	0.1	NA	0.0	0.0	0.00	59.8
West Terry Street										
11	T	181	0.0	0.334	3.1	LOSA	0.7	25.7	0.63	0.00
12	R	12	0.0	0.334	11.0	LOSA	3.7	25.7	0.68	1.02
Approach		193	0.0	0.334	3.3	NA	3.7	25.7	0.66	0.02
All Vehicles		1153	0.0	0.334	2.1	NA	3.7	25.7	0.39	0.63

Level of Service (LOS) Method: Delay (PTANSW)

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements

SIDRA Standard Delay Model used

Processed: Tuesday, 05 March 2015 12:20:32 PM
SIDRA INTERSECTION 9.1.14.2013
Project: T123-42015678/Terry Street up
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SIDRA
INTERSECTION

ITEM 3 (continued)

ATTACHMENT 3

MOVEMENT SUMMARY

Site Potential PM peak hour

Intersection of Terry Street and No. 16 driveway, Eastwood
Gateway - Yield (Two-Way)

Movement Performance - Vehicles										
South Driveway (number 16)										
1	L	9	0.0	0.032	13.3	LOS A	0.1	0.5	0.29	0.73
2	R	8	0.0	0.032	13.3	LOS A	0.1	0.5	0.29	0.89
Approach		16	0.0	0.032	13.2	LOS A	0.1	0.5	0.29	0.80
East Terry street east										
3	L	9	0.0	0.267	6.3	LOS A	0.0	0.0	0.00	1.05
4	T	251	0.0	0.267	0.0	LOS A	0.0	0.0	0.00	60.0
Approach		260	0.0	0.267	0.1	NA	0.0	0.0	0.00	55.3
West Terry Street										
11	L	506	0.0	0.268	3.3	LOS A	2.7	18.6	0.28	0.00
12	R	8	0.0	0.268	11.7	LOS A	2.7	18.6	0.28	1.02
Approach		515	0.0	0.268	3.4	NA	2.7	18.6	0.28	0.00
All Vehicles		1093	0.0	0.267	1.9	NA	2.7	18.6	0.23	0.03

Level of Service (LOS) Method: Delay (RTANSW)

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way stop control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

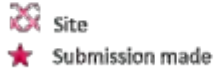
SIDRA Standard Delay Model used.

Prepared: Tuesday 31 March 2016 12:20:33 PM
SIDRA INTERSECTION 6.1.13.2013
Project: 150142015074 Terry Street
RYDE NSW TRAFFIC SOLUTIONS PTY LTD - SINGLE

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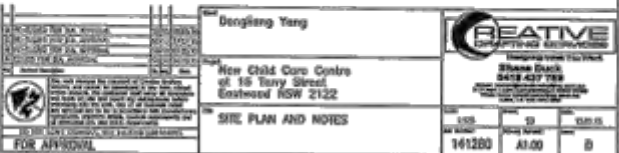
ROAD INTERSECTION

ATTACHMENT 4

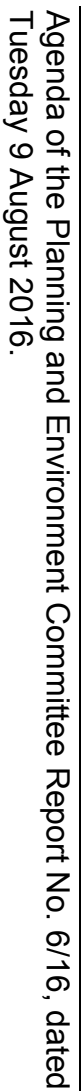


Please note that 4 x petitions were also received.

ATTACHMENT 5

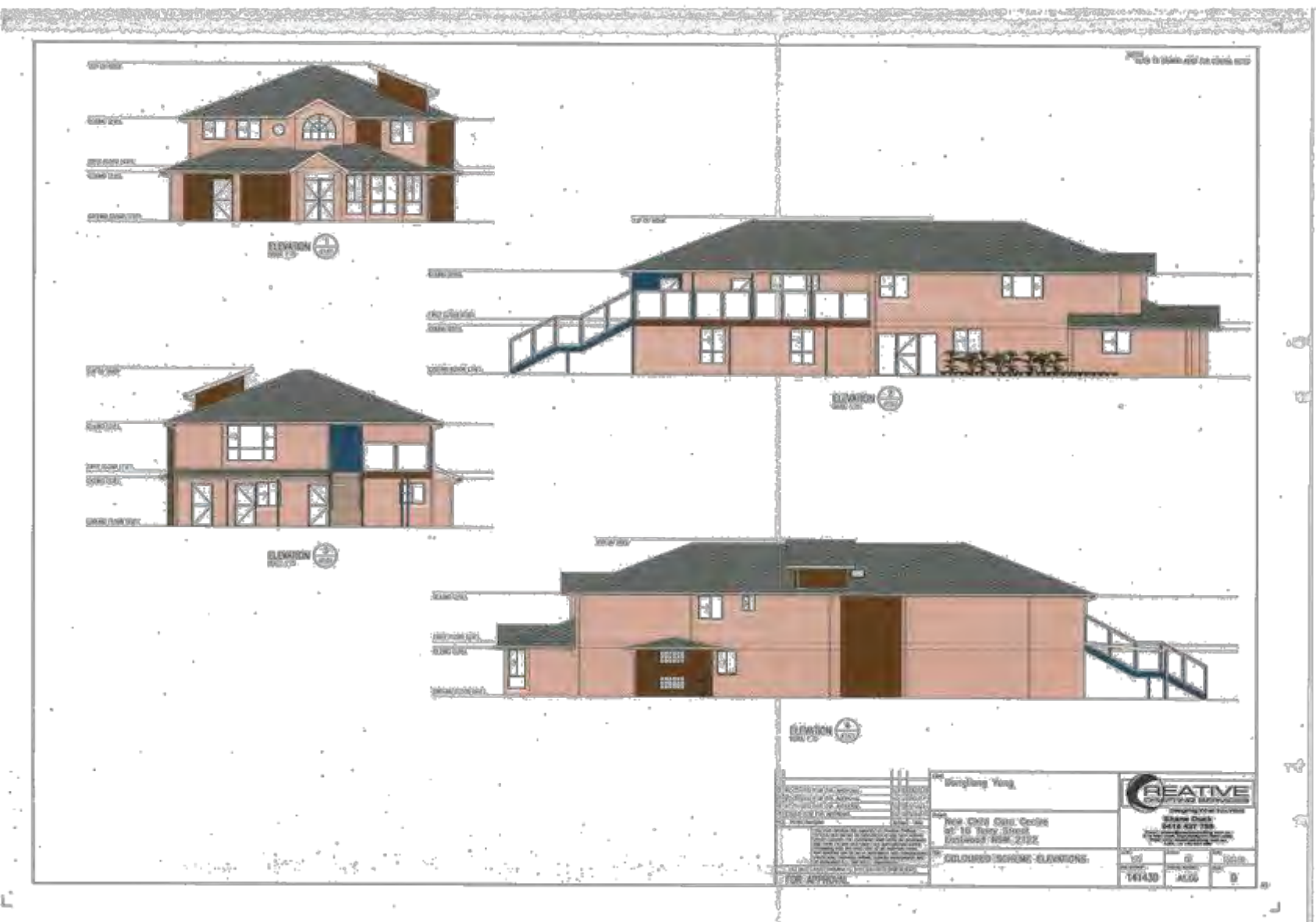


ATTACHMENT 5



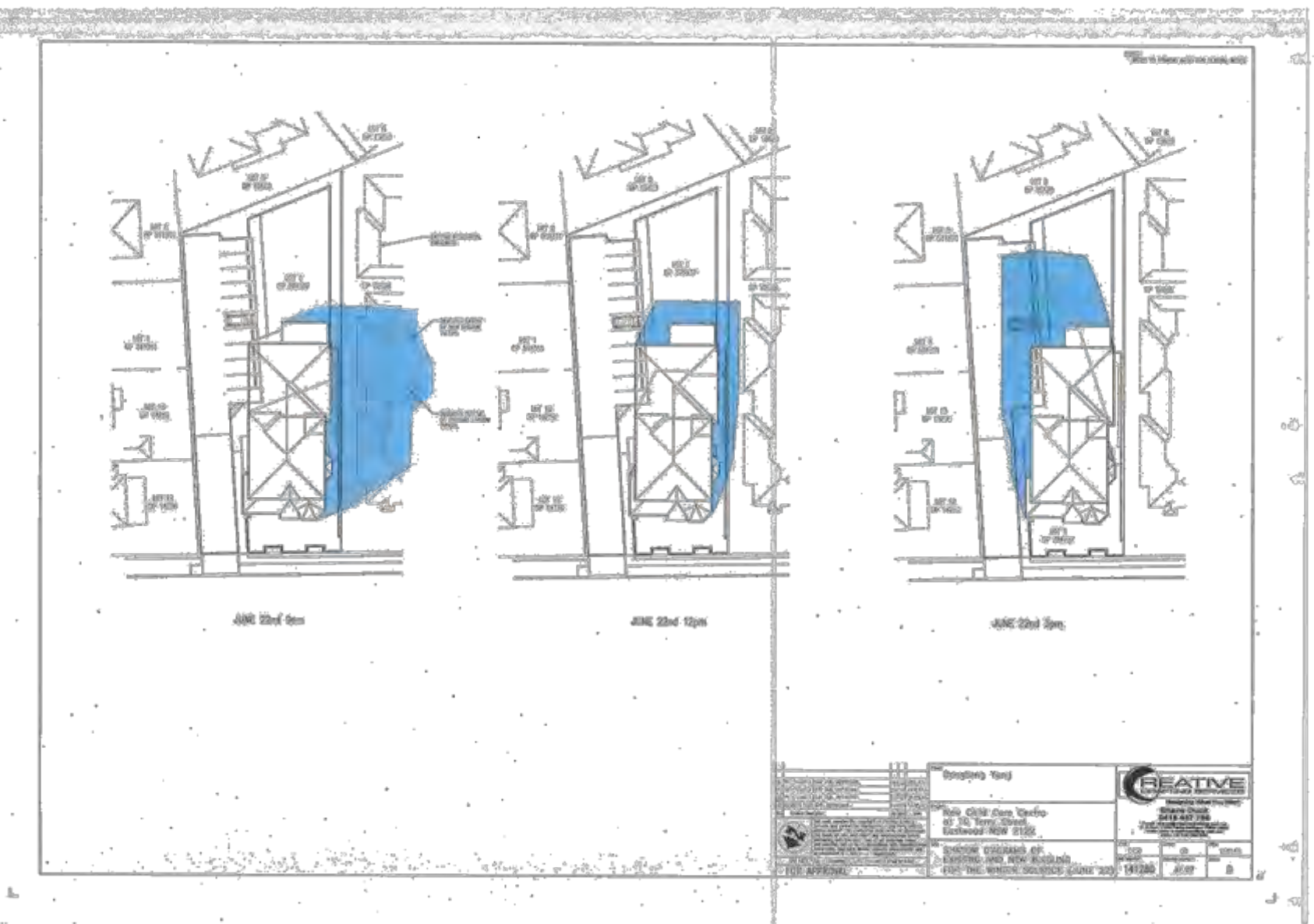
ITEM 3 (continued)

ATTACHMENT 5



ITEM 3 (continued)

ATTACHMENT 5



4 1139 VICTORIA ROAD, WEST RYDE. LOT 1 DP 34953. Local Development Application for new two storey boarding house development comprising twelve (12) boarding rooms under State Environmental Planning Policy (Affordable Rental Housing) 2009. LDA2015/0274.

Report prepared by: Senior Coordinator - Development Assessment

Report approved by: Acting Manager - Assessment; Acting Director - City Strategy and Planning

File Number: GRP/09/5/6/2 - BP16/945

1. Report Summary

Applicant: Mawad Investments Pty Ltd.

Owner: Mawad Investments Pty Ltd.

Date lodged: 15 June 2015 (amended plans received 16 September 2015 and 10 May 2016).

This report considers a development application (DA) for the construction of a new two-storey boarding house development comprising twelve (12) boarding rooms pursuant to the provisions of State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP). Of the twelve (12) boarding rooms, eleven (11) are to be single rooms, and one (1) is to be a double room for a total capacity of thirteen (13) lodgers.

The subject site for this development is considered to be in a suitable location for a boarding house that would have minimal impact on the amenity of adjoining properties. In particular, the site has no immediate residential neighbours (ie the site adjoins Lions Park to the west and north; and to the east is a former service station currently used as a Midas car service centre).

The DA was notified to surrounding properties in accordance with Ryde DCP 2014, and as a result, ten (10) submissions and a petition with (196) signatories were received objecting to the proposed development. When amended plans were received and re-notified to neighbours, no further submissions were received.

The issues of concern raised by the objectors are summarised as follows:

- Visual Privacy
- Car parking
- Noise and Acoustic Privacy
- Operation and Management
- Anti-social behaviour of tenants
- Safety and security of surrounding residents
- Increase in localised crime
- Use of adjacent park by tenants of boarding house to consume alcohol/drugs

ITEM 4 (continued)

- Proposed land use along with scale, built form density and visual impact
- Proximity to other boarding houses
- Inconsistency with planning controls
- Insufficient notification area

The proposal has been assessed against the provisions of the ARHSEPP, and where relevant, the provisions of Ryde LEP2014 and DCP2014. The areas of non-compliance can be summarised as follows:

Non compliances justifiable:

1. **Front Setbacks** – Ryde DCP 2014 contains a requirement that garages (and carports etc) are to be setback a minimum 1m from the building façade. The development proposes an open “carport” at ground floor level of the building with no front garage door or rear wall, but which is not setback 1m from the front façade.
2. **Rear Setbacks** – Ryde DCP 2014 prescribes a rear setback requirement of 8m or 25% of the site length (site is 44.35m long which would require a rear setback of 11.09m). The setback is 11m to the rear wall and 8.6m to the rear deck which is roofed and enclosed with a wall and therefore part of the building.

Non compliances/issues to be addressed via conditions:

3. **Internal Building Design – safety and security.** No lighting details shown on plans for common areas; and storage area for each occupant has not been clearly shown (minor matters which can be shown on the construction certificate plans).
4. **Internal Building Design – Communal Kitchen and Dining Areas**
 - The communal kitchen is 8.3m² in area, however the required area is 15.6m² (ie 1.2m² per resident)
 - One sink is provided in the kitchen, however two sinks are required.
 - One stove cooker is provided in the kitchen, however two stove cookers are required.(Note: it is likely that the applicant will have to reconfigure the ground floor plan to accommodate the changes described above and to ensure the provision of an internal clothes drying facility highlighted below).
5. **Clothes Drying Facilities**
 - Both the external clothes drying area and internal clothes drying area needs to be shown on plans

ITEM 4 (continued)

6. Boarding House Management

- Name and contact details of the manager to be displayed at all times.
- Occupiers of adjacent properties to be provided with a 24hr contact number for the boarding house.
- Incident register/complaints procedure to be provided.

7. Waste minimisation and management

- Space on-site is available for the sorting and storage of waste, however details of the waste storage and handling facilities submitted with the DA do not meet the requirements of Section 7.2 of Ryde DCP 2014.

Despite the non-compliances outlined above and the issues of concern raised in submissions, it is considered the proposal is generally satisfactory for approval as discussed in the body of the report. For this reason, the subject DA is recommended for approval subject to conditions. It is recommended that any such approval be in the form of a Deferred Commencement consent requiring the submission of amended plans for the provision of adequate communal kitchen facilities, waste storage area and a detailed site investigation report in relation to the potential contamination of the site.

Reason for Referral to Planning and Environment Committee: Requested by Councillor Etmekdjian.

Public Submissions:

- (a) Original Notification: ten (10) submissions and a petition with 196 signatories were received objecting to the proposed development.
- (b) Amended Plan Notification: No further submissions received.

SEPP 1 (or clause 4.6 RLEP 2014) objection required? None required.

Value of works: \$550,000

RECOMMENDATION:

- (a) That Local Development Application No. 2015/274 is approved subject to the **ATTACHED** conditions (Attachment 1).
- (b) That the persons who made submissions be advised of Council's decision.

ITEM 4 (continued)

ATTACHMENTS

- 1** Draft Conditions of Consent
- 2** Compliance Table (Affordable Rental Housing SEPP 2009)
- 3** Compliance Table - Ryde DCP 2014
- 4** Map
- 5** A4 Plans
- 6** A3 Plans - Subject to copyright provisions - CIRCULATED UNDER SEPARATE COVER

Report Prepared By:

Chris Young
Senior Coordinator - Development Assessment

Report Approved By:

Sandra Bailey
Acting Manager - Assessment

Liz Coad
Acting Director - City Strategy and Planning

ITEM 4 (continued)

2. Site (*Refer to attached map.*)

Address	: 1139 Victoria Road, West Ryde (LOT 1 DP34953).
Site Area	: 666.56m ² (Deposited Plan) Frontage to Victoria Road 15.24m Eastern and Western side boundaries of 43.13m Rear southern boundary of 15.29m
Topography and Vegetation	: The subject site is relatively flat, falling gently to the street. No vegetation currently exists on the site.
Existing Buildings	: A single storey building exists at the rear of the site for the purpose of operating a car and truck hire business.
Planning Controls Zoning	: State Environmental Planning Policy (Affordable Rental Housing) 2009 Ryde Local Environmental Plan 2014: Zone R2 Low Density Residential
Other	: Ryde Development Control Plan 2014



ITEM 4 (continued)



ITEM 4 (continued)



3. Councillor Representations

Name of Councillor: Councillor Etmekdjian.

Nature of the representation: Call-up to Planning & Environment Committee

Date: 25 July 2015

Form of the representation (e.g. via email, meeting, phone call): Email to Councillor Help Desk

Any other persons (e.g. consultants) involved in or part of the representation: None.

4. Political Donations or Gifts

None disclosed in applicant's DA submission or in any submission received.

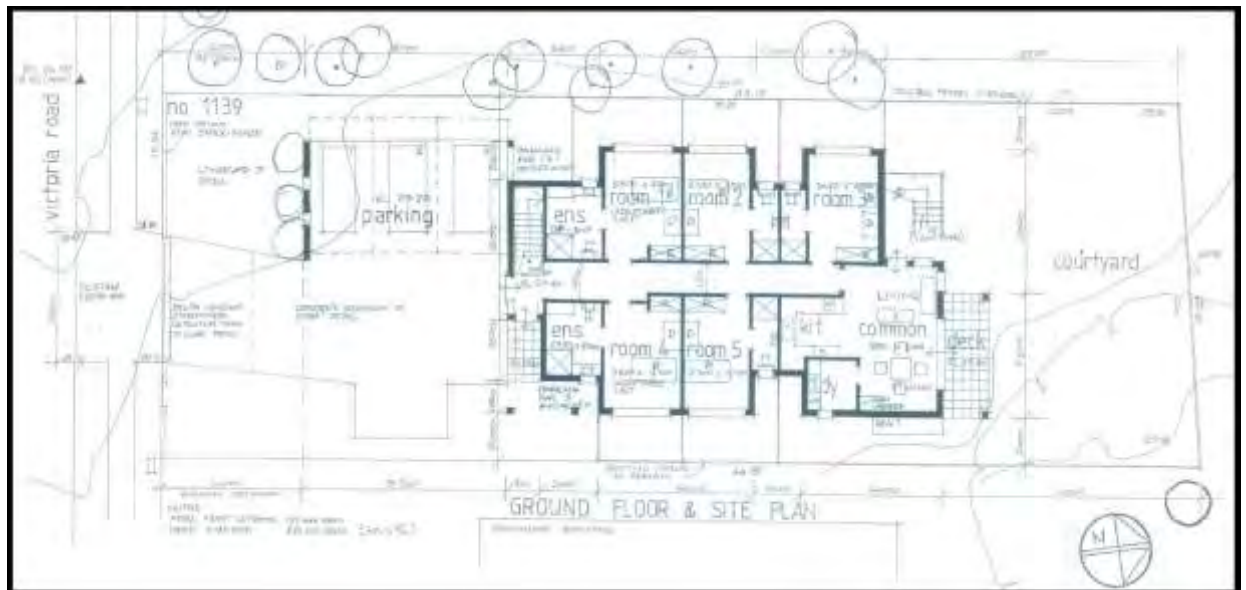
ITEM 4 (continued)

5. Proposal

The proposed development includes the construction of a new two-storey boarding house with the following attributes:

- Twelve (12) boarding rooms – eleven (11) single rooms, one (1) double room for a total capacity of thirteen (13) lodgers.
- Two of the twelve (12) boarding rooms have been designed as being capable for occupation by a disabled person.
- Access to the rear of the site is available via a gate to the side setback areas.
- The rear yard of the site is to include a landscaped common open space area and deep soil planting area.
- Associated works include new stormwater drainage and OSD, general site landscaping, and new 1800mm high fencing to the western and eastern side boundary and southern rear boundary. A 900mm high masonry fence will be provided along the front boundary of the site.

The following is the site plan/ground floor plan of the proposed development:



6. Background

LDA2015/274 was lodged with Council 15 June 2015. The DA was notified to surrounding properties in accordance with the DCP2014 on 24 June 2015, and advertised in the Northern District Times on 24 June 2015 (closing date for submissions 8 July 2015).

ITEM 4 (continued)

In response to the notification/advertisement of the subject DA, ten (10) submissions and a petition with 196 signatories were received objecting to the proposed development.

An initial assessment identified a number of non-compliances with the provisions of the DCP2014. The following issues were included in an additional information letter sent to the applicant on 30 June 2015.

- Excessive density of occupants being proposed, being thirteen (13) rooms within an R2 Low Density Residential Zone.
- Internal building design and compliance with Section 3.6, Part 3.5 Boarding House DCP 2014.
- Inadequate Local Character Area Assessment, Plan of Management and Statement of Environmental Effects.
- Inaccurate architectural plans and inaccurate information detailed on plans.
- Hard paving within front setback in excess of Council's control of 40%,
- Non-compliant car parking arrangement including number of spaces and parking located within the front setback.
- Building Code of Australia - No Section J Report submitted.
- Acoustic and Air Quality - No Acoustic Assessment or Air Quality reports were submitted.
- Accessibility - No Access Report submitted.

Amended plans were received on 16 September 2015 which included the following changes:

- The number of boarding rooms was reduced to a maximum of twelve (12) from thirteen (13).
- Two (2) of the ground floor boarding rooms were reconfigured to be adaptable dwellings.
- Further details on the architectural plans were provided with regards to internal building design/layout of each room, communal kitchen and living room.
- Landscaping has been added within the front setback area to reduce the overall percentage of hard surfaces.
- Revised SEE
- Amended Plan of Management
- BCA report provided
- Access report provided
- Acoustic report provided
- Air quality assessment report provided
- Waste Management Plan provided.

The amended plans were re-notified to neighbours and previous objectors. **No submissions** were received. The assessment of the submissions (in the following section) is of the submissions received to the original round of notification.

ITEM 4 (continued)

It should be noted that the amended plans submitted on 16 September 2015 required clarification in relation to the provision of disabled car parking. Recent (2015) amendments to AS2890.1 now require that disabled car parking spaces must have a space (called a “shared space”) of an equivalent size next to a disabled parking space to provide sufficient space for persons with a disability to physically enter/exit their vehicle.

The amended plans submitted 16 September 2015 provided a “shared space” in between two other car spaces within the car port. However, this is not permitted to be used for two purposes (ie a car space or access space for people with a disability to enter/leave their vehicle), and so the applicant was requested to review this requirement and undertake amendments to the plan if required.

On 10 May 2016, the applicant provided further amended plans, as well as an updated access report from their access consultant, Egron Consulting. This access report cites the provisions of Clause 3.5 of the Building Code of Australia (BCA) which states that “accessible car parking spaces... need not be designated where there is a total of not more than 5 car parking spaces, so as to restrict the use of the car parking space only for people with a disability”.

The car park of the proposed development contains only 3 car spaces, and therefore an accessible car space is not required for the development. As an accessible car space is not required, then a “shared space” is also not required, and it is acceptable for the development to provide the 3 car spaces as shown on the amended plans submitted 10 May 2016.

7. Submissions

The subject DA was notified to adjoining property owners in accordance with DCP2014 – Part 2.1, Notification of Development Applications for a period from 24 June 2015 to 8 July 2015.

In response to the notification/advertisement of the subject DA, ten (10) submissions and a petition with 196 signatories were received objecting to the proposed development.

The amended plans were re-notified to neighbours and previous objectors. **No submissions** were received. The assessment of the submissions (below) is of the submissions received to the original round of notification.

ITEM 4 (continued)

The key planning issues raised in the submissions regarding the notification of the original plans are summarised and discussed as follows.

- a) Car Parking and Traffic Impacts** – concerns that the proposed development provides inadequate parking and that there is insufficient capacity within the surrounding streets to accommodate the additional parking traffic impacts that will result from the boarding house development.

Comment: Section 2.2 Part 9.3 of DCP2014 prescribes the car parking requirements for boarding house developments within the City of Ryde. Specifically, it states that for boarding house developments in an ‘accessible area’ (ie within close proximity of public transport) the following parking rates apply:

*At least 0.2 parking spaces / boarding room (1 space /5 boarding rooms).
In terms of dwelling size this equates to:*

- *At least 0.2 parking spaces/dwelling containing 1 bedroom*
- *At least 0.5 parking spaces / dwelling containing 2 bedrooms*
- *At least 1 parking space / dwelling containing 3 or more bedrooms*

Not more than 1 parking space for each person employed in connection with the development.

Furthermore, Section 2.3 Part 3.5 of DCP2014 indicates the following requirements for motorcycle and bicycle parking:

For every 5 boarding rooms or part thereof, area equivalent to one parking space must be provided for a bicycle parking and area equivalent to one parking space one must be provided for motorcycle parking.

The proposed development provides 3 car parking spaces, 3 bicycle parking spaces, and 3 motorcycle parking spaces, and therefore fully complies with the vehicle parking requirements of DCP2014.

In addition, it is noted that clause 29 of the ARHSEPP provides ‘Standards that cannot be used to refuse consent’. In particular, Clause29(2)(e) indicates that a consent authority must not refuse consent to development for a boarding house undertaken pursuant to the ARHSEPP if at least 0.2 parking spaces are provided for each boarding room if the site is located within an accessible area.

As detailed later in this report, the subject site is located within an ‘accessible area’ and as such, the City of Ryde must not refuse consent to the subject boarding house on the basis of parking if it achieves the minimum 3 car parking spaces required by the ARHSEPP.

ITEM 4 (continued)

Given the proposed development provides three (3) vehicular parking spaces, the proposal cannot be refused on the basis of parking.

Given the above, while the concerns raised in the public submissions are understood, it is noted that the proposal fully complies with the car parking requirements in the ARHSEPP and therefore consent cannot be refused on the basis of parking. The car parking requirements in ARHSEPP were formulated based on the demographic profile of the average boarding house lodger and the semi-permanent nature of their occupation. Accordingly, car ownership and usage by occupants of boarding house developments is typically relatively low. It is considered the proposed boarding house will not result cause significant problems in terms of excessive vehicle parking.

b) The safety of children and the elderly who frequently utilise Lions Park will be impacted as a result of the type of residents who reside in such a development.

Comment: There is no evidence to suggest that the safety of surrounding residents/persons using Lions Park would be compromised as a result of approval to this proposal. The bona fides of the future occupants of the boarding house is not a relevant planning consideration under the Environmental Planning & Assessment Act 1979 (The Act). This type of concern appears to be based on perception rather than fact, and anecdotal evidence would suggest that the typical occupants of a boarding house within a suburban location such as Ryde are people who require affordable accommodation close to employment opportunities, or students.

It is also noted that direct access to Lions Park has been proposed from the rear yard of the subject site, however this is not supported and any access shown on the site plan will be deleted and the following condition of consent (see condition 13) is recommended to prohibit such access.

No access is permitted via Lions Park to 1139 Victoria Road during construction works or throughout the life of the development. No construction materials or machinery is to be stored in Lions Park during construction works.

c) Who will determine the suitability of the lodgers and the eligibility of the lodgers for low cost affordable housing

A **Boarding House** is defined as a 'a building or part of a building let in lodgings or a hostel which provides lodgers with a principal place of residence, but does not include backpackers' accommodation, a guest house or serviced apartment.

ITEM 4 (continued)

Comment: There is no specific selection criteria for potential occupants of boarding house developments. One of the aims of the ARHSEPP is to enable a broader range of housing choice and more affordable housing options within established areas, and developments such as the subject proposal have been lodged pursuant to the provisions of the ARHSEPP, and in response to a community need for more affordable housing options.

Potential tenants will be selected by the owner/operator of the boarding house and are not subject to a means income/assets test criteria when applying for residency within a boarding house. Tenants within a boarding house can occupy a room for three months or more.

d) Concerns are raised that occupancy levels will be difficult to manage by Council.

Comment: Conditions of consent will restrict the maximum occupancy of the premises to thirteen (13) lodgers. Of the twelve (12) boarding rooms, eleven (11) are to be single rooms, one (1) is to be double room for a total capacity of thirteen (13) lodgers. Should the premise be occupied by more than 13 persons, Council has enforcement powers under the Environmental Planning & Assessment Act 1979 to ensure compliance with the consent.

The following condition (see condition 6) is recommended:

Approved number of residents. *The approved number of occupants within the Boarding House must not exceed thirteen (13) persons at any time.*

e) The noise generated by the occupants of the boarding house is likely to cause nuisance to adjoining properties.

Comment: In relation to noise associated with the operation of the proposed boarding house, it is important to note that the proposal remains a residential land use, and accordingly is considered to be generally consistent with other forms of residential development such as dwelling houses and dual occupancy developments.

It is also noted that the use of the premises will be subject to conditions of consent, house rules and Plan of Management relevant to the boarding house. It is also noted that the premises fronts Victoria Road, a classified arterial road which is used by more than 40,000 vehicles per day. Given this, ambient noise levels in the area are likely to be higher than a traditional low density suburban area.

ITEM 4 (continued)

It is noted that a Plan of Management has been submitted, which includes various “house rules” to apply to residents within the boarding house. These rules include:

- a) No loud music or television noise is permitted after 10.00pm.*
- b) No parties or gatherings are permitted upon the premises after 10.00pm*
- c) No visitors other than residents of the property are permitted after 10.00pm*
- d) No use of the outdoor areas is permitted after 10.00pm.*
- e) No smoking in areas which may affect the amenity of other residents of the boarding house or of residents of neighbouring properties.*

Although it is noted that concerns have been previously raised regarding boarding house developments in residential zones, the subject site for this development is considered to be in a suitable location that would have minimal impact on the amenity of adjoining properties. In particular, the site has no immediate residential neighbours (ie the site adjoins Lions Park to the west and north; and to the east is a former service station currently used as a Midas car service centre).

f) The proposed boarding house will reduce the value of surrounding properties.

Comment: Development Application applicants have a right, under the provisions of the Environmental Planning and Assessment Act, 1979, to apply for developments that achieve the aim of orderly and economic use and development of land. Concerns about possible decreases in surrounding property values do not constitute a reasonable ground for refusal. This position has been reinforced by planning and development decisions in the Land and Environment Court.

g) Operation and Management – Concerns are raised that the details provided in Plan of Management are unsatisfactory and that there is no ability for Council to enforce its compliance. Residents have also raised concerns that the lack of an on-site manager will lead to the property falling into a state of disrepair, overgrown in much the same way as other student accommodation share houses have within the area.

Comment: This issue of concern from the residents was made in relation to the Plan of Management as originally submitted by the applicant. As noted in the Background section of this report, a revised Plan of Management was submitted with the package of additional information received on 16 September 2015, which was re-notified by Council to the neighbours and previous objectors.

ITEM 4 (continued)

The details provided within the amended Plan of Management of the proposed boarding house is sufficient to ensure that the boarding house operates with minimal impact on neighbouring residential properties. It is considered that the plan provides adequate safeguards to mitigate and address any impacts of the proposed boarding house on surrounding residents. The Plan of Management provides details on operation, number of lodgers, house rules, fire safety, site cleaning, furniture and facilities, waste management, safety, and security.

It is noted that there is no requirement for an on-site (resident) manager to reside at the premises. This requirement only applies to boarding house developments of 20 or more residents (this development proposes 13 residents).

House Rules are provided in section 6 of the submitted Plan of Management. The Plan of Management notes that a copy of the Plan of Management will be provided to each new lodger who will be required to sign an occupancy and house rules agreement. The plan notes that breaches will result in cessation of occupation. Nevertheless it is considered that the following operational condition (see condition 133) be imposed to reiterate the house rules to occupants of the premises.

House Rules – A copy of the ‘House Rules’ contained within the approved Plan of Management must be clearly displayed within the main entry area and all communal areas to ensure all occupants are aware of the house rules.

It is noted that whilst the submitted Plan of Management intends to provide internal signage indicating the property manager and contact numbers, this is not provided externally. As such the following condition of consent (see condition 103) is recommended to ensure that residents are able to obtain up to date contact details in the event of any concerns or complaints.

Boarding House Management. The name and contact details of the manager or managing agent is to be displayed at all times externally at the front entrance on the boarding house. Additionally, occupiers of all adjacent properties are to be provided with a 24 hour telephone number for a principal contact (for example owner or manager) for use in the event of an emergency.

In relation to the property falling into a state of disrepair, the Plan of Management notes the following.

“Twice/month mowing and garden maintenance during spring and summer and once/ month mowing and garden maintenance during autumn and winter. The rooms, common areas, communal room and communal courtyard are to be professionally cleaned by a contractor at least once a week. The cleaning and maintenance is to occur to both the area and fixtures and fittings in the area.

ITEM 4 (continued)

In addition all boarders are to be made aware, upon their entering into an agreement to occupy, of their responsibilities in relation to the maintenance and cleaning of the facility”

In regard to enforcement, the submitted Plan of Management and use of the communal outdoor areas has been included within the Conditions of Consent and as such must be complied with. Should any complaints arise in relation to non-compliance with this Plan of Management, Council may investigate and where a non-compliance is identified, impose an order on the operator to rectify the non-compliance. Should repeated breaches occur Council has the power to take appropriate action to enforce compliance. It is also noted that Schedule 2 Part 1 of the *Local Government (General) Regulation 2005* also imposes certain enforceable standards for shared accommodation.

Having regard to the above it is considered that the objector concerns in relation to the inadequacy of detail provided within the Plan of Management are unfounded. Nevertheless two (2) additional conditions are proposed and the plan will also be included within the approved documents. As such the applicant is considered to have a legal responsibility to comply with all commitments made therein.

h) It will be difficult to prohibit the use of illicit drugs or abuse of alcohol by residents within the boarding house, which in turn will impact upon the safety and amenity of the local community.

Comment: As discussed in the previous point of objection, a detailed Plan of Management has been submitted in relation to the proposed development. This Plan of Management includes a section regarding “Display of House Rules” which includes a zero tolerance policy on illegal drugs.

As previously discussed, the submitted Plan of Management has been included within the Conditions of Consent and as such must be complied with. Should any complaints arise in relation to non-compliance with this Plan of Management, Council may investigate and where a non-compliance is identified, impose an order on the operator to rectify the non-compliance. Should repeated breaches occur Council has the power to take appropriate action to enforce compliance. It is also noted that Schedule 2 Part 1 of the *Local Government (General) Regulation 2005* also imposes certain enforceable standards for shared accommodation.

ITEM 4 (continued)

This is another issue that appears to be based on perception, and anecdotal evidence would suggest illegal drug use within a boarding house within a suburban location such as Ryde is minimal. It is noted that the use of illegal drugs is a crime in NSW, and therefore is a matter for enforcement by the NSW Police. Whilst alcohol consumption is legal within NSW, the abuse of alcohol can result in amenity impacts for surrounding properties. However, this is a broader issue of society that is beyond the scope of assessment of an individual development application, and is not a relevant matter for consideration under Section 79C of the Environmental Planning & Assessment Act 1979. It is considered that the submitted Plan of Management as referenced above would also contain sufficient measures to minimise the incidence of illegal drug use and alcohol abuse within the premises.

- i) **Proposed land use along with scale, built form density and visual impact** – there is general concern over the commercial nature of the proposed development being for the purposes of a boarding house, and also concerns that the proposed development, particularly with twelve (12) boarding rooms, is an overdevelopment of the subject site. Concerns have also been raised in relation to visual impacts of the proposal.

Comment: In relation to the proposed land use, it is important to acknowledge that under the R2 Low Density Residential zone of the subject site, the LEP2014 identifies boarding houses as being permissible with consent. In this regard, any objection to boarding house developments within the R2 Low Density Zone is taken to be an objection to the provisions of the LEP2014, and not related specifically to the subject DA.

With regard to the physical (built form) scale of the proposed development, it is noted that the LEP2014 provides a maximum floor space ratio of 0.5:1 for buildings on the subject site, along with a maximum building height of 9.5m. These, along with Council's setback controls contained within the DCP2014 are the key controls governing the scale of buildings.

The assessment of the proposal has revealed the boarding house will have a floor space ratio of 0.498:1 and building height of 8.4m, and the proposal generally complies with the requirements of DCP2014 for front, side and rear side setbacks (justifiable non-compliance with rear setback as discussed later in this report). Accordingly, it is considered that the subject building to accommodate the boarding house is of a similar bulk and scale to that which could be developed under the local planning controls for a dwelling house, and as such is acceptable.

ITEM 4 (continued)

When looking at the number of boarding rooms proposed, it is noted that both single and double rooms is to be included. The boarding room mix is to comprise of eleven (11) single rooms and one (1) double room. The proposal will also include compliant common areas, storage, parking, and circulation areas all within a compliant building envelope.

Given the above, it is considered that the density of boarding rooms within the subject building is appropriate for the subject site.

In summary, the proposal is permissible within the R2 Low Density Residential zone, is well within the bulk and scale permitted by Council's planning controls, and further provides a balanced density of boarding rooms. For these reasons, the objector's issues are not supported on these matters.

Further, it is noted that Clause 29(1)(a) of the ARHSEPP states that a consent authority must not refuse consent to development for a boarding house development undertaken pursuant to the ARHSEPP on the grounds of density or scale if the density and scale of the buildings when expressed as a floor space ratio are not more than the existing maximum floor space ratio for any form of residential accommodation permitted on the land.

As outlined above, the floor space ratio of the proposal complies with the maximum permitted for residential development on the site, and as such, Council could not refuse the DA on the grounds of density or scale. In any case, this is not recommended as the development complies with the development controls which govern density and scale.

j) Visual Privacy – concerns have been raised in relation to visual privacy impacts to adjoining residential properties.

Comment: A submission has raised concerns in relation to the impacts on visual privacy from the proposed development. More specifically, the first floor balcony, windows and external stair case to the rear of the development.

Firstly, the development does not propose any first floor balconies. The development does propose an external stair at the rear, however this external stair has a landing of approx. 1.25m² in area and will overlook the vehicle access way to Lions Park to the rear of the site. The windows on the first floor are associated with boarding rooms, however significant overlooking of adjoining residential properties will not occur as there are no residential properties immediately adjoining the subject site (ie the properties to west is Lions Park, the property to the north is used for vehicle access to Lions Park, whilst the property to the east is a Midas Vehicle Service Centre).

ITEM 4 (continued)

k) The increase in housing density will overburden utilities such as fire, water, and electricity services.

Comment: Increased density in residential areas (whether this results from dual occupancy or multi-dwelling housing developments, or non-residential developments such as child care centres, or boarding houses) will lead to some increased demand for public utilities. However, the applicant will be required to ensure that adequate utility services are available to the site, and where necessary, make monetary contribution or undertake physical work to the utility authority (eg Sydney Water etc) to ensure that services are available.

The following conditions of consent (see conditions 89-90) are recommended in relation to the provision of utility services.

- **Fire safety matters.** *At the completion of all works, a Fire Safety Certificate must be prepared, which references all the Essential Fire Safety Measures applicable and the relative standards of Performance (as per Schedule of Fire Safety Measures). This certificate must be prominently displayed in the building and copies must be sent to Council and the NSW Fire Brigade.*

Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of the Interim/Final Occupation Certificate.

Each year the Owners must send to the Council and the NSW Fire Brigade an annual Fire Safety Statement which confirms that all the Essential Fire Safety Measures continue to perform to the original design standard.

- **Sydney Water – Section 73.** *A Section 73 Compliance Certificate under the Sydney Water Act 1994 must be obtained from Sydney Water Corporation. Application must be made through an authorised Water Servicing Co-ordinator. Please refer to the Building Developing and Plumbing section of the web site www.sydneywater.com.au then refer to “Water Servicing Coordinator” under “Developing Your Land” or telephone 13 20 92 for assistance.*

Following application a “Notice of Requirements” will advise of water and sewer infrastructure to be built and charges to be paid. Please make early contact with the Co-ordinator, since building of water/sewer infrastructure can be time consuming and may impact on other services and building, driveway or landscape design.

ITEM 4 (continued)

Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any Occupation Certificate.

l) The site is located on a floodplain and currently experiences drainage and sewage issues.

Comment: This matter has been discussed with Council's Senior Development Engineer, who has advised that Council adopted a Floodplain Management Plan for the Parramatta River Catchment in June 2015. The flood modelling undertaken as part of this Floodplain Management Plan provided a far more accurate portrayal of flood conditions for the catchment than the previous flood maps. For the site in question, the study revealed that the extent of flooding no longer enters the property and on this basis, no concerns were raised or conditions warranted in regard to flood protection.

In relation to issues of how stormwater disposal will be disposed of from the proposed development, the proposed development provides a stormwater management system that will discharge stormwater directly to a kerb inlet pit fronting the property in Victoria Road, and the drainage system incorporates on-site detention (OSD) designed in accordance with Council's requirements.

Also, as noted in objection (k) above, the applicant will be required to obtain a Section 73 compliance certificate from Sydney Water, to ensure that water and sewerage services are available to the site to the satisfaction of Sydney Water.

m) The applicant *Mawad Investments* is a very small company and may not build to a high standard.

Comment: This is not considered to be a valid issue of concern. There is nothing to suggest the proposal will be substandard in terms of quality of construction or external finishes.

The development will be required to be constructed in accordance with the Building Code of Australia 2016 as well as any conditions contained within any development consent and maintain the property in accordance with the Plan of Management.

ITEM 4 (continued)

n) Communal kitchens within boarding houses pose health and social issues.

Comment: The communal kitchen and all common areas are to be cleaned to a professional standard at least once a week as specified in the Plan of Management. However, it is recommended that an additional clause be added within the Plan of Management requiring each lodger to clean the kitchen and all utensils used in the preparation, cooking and consumption for each every meal they prepare, to ensure the next user has clean and readily available cooking utensils. See condition 101.

With regard to social issues, communal kitchens and communal living within boarding houses involves people of different ages and background sharing spaces and facilities. From time to time issues may arise, however this is the responsibility of the manager to address and take action.

o) The subject site of the proposed boarding house is contrary to Section 1.1, Part 3.5 Boarding House DCP 2014, in that a direct bus within walking distance is not available for lodgers within the proposed boarding house that attend Macquarie University.

Comment: Section 1.1, Part 3.5 Boarding House DCP 2014 states the following:

Boarding houses play a key role in providing affordable housing for many people on lower incomes needing accommodation close to work, study, transport, and services.

*The State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP) was introduced on 31 July 2009 to increase the supply and diversity of affordable rental and social housing in NSW. In particular, the City of Ryde has seen a **significant increase in demand for low rental housing for student accommodation in proximity to Macquarie University**. This Part includes controls for a new generation of boarding houses providing affordable housing options including for students and key workers in areas close to tertiary education facilities, hospitals, and centres.*

This section does not specifically require boarding houses to be located on direct transport routes to Macquarie University. The proposed development is very conveniently located to public transport services, in particular there is a bus stop approximately 10m away from the site with regular bus services (500, X00, 508, 510, 520, M52 STA bus service).

ITEM 4 (continued)

- p) Concern is raised that some residents (in Shaftesbury Road) were not directly notified by mail in relation to the proposed development.**

Comment: The proposed boarding house was notified in accordance with section 2.5 'extended adjoining land', Part 2.1 Notification of Development Applications, DCP 2014. In addition to the direct notification of properties by mail, it is also noted that this development was advertised in the local press (Northern District Times), and part of the reason why developments are advertised in the press is that it is not always practical to send letters to all residential properties outside the immediate vicinity.

The map below highlights the notification area for the proposed boarding house:



It is considered that the notification area (shown above), is sufficient for direct mail notification of this development. Advertisement of the development in the local press has assisted to enable other residents (not directly notified by mail) to make comment and raise issues of concern about the development, which has been addressed throughout this report.

ITEM 4 (continued)

8. SEPP1 (or clause 4.6 RLEP 2014) objection required?

None required.

9. Policy Implications

Relevant Provisions of Environmental Planning Instruments etc:

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

The provisions of SEPP 55 require Council to consider the potential for a site to be contaminated.

The subject site has previously been used for the purposes of:

- the sale and hire of caravans, including minor repairs
- the erection of a brick garage in connection with the caravan sales/hire business
- the sale of swimming and spa pools
- the display and sale of patterned concrete paving (including advertising signs)
- the rental and hire of motor vehicles.

The subject site is situated adjacent to a service station (1135 Victoria Road – Lot 5 & Lot 6 DP 128920) which has been continuously in operation since 1954, including the use as a motor vehicle repair business. The service station site is considered a potentially contaminating industry particularly when considering the age and unknown condition of the underground petrol tanks. It is possible that contamination could have migrated from the service station site and affected the subject site of the proposed boarding house.

Also, the site is known to have previously contained two in-ground swimming pools that were removed and filled in around 1986. At that time, it was not a requirement to use virgin fill so there is a possibility that the material used to fill in the pools may have been contaminated.

The applicant has not provided a contamination report or any site investigation report with the application. Therefore, Councils Senior Environmental Health Officer has recommended that a suitably qualified and experienced consultant be engaged to conduct a detailed ("Phase 2") contamination assessment of the site including the potential for contaminated fill and for the site to be affected by offsite migration of contaminants from adjoining premises, as part of two deferred commencement conditions as detailed below:

ITEM 4 (continued)

Detailed site investigation report - The proponent must engage a suitably qualified and experienced consultant to conduct a phase 2 contamination assessment of this site and determine if the subject site is affected by offsite migration of contaminants from adjoining premises and contains any potentially contaminated fill throughout the whole site.

The applicant shall submit a detailed site investigation report for Council's consideration. The detailed site investigation report must comply with the Guidelines for Consultants Reporting on Contaminated Sites (EPA, 1997) and demonstrate that the site is suitable for the proposed use, or that the site can be remediated to the extent necessary for the proposed use. If remediation is required, the report should also set out the remediation options available for the site and whether the work is considered to be category 1 or category 2 remediation work.

Council may require site audit of detailed investigation report - If requested by Council, the proponent must submit a site audit statement and a site audit summary report from an accredited site auditor under the Contaminated Land Management Act 1997, verifying the information contained in the detailed site investigation report.

Details are to be submitted to and approved by the Council prior to the activation of this consent.

State Environmental Planning Policy (Infrastructure) 2007

The provisions of SEPP (Infrastructure) 2007 have been considered in the assessment of the development application. The application is subject to clause 101 of the SEPP as the site has a frontage to a classified road and clause 102 of the SEPP as the average daily traffic volume of Victoria Road is greater than 40,000 vehicles.

Clause 101 – Development with frontage to classified road

The proposed construction of a boarding house is not expected to compromise the effectiveness and ongoing operation and function of Victoria Road. The proposal provides three off street car parking spaces, three motorcycle and three bicycle spaces. The proposal provides adequate room for vehicles to enter and exit the site in a forward direction, ensuring the safety of pedestrians and other road users is maintained.

Further, the applicant submitted an Air Quality Assessment Report which demonstrated that the pollution levels which the future tenants of the boarding house will be exposed to, is within acceptable limits.

ITEM 4 (continued)

Clause 102 - Impact of road noise or vibration on non-road development

- (1) This clause applies to development for any of the following purposes that is on land in or adjacent to the road corridor for a freeway, a tollway or a transit way or any other road with an annual average daily traffic volume of more than 40,000 vehicles (based on the traffic volume data published on the website of the RTA) and that the consent authority considers is likely to be adversely affected by road noise or vibration:
 - (a) a building for residential use,*
 - (b) a place of public worship,*
 - (c) a hospital,*
 - (d) an educational establishment or child care centre.**
- (2) Before determining a development application for development to which this clause applies, the consent authority must take into consideration any guidelines that are issued by the Director-General for the purposes of this clause and published in the Gazette.*
- (3) If the development is for the purposes of a building for residential use, the consent authority must not grant consent to the development unless it is satisfied that appropriate measures will be taken to ensure that the following LAeq levels are not exceeded:
 - (a) in any bedroom in the building-35 dB(A) at any time between 10 pm and 7 am,*
 - (b) anywhere else in the building (other than a garage, kitchen, bathroom or hallway)-40 dB(A) at any time.**
- (4) In this clause, freeway, tollway and transit way have the same meanings as they have in the Roads Act 1993.*

The proposal is for the construction of a boarding house containing 12 self-contained rooms with a maximum of 13 lodgers on the premises. The subject site is located on the northern side of Victoria Road which is a classified road and has a traffic volume greater than 40,000 vehicles per day. The application has been accompanied by an Acoustic report which details construction methods to achieve the minimum LAeq levels throughout the bedrooms and other rooms of the boarding house. A condition will be imposed requiring compliance with the recommendations of the Acoustic Report prepared by BGMA Pty Ltd, ref: 150715 A, dated 23 July 2015 (see condition 86).

State Environmental Planning Policy (Affordable Rental Housing) 2009

The ARHSEPP allows for the development of new generation boarding houses in residential, mixed use and some commercial zones.

ITEM 4 (continued)

The proposed development is for a new generation boarding house and has been lodged pursuant to the provisions of the ARHSEPP. Given the ARHSEPP is an environmental planning instrument, it becomes a matter for consideration in the assessment of the subject DA.

It is important to note that Clause 8 of the ARHSEPP indicates where there is an inconsistency between the ARHSEPP and any other environmental planning instrument (i.e. the Ryde LEP 2014), whether made before or after the commencement of this ARHSEPP, the ARHSEPP prevails to the extent of the inconsistency.

A full assessment of the proposed development is contained within the Compliance Check table contained in **Attachment 2**. The following provides a brief overview of the proposed development performance against the key provisions of the ARHSEPP relating to new generation boarding house developments.

- **Clause 26** prescribes those zones to which the boarding house provisions of the ARHSEPP applies. The subject site is identified as being within the R2 Low Density Residential zone under the provisions of the Ryde LEP 2014. The R2 Low Density Residential zone is a prescribed zone under Clause 26, and as such the subject site is within land to which the ARHSEPP boarding house provisions apply.
- **Clause 27(1)** outlines development to which the boarding house provisions of the ARHSEPP apply. A boarding house is defined within the Dictionary of the Ryde LEP 2014 as:

boarding house means a building that:

- (a) is wholly or partly let in lodgings, and*
- (b) provides lodgers with a principal place of residence for 3 months or more, and*
- (c) may have shared facilities, such as a communal living room, bathroom, kitchen or laundry, and*
- (d) has rooms, some or all of which may have private kitchen and bathroom facilities, that accommodate one or more lodgers,*

but does not include backpackers' accommodation, a group home, hotel or motel accommodation, seniors housing or a serviced apartment.

The proposal would meet the above definition for a 'boarding house'. As such the provisions of the ARHSEPP apply to this DA.

ITEM 4 (continued)

- **Clause 27(2)** and **Clause 27(3)** indicate that despite the provisions of Clause 27(1) the boarding house provisions of the ARHSEPP do not apply to development on land within the R2 Low Density Residential zone unless it is located within an 'accessible area' and secondly within the Sydney region.

An accessible area is defined under the ARHSEPP as:

accessible area means land that is within:

- (a) 800 metres walking distance of a public entrance to a railway station or a wharf from which a Sydney Ferries ferry service operates, or
- (b) 400 metres walking distance of a public entrance to a light rail station or, in the case of a light rail station with no entrance, 400 metres walking distance of a platform of the light rail station, or
- (c) 400 metres walking distance of a bus stop used by a regular bus service (within the meaning of the Passenger Transport Act 1990) that has at least one bus per hour servicing the bus stop between 06.00 and 21.00 each day from Monday to Friday (both days inclusive) and between 08.00 and 18.00 on each Saturday and Sunday.

The development is located approximately 10m walking distance from a bus stop located on the northern side of Victoria Road near the corner of Shaftsbury Road.

This bus stop is serviced by the Sydney Buses routes 500, X00, 508, 510, 520, M52 STA bus service). At least one bus per hour services the bus stop Monday to Friday between 6am and 9pm and Saturday and Sunday 8am to 6pm.

On the basis of the above, the boarding house provisions of the ARHSEPP apply to the proposed development.

- **Clause 28** indicates that development for the purposes of a boarding house to which the ARHSEPP applies may be carried out with consent. In this regard it is noted that the subject DA has been lodged with Council seeking consent. As such, this is consistent with the provisions of Clause 28.
- **Clause 29** provides standards that cannot be used to refuse consent. For example, a consent authority cannot refuse consent to development to which the ARHSEPP applies on the basis of bulk and scale, building height, landscaped area, solar access, private open space, parking, or accommodation size if minimum standards outlined within the ARHSEPP are met.

ITEM 4 (continued)

As indicated in the Compliance Check contained in **Attachment 2**, the proposed development achieves the minimum standards established by the ARHSEPP, so in this regard, it is acknowledged that development consent for the proposed development cannot be refused on the basis of any of the following:

- bulk and scale,
 - building height,
 - landscaped area,
 - solar access,
 - private open space,
 - parking, or
 - accommodation size.
- **Clause 30** provides minimum standards for boarding house developments under the ARHSEPP. Specifically, it states that unless the listed standards are met, a consent authority must not grant consent to an ARHSEPP boarding house development.

Again, the Compliance Check contained in **Attachment 2** provides a detailed assessment of how the proposed development performs against each of these development standards. The outcome of this assessment has determined that the proposed boarding house development satisfactorily complies with each of the specified standards.

- **Clause 30A** outlines that a consent authority must not consent to development under the ARHSEPP unless it has taken into consideration whether the design of the development is compatible with the character of the local area.

A Local Area Character Assessment has been prepared by the applicant's town planner and is included within the submitted Statement of Environmental Effects that accompanies the subject DA.

This assessment has been reviewed as part of the assessment of the subject DA and it has been determined that it appropriately utilises the methodology set out in Schedule 2 of Part 3.5 of the DCP2014.

It is also important to note that the building to contain the boarding house essentially takes on the appearance of a two-storey dwelling house with compliant building heights, front and side setbacks, floor space ratio, and landscaped area. The result is a building that is considered to be compatible with the character of the local area in the required sense of it being capable of existing in harmony with the current and likely future development in the area.

ITEM 4 (continued)

SEPP BASIX

A compliant BASIX Certificate (No 592147M) has been submitted with the DA. A standard condition has been included in the Draft Consent requiring compliance with this BASIX certificate.

(b) Ryde Local Environmental Plan 2014

Zoning

Under Ryde LEP 2014, the zoning of the subject site is R2 Low Density Residential. Despite the proposal being lodged pursuant to the ARHSEPP, it is noted that boarding houses are a permissible form of development within the R2 Low Density Residential zone.

Aims and objectives for residential zones:

- *To provide for the housing needs of the community within a low density residential environment.*
- *To enable other land uses that provide facilities or services to meet the day to day needs of residents.*
- *To provide for a variety of housing types.*

The proposed development is considered to satisfy the objectives for residential developments as it will provide a range of housing types for the community within a low density residential environment, and ensures the general low scale of the surrounding area is maintained via compliant building heights, floor space ratio, and satisfactory setbacks.

The proposal is not considered to detract from the streetscape and includes a form and modern appearance consistent with new and recently approved residential development in the local area.

Principal Development Standards

A full assessment of the proposal against the relevant principal development standards contained within the Ryde Local Environmental Plan 2014 (LEP2014) is illustrated in the Compliance Check held in ***Attachment 2***.

ITEM 4 (continued)

RYDE LEP 2014	PROPOSAL	COMPLIANCE
Clause 4.3(2) - Height • 9.5m overall	8.4m	Yes
Clauses 4.4(2) & 4.4A(1) - FSR - 0.5:1 Site Area: 666.56m ²	152.67m ² 179.9m ² 332.57m ² 0.498:1	Yes

(c) Any draft environmental planning instruments (i.e. LEPs)

No draft environmental planning instruments are applicable to the proposed development.

(e) The provisions of any development control plan applying to the site

Part 3.3 Dwelling Houses and Part 3.5 Boarding Houses

The proposal has been assessed using the development controls contained in Ryde Development Control Plan 2014 (DCP2014) and a full assessment is detailed in the Compliance Checks contained in **Attachment 2**. The following is an assessment of the non-compliances of the subject DA against the key components of the DCP2014.

Non-Compliances justifiable:

As covered by Section 79C(3A)(b) of the Environmental Planning and Assessment Act 1979 (the Act), if a development control plan contains provisions that relate to the development that is the subject of a DA, the consent authority is to be flexible in applying those provisions and allow reasonable alternative solutions that achieve the objects of those standards for dealing with that aspect of the development.

With the above in mind, the following outlines those aspects of the proposal which have been assessed as non-compliant with the applicable development controls under DCP2014, but nonetheless have been determined acceptable as they are able to achieve the objects of those standards.

Front Setbacks

Section 2.9.1 of Part 3.3 of Ryde DCP 2014 contains a requirement that garages and carports are to be setback a minimum of 1m from the dwelling's front façade. The development proposes an open "carport" at ground floor level of the building with no front garage door or rear wall, but which is not setback 1m from the façade, and therefore does not comply with this requirement of DCP 2014.

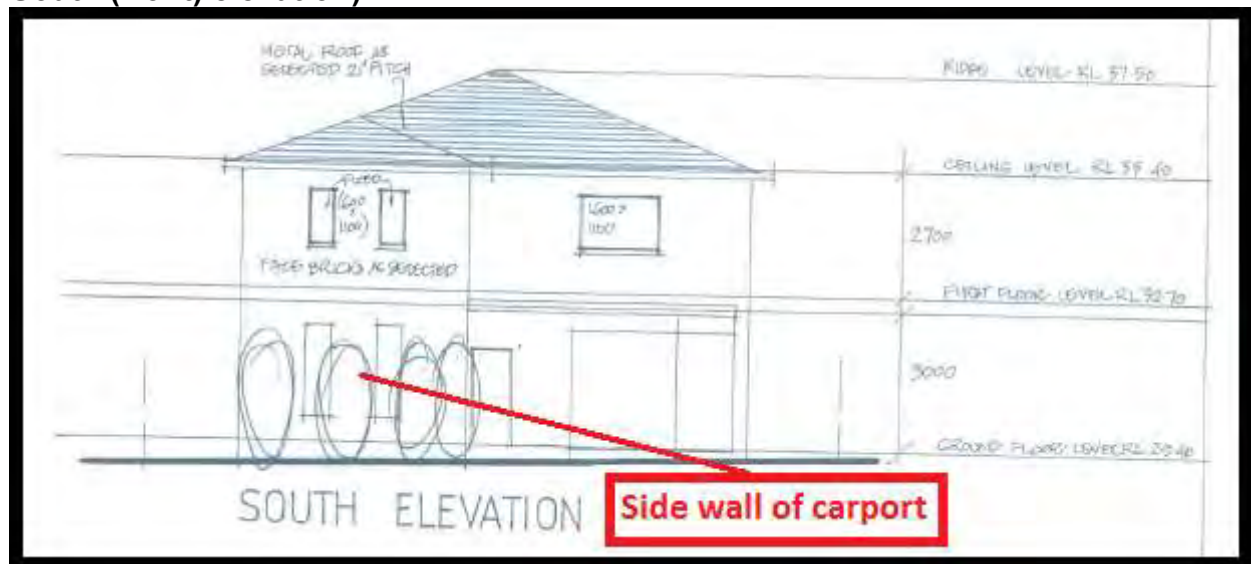
ITEM 4 (continued)

Although the proposal does not comply with this requirement of DCP 2014, it can be supported for the following reasons:

- This control of the DCP aims to minimise the visual dominance of the front door of garages/carports that face the street. In this development, the front of the carport is accessed from the internal driveway, so it is the side wall of the carport which faces the street. Therefore this development does not involve a garage door facing the street, which this DCP control aims to minimise.
- The side wall of the carport has two windows with similar sizes of the windows at first floor level. The visual presentation of the development to the street will therefore be typical of a residential dwelling.
- The front setback area between the side wall of the carport and the front boundary is to be extensively landscaped in accordance with the submitted landscaping plan, in particular there will be a row of *Acmena smithii* (dwarf lilly pilli) planted along the front boundary which will provide landscape screening of the front wall of the dwelling.

The following is the south front elevation showing the position of the carport and how it presents to the street (Victoria Road):

South (front) elevation:



Rear Setbacks

Section 2.9.2 of Part 3.3 of the DCP2014 prescribes controls for rear setbacks. Specifically, that the rear of the dwelling is to be setback from the rear boundary a minimum distance of 25% of the length of the site or 8m, whichever is greater. The subject site has a length of 44.35m, and therefore the minimum required rear setback is 11.09m.

ITEM 4 (continued)

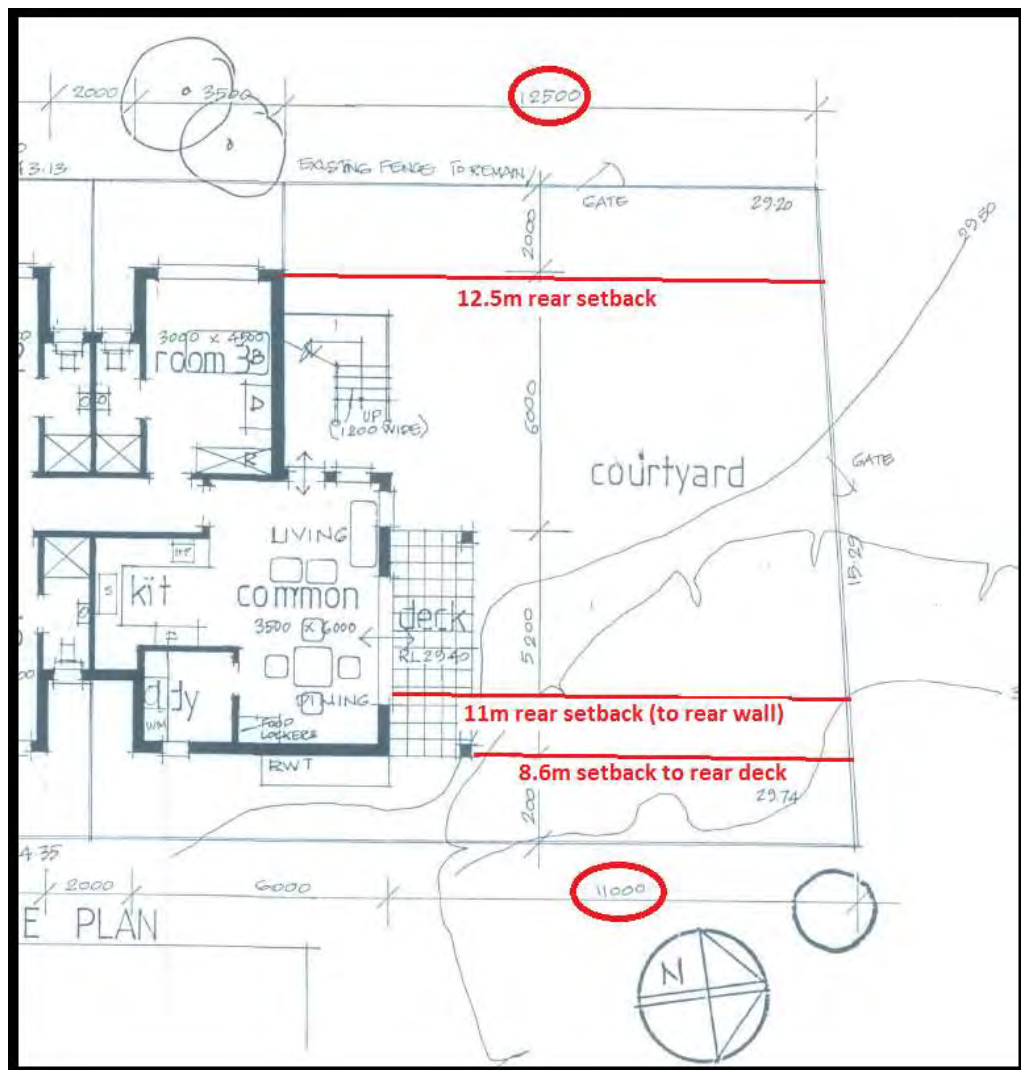
The plans submitted with the DA indicate that the rear ground floor deck is setback 8.6m from the rear boundary, while the rear wall of the building is setback between 11 – 12.5m from the boundary, which complies with the control. Thus, although not meeting the rear setback requirement as set out in DCP2014, the minor non-compliance can be supported for the following reasons:

- No unacceptable privacy or overlooking impacts are anticipated from the minor non-compliance. In particular, it is noted that the immediately adjoining property to the north is a vehicle accessway within Lions Park, as shown in the air photo earlier in this report;
- The impact of the reduced rear setback affecting the adjoining rear property is considered to be negligible as are overshadowing and privacy impacts.
- Sufficient site area still exists to provide an area for outdoor communal and private open space and landscaping within the side setbacks.
- It is considered that the proposed development meets the objectives of the setback controls set out in the Ryde DCP 2014, specifically as the proposed development still provides an adequate area for private outdoor recreation and relaxation, provides for space for vegetation, mature trees and deep soil zones, provides adequate separation between dwellings to achieve privacy, and enables contiguous vegetation corridors across the residential blocks.

Given the above it is considered that this non-compliance can be supported in this instance.

The following drawing is an extract of the site plan showing the rear setbacks of the development.

ITEM 4 (continued)



Non-Compliances / Issues Resolved via Conditions:

Internal Building Design

Section 3.6 of Part 3.5 of the DCP2014 prescribes development controls relating to the internal building design of boarding house developments. This is to ensure all new boarding houses provide an acceptable level of safety, amenity and privacy for occupants and also adjoining properties. Particular components of this control seek to avoid dark and less visible areas, and locate communal and common areas in safe and accessible locations. Also outlined are provisions for lighting to common areas be provided in a fashion that maintains safety and security, without compromising on the amenity of occupants or properties adjoining the development.

ITEM 4 (continued)

An assessment of the subject DA has revealed that whilst gates are shown to be provided to the side and rear these gates are not shown to be lockable. Furthermore these areas may potentially provide dark and non-visible areas. In addition the subject DA has failed to identify specific details on the common area lighting arrangements for the proposed development.

Accordingly, the following conditions of consent (see conditions 34, 35 and 37) are recommended to ensure that proposed side entry gates are lockable, sensor lighting is provided to these concealed side setback entry points and that the lighting arrangements for the proposed development are designed to comply with the provisions of the Ryde DCP 2014, and achieve the performance criteria outlined above:

Lockable side entry gates. The side gates shown on the submitted ground floor plans within the eastern and western side setback providing access to the private open space areas of the boarding house must be provided with a keypad locking mechanism to prevent unauthorised access into these areas. Details indicating compliance with this condition shall be submitted to the Principal Certifying Authority prior to the issue of a **Construction Certificate**.

Sensor Lighting – Sensor lighting is to be provided to the side entry gates within the eastern and western side setback areas. Details are to be submitted to the Principal Certifying Authority for approval prior to the issue of a **Construction Certificate**. The details to include certification from an appropriately qualified person that there will be no offensive glare onto adjoining residents or boarding rooms within the development.

Lighting of common areas (driveways etc). Details of lighting for internal driveways, common areas and the street frontage shall be submitted for approval prior to issue of the **Construction Certificate**. The details to include certification from an appropriately qualified person that there will be no offensive glare onto adjoining residents or boarding rooms within the development.

Communal Kitchen and Dining Areas

The table within Section 3.6 of Part 3.5 of DCP2014 also prescribes development controls relating to communal kitchens and dining areas for boarding houses. Specifically, they are to be provided as follows:

8. A communal kitchen area is to be provided with a minimum area of 6.5m² in total or 1.2m² for each resident occupying a boarding room that does not contain a kitchenette, whichever is greater, and is to contain:
 - One sink for every 6 people, or part thereof, with running hot and cold water; and

ITEM 4 (continued)

- *One stove top cooker for every 6 people, or part thereof, with adequate exhaust ventilation.*

An assessment of the submitted plans has revealed that the communal kitchen is 8.3m² in area. Given the proposed development includes up to thirteen (13) residents without a kitchenette in their room, the size of the kitchen area is considered to be insufficient and should a minimum of 15.6m² (1.2m² x13 residents). Further, the plans do not indicate an adequate number of sinks and stove cookers within the kitchen area for the thirteen (13) residents.

Accordingly, the following deferred commencement condition of consent is recommended to address this issue.

Communal Kitchen Facilities. *A communal kitchen area is to be provided with a minimum area of 15.6m² and that contains a minimum of two sinks, two stove cookers and that is accessible for all residents in compliance with the provisions contained within Part 3.5 of the Ryde DCP 2014. Details are to be submitted to and approved by the Council prior to the activation of this consent.*

It should be noted that it will be possible to provide a kitchen that meets the required size by adjusting the size of the common living area adjacent to the kitchen.

Clothes Drying Facilities

Similar to communal kitchens, the Table within Section 3.6 of Part 3.5 of DCP2014 also prescribes development controls relating to drying facilities for boarding houses. Specifically, external and internal drying facilities are to be provided as follows:

- *15m² external clothes drying area for every 12 residents in an outdoor area (can be retractable).*

An assessment of the submitted plans has revealed that the external clothes drying area has not been indicated. Accordingly, the following condition of consent (see condition 36) is recommended to address this issue:

Clothes Drying Facilities (external). *An external clothes drying area is to be provided with minimum area of 15m² that is accessible for all residents in compliance with the provisions contained within Part 3.5 of the Ryde DCP 2014. Details are to be submitted to and approved by the Principal Certifying Authority prior to the issue of a **Construction Certificate**.*

Internal drying facilities are also required to be provided, specifically:

9. *Internal drying and laundry facilities shall be located in a safe and accessible location for all residents, and separate from communal kitchen facilities.*

ITEM 4 (continued)

An assessment of the submitted plans has revealed that the internal drying facilities have not been indicated. Accordingly, the following condition of consent (see condition 36A) is recommended to address this issue:

Clothes Drying Facilities (internal). *An Internal drying and laundry facilities shall be located in a safe and accessible location for all residents, and separate from communal kitchen facilities for all residents in compliance with the provisions contained within Part 3.5 of the Ryde DCP 2014. Details are to be submitted to and approved by Council prior to the issue of a **Construction Certificate**.*

Boarding House Management

Section 4 of Part 3.5 of the DCP2014 provides development controls relating to the management of boarding houses to ensure they are well maintained and operated in a manner that ensures a high level of amenity for the occupants as well as for adjoining residents.

Specifically it is indicated that the name and contact details of the boarding house manager or managing agent be displayed all times externally at the front entrance on the boarding house.

It is also specified that occupiers of adjacent properties be provided with a 24 hour telephone number for a principal contact (for example owner or manager) for use in the event of an emergency.

It is noted that that subject DA does not detail on the plans or within the accompanying documentation that these management controls will be satisfactorily complied with. As such, it is considered appropriate that the following condition (see condition 103) be included as an operational condition of consent:

Boarding House Management. *The name and contact details of the manager or managing agent is to be displayed at all times externally at the front entrance on the boarding house. Additionally, occupiers of all adjacent properties are to be provided with a 24 hour telephone number for a principal contact (for example owner or manager) for use in the event of an emergency.*

Further, section 5 of the Plan of Management does not include any details of the complaints procedure/incident register. Therefore, the following amendment to section 5 of the Plan of Management is detailed below (see Deferred Commencement condition 1(b):

The manager is responsible for recording any complaints in an incident register which is to be available to surrounding neighbours and Council upon request. The register shall detail how and when any complaints are dealt with.

ITEM 4 (continued)

The Resident Manager will be available during business hours 9am to 6pm, Monday to Saturday, to deal with any complaints as to the operation and management of the premises. An after-hours number is to be provided, with such phone number being publicly available. There will be a register of all complaints. The register will contain –

- *Complaint date and time*
- *Name of person/police/council making the complaint*
- *Contact details*
- *Nature of the complaint*
- *Action taken (by whom and when)*
- *Outcome and/or further action required*

All complaints shall be dealt with by management within 24 hours of notification. The Incident Register is to be made available to Police and Council upon request.

House Rules are provided in section 6 of the submitted Plan of Management. The Plan of Management notes that a copy of the Plan of Management will be provided to each new lodger who will be required to sign an occupancy and house rules agreement. The plan notes that breaches will result in cessation of occupation. Nevertheless it is considered that the following operational condition (see condition 103) be imposed to reiterate the house rules to occupants of the premises.

House Rules – *A copy of the 'House Rules' contained within the approved Plan of Management are must be clearly displayed within the main entry area and all communal areas to ensure all occupants are aware of the house rules.*

Waste Minimisation and Management

Section 2.3 of Part 7.2 of the DCP2014 provides development controls relating to waste minimisation and management to ensure the boarding house encourages source separation of waste, reuse, and recycling by ensuring appropriate storage and ensure appropriate, well-designed waste storage and collection facilities are provided and are accessible to occupants and service providers.

An assessment of the proposed development reveals that details of the waste storage and handling facilities submitted with the DA do not meet the requirements of Section 7.2 of Council's Development Control Plan 2014 – as a bin storage area has not been indicated on the site plan. However, space on-site is available for the sorting and storage of waste. Therefore, it is considered that the following deferred commencement condition be recommended as per Councils Senior Environmental Health Officers recommendation:

ITEM 4 (continued)

Details of waste storage and handing facilities - The details of the waste storage and handling facilities submitted with the development application do not meet the requirements of Section 7.2 of Council's Development Control Plan 2014.

Amended details must be submitted for Council's approval. The amended details must include:

- (a) Design and location of the waste storage facilities for the garbage and recycling bins*
- (b) The number of garbage and recycling bins proposed to ensure that any proposed enclosure large enough to contain all required bins*

Details are to be submitted to and approved by the Council prior to the activation of this consent.

Section 94 of the Environmental Planning and Assessment Act 1979

Council' Section 94 Development Contributions Plan

Council's Section 94 Development Contributions Plan requires a contribution for the provision of various additional services required as a result of increased development. Boarding house developments are charged at a rate of \$7100.34 per bedroom (ie total of \$85204.08 for this development), minus a credit (of \$20,000) for one residential dwelling which could be erected on this residentially-zoned property without attracting Section 94 contributions.

The contributions that are payable with respect to the increase housing density on the subject site (*being for residential development outside the Macquarie Park Area*) are as follows:

A – Contribution Type	B – Contribution Amount
Community & Cultural Facilities	\$13,783.30
Open Space & Recreation Facilities	\$33,931.67
Civic & Urban Improvements	\$11,540.85
Roads & Traffic Management Facilities	\$1,574.30
Cycleways	\$983.34
Stormwater Management Facilities	\$3,125.50
Plan Administration	\$265.12
The total contribution is	\$65,204.08

A condition for the payment of a Section 94 Contribution of **\$65,204.08** has been included in the draft conditions of consent.

ITEM 4 (continued)

10. Likely impacts of the Development

(a) Built Environment

A thorough assessment of the impacts of the proposed development on the built environment has been undertaken as part of the completed assessment of the proposed development.

Although it is noted that concerns have been previously raised regarding boarding house developments in residential zones, the subject site for this development is considered to be in a suitable location that would have minimal impact on the amenity of adjoining properties. In particular, the site has no immediate residential neighbours (ie the site adjoins Lions Park to the west and north; and to the east is a former service station currently used as a Midas car service centre).

The resultant impacts of the proposed boarding house on the built environment are considered to result in a development that is consistent with the desired future character of the low density residential area, and consistent with the nature of development in Ryde and the wider local government area.

As a result, the proposed development is considered to be satisfactory in terms of impacts on the built environment, subject to the recommended conditions of consent.

(b) Natural Environment

Given the nature of the proposed development being for the construction of a new boarding house that within an existing suburban environment, and given the development currently comprises no landscaping or any vegetation, it is considered there will be no significant negative impact upon the natural environment as a result of the proposal.

11. Suitability of the site for the development

A review of Council's map of Environmentally Sensitive Areas (held on file) identifies no environmental constraint affecting the subject property.

12. The Public Interest

The development substantially complies with the provisions of the ARHSEPP and also Council's current development controls. Additionally, it has been determined that the proposed built form is in keeping with the existing and desired future character of the low density residential area.

In this regard, it is considered that approval of the subject DA would be in the public interest.

ITEM 4 (continued)

13. Consultation – Internal and External

Internal Referrals

Senior Development Engineer: The proposed boarding house development was referred to Council's Senior Development Engineer who has reviewed the revised plans and provided the following comment.

Stormwater Management

The proposed stormwater management system for the development will discharge directly to a kerb inlet pit fronting the property in Victoria Road. The system integrates OSD designed in accordance with Councils requirements. Standard conditions apply.

Vehicle Access and Parking

The proposed development is made under the provisions of the SEPP for Affordable Housing (Boarding Houses), which has reduced requirements for carparking in comparison to development of similar scope. The SEPP requires 0.2 parking spaces per boarding room. In the case of the 12 rooms proposed, this would warrant 3 parking spaces be provided and thereby satisfies this requirement.

The proposal is noted to accommodate 2 adaptable units and would (normally) require disabled parking spaces to be designed in accordance with AS 2890.6. This would require the provision of a shared area (access prevented with a bollard) resulting in the removal of 1 of the spaces.

As per Section D3.5 (Accessible Carparking) National Construction Code Vol. 1 – 2015, clause (d) specifies in relation to the requirement for disabled spaces;

“need not be designated where there is a total of not more than 5 carparking spaces, so as to restrict the use of the carparking space only for people with a disability.”

In the case of this development, the warrant for offstreet parking is very high given the very limited onstreet capacity in the vicinity of the site. As such, it is advised that the provision of disabled parking is not required.

In regards to the design of the parking area, the following matters are noted;

- The access aisle to the spaces is only some 5m. wide and short of the 5.8m required. This would require some adjustment to the internal width of the driveway but could be addressed by a condition of consent.*

ITEM 4 (continued)

- *The applicant has provided a bay opposite the spaces and it appears this is intended for vehicles to reverse into. Despite this, the bay is not aligned with parking space number 3, which lacks a “blind aisle extension” (extending the parking aisle beyond the end of the space to enable a vehicle to reverse out and exit in a forward manner). This could be addressed by offsetting the bay to adjoin the new development footprint and is addressed by condition of consent.*

Consultant Landscape Architect: The proposed development was referred to Council’s Consultant Landscape Architect who has provided no objection to the proposed development subject to conditions concerning tree protection, landscaping details, screen planting, fencing and pedestrian access.

Executive Building Surveyor: The proposed development was referred to Council’s Building Surveyor who has provided no objection to the proposed development subject to conditions.

Senior Environmental Health Officer: The development application was referred to Council’s Senior Environmental Health Officer who has provided the following comments.

Contamination

- 1) *The subject site is situated adjacent to a service station which has been continuously in operation since 1954, including the use as a motor vehicle repair business. Therefore given the use of the site adjacent to the subject site, being the service station which by its use is considered a potentially contaminating industry and the likely age of the underground petrol tanks, then there is the potential for the contamination to have migrated from the adjacent site and affected the subject site.*
- 2) *There is a note on the property file of 1139 Victoria Road, West Ryde, dated 30 October 1986 referring to landscape plans for the car rental and hire of motor vehicles and the existing underground swimming pools which states:*

“It is now proposed to retain the kidney shaped pool. It will be necessary to ensure that the square pool when filled is maintained to the same level as the surrounding paved area.”

“The area currently occupied by the swimming pool when filled and paved for parking is to retain the same level as the surrounding paved area”.

ITEM 4 (continued)

It is therefore evident that there is likely still 2 in-ground swimming pools below the existing paved areas of this site which contain fill of an unknown material. Alternatively, if these pools were removed and the remaining area filled, the fill used also would have consisted of an unknown material. In 1986, it was not a requirement to use VENM when using fill on a site, so there is the likelihood that any such fill material may be contaminated.

- 3) Furthermore, SEPP 55 requires Council consider the previous use of a property in regards to the likelihood of contamination and in this instance the previous site use was a less sensitive commercial use which under this development proposal will be used for a more sensitive use and therefore a contamination report, as previously discussed is required for this proposal.*

However, in order to conduct any detailed phase 2 contamination assessment of this site, which is necessary given the potential for the site to be affected by offsite migration of contamination and potentially contaminated fill, then the concrete hardstand surface may need to be removed unless the consultant is able to assess the site by drilling through the hardstand in the correct locations.

Therefore I recommend that a suitably qualified and experienced consultant be engaged to conduct a detailed (phase 2) contamination assessment of the site including the potential for contaminated fill and for the site to be affected by offsite migration of contaminants from adjoining premises, as part of a deferred commencement condition to allow for the hardstand surface to be removed. This shall be submitted to Council for written approval.

Noise

The applicant has submitted an acoustic assessment with the application, which has been prepared by BGMA Pty Ltd Consulting Acoustical Engineers "Boarding House Development 1139 Victoria Road West Ryde, BGMA 150715A dated 23 July 2015". This report provides recommendations for acoustic treatments throughout the premises to achieve appropriate Rw ratings suitable for residential developments on main roads and in consideration with the requirements of the NSW Protection of Environment Operations Act, 1997 which should be adopted for this development.

Food/Kitchen and Communal Laundry

I note that the subject development has a common kitchen and laundry. There is no note on the application which advises that the residents of the premises will be served meals as part of the accommodation arrangements. Therefore this premises is not considered a food premises under the Food Act, 2003 and it is assumed that residents will be providing their own meals.

ITEM 4 (continued)

In addition, the communal kitchen shall be of a size to ensure the following facilities are included:

- a minimum of one sink per six occupants with hot and cold running water provided to the sink,*
- one stove top cooker per 6 occupants with adequate ventilation,*
- one oven per 12 occupants*
- a refrigerator with storage space of 0.13m³ per person unless one bar fridge is provided in each bedroom,*
- one freezer with storage space of 0.05m³ per occupant, storage for dry goods of 0.03m³ per person and exhaust ventilation,*
- A lockable drawer or cupboards for food storage shall be provided in the kitchen per guest.*

Laundry facilities shall include washing machines and sinks at a rate of one tub per ten rooms or one tub per twelve occupants (whichever is the greater) with a minimum WELS rating of 4 stars on the washing machines, internal clothes drying facilities shall be provided at a rate of one dryer per 10 rooms with a minimum energy star rating of 4 stars and shall be rated no less than one star below the maximum available energy star rating available at the time of installation.

Waste

There is no garbage bin storage area proposed on the submitted plan and therefore the application does not comply with Council's DCP 2014 Section 7.2 Waste Management. It is recommended that the applicant submit to Council details regarding the design and construction of the waste storage area to ensure compliance with Council's DCP with the deferred commencement.

The waste management plan for the demolition waste indicates the type of waste that is expected to be found but not where it will be disposed. This can be modified and resubmitted under a condition of consent with the information forwarded to Council.

Boarding House

It is understood that this premises is proposed to be used as a "general boarding house" not a back packers accommodation as defined by the Boarding Houses Act 2012. Therefore under this Act it is also considered a Registerable Boarding House and therefore shall comply with the relevant requirements of the Boarding Houses Act 2012 and Regulations. In addition, they shall also comply with the Local Government Act, 1993 and Local Government (General) Regulation 2005.

Comment: Appropriate conditions of consent have been recommended by Council's Senior Environmental Health Officer and these are included in the Draft Conditions at **Attachment 1.**

ITEM 4 (continued)

External Referrals

Nil.

14. Critical Dates

There are no critical dates or deadlines to be met.

15. Financial Impact

Adoption of the option(s) outlined in this report will have no financial impact.

16. Other Options

The recommendation in this report is approval (Deferred Commencement) subject to conditions.

The only practical alternative to this recommendation of approval would be refusal. In this regard, various issues of concern raised in neighbour's submissions (as outlined above) and the areas of non-compliance with DCP 2014 could form the basis for reasons for refusal. However, this option of refusal is not recommended because (overall) the development is considered to be satisfactory, the areas of non-compliance with Council's planning controls are justifiable and the neighbours' concerns have been addressed as noted in the assessment above, and can be addressed via conditions of consent.

In particular, the subject site is considered to be in a suitable location for a boarding house that would have minimal impact on the amenity of adjoining properties. In particular, the site has no immediate residential neighbours (ie the site adjoins Lions Park to the west and north; and to the east is a former service station currently used as a Midas car service centre).

17. Conclusion

The proposed development has been assessed using the heads of consideration listed in Section 79 of the Environmental Planning and Assessment Act 1979 and is generally considered to be satisfactory for approval.

It is noted that although some non-compliances with the DCP2014 were identified, these were either considered to either be justifiable given the circumstances of the subject site and the nature of the boarding house development proposed, or alternatively addressed via imposition of consent conditions.

ITEM 4 (continued)

Despite the proposed boarding house development being lodged pursuant to the provisions of the ARHSEPP, the design of the boarding house is considered to be consistent with the desired future character of the low density residential areas, and consistent with the nature of modern development in the Ryde and wider local government area.

Although it is noted that concerns have been previously raised regarding boarding house developments in residential zones, the subject site for this development is considered to be in a suitable location that would have minimal impact on the amenity of adjoining properties. In particular, the site has no immediate residential neighbours (ie the site adjoins Lions Park to the west and north; and to the east is a former service station currently used as a Midas car service centre).

On the above basis, LDA2015/274 at 1139 Victoria Road, Ryde is recommended for approval subject to conditions.

ITEM 4 (continued)

ATTACHMENT 1

**DRAFT conditions of consent
1139 Victoria Road, West Ryde
LDA2015/274**

DEFERRED COMMENCEMENT

PART 1 - The following are the Deferred Commencement condition(s) imposed pursuant to Section 80(3) of the Environmental Planning & Assessment Act 1979.

1. **Amended Plans.** The submission of amended plans that comply with the following requirements. These changes will result in changes to the design of the approved development:
 - (a) **Communal Kitchen Facilities.** A communal kitchen area is to be provided with a minimum area of 15.6m² and that contains a minimum of two sinks, two stove cookers and that is accessible for all residents in compliance with the provisions contained within Part 3.5 of the Ryde DCP 2014. The amended plan is to ensure that the communal living area and laundries also complies with the requirements of Part 3.5 of Ryde DCP 2014.
 - (b) **Amendment to Plan of Management.** The following amendment shall be made to the Plan of Management for the boarding house:

Record of Complaints:

The manager is responsible for recording any complaints in an incident register which is to be available to surrounding neighbours and Council upon request. The register shall detail how and when any complaints are dealt with.

The Resident Manager will be available during business hours 9am to 6pm, Monday to Saturday, to deal with any complaints as to the operation and management of the premises. An after-hours number is to be provided, with such phone number being publicly available. There will be a register of all complaints. The register will contain:

- Complaint date and time
- Name of person/police/council making the complaint
- Contact details
- Nature of the complaint
- Action taken (by whom and when)
- Outcome and/or further action required

All complaints shall be dealt with by management within 24 hours of notification. The Incident Register is to be made available to Police and Council upon request.

ITEM 4 (continued)

ATTACHMENT 1

- (c) **Detailed site investigation report** - The proponent must engage a suitably qualified and experienced consultant to conduct a phase 2 contamination assessment of this site and determine if the subject site is affected by offsite migration of contaminants from adjoining premises and contains any potentially contaminated fill throughout the whole site.

The applicant shall submit a detailed site investigation report for Council's consideration. The detailed site investigation report must comply with the Guidelines for Consultants Reporting on Contaminated Sites (EPA, 1997) and demonstrate that the site is suitable for the proposed use, or that the site can be remediated to the extent necessary for the proposed use.

If remediation is required, the report should also set out the remediation options available for the site and whether the work is considered to be category 1 or category 2 remediation work.

- (d) **Council may require site audit of detailed investigation report** - If requested by Council, the proponent must submit a site audit statement and a site audit summary report from an accredited site auditor under the Contaminated Land Management Act 1997, verifying the information contained in the detailed site investigation report.
- (e) **Details of waste storage and handling facilities** - The details of the waste storage and handling facilities submitted with the development application do not meet the requirements of Section 7.2 of Council's Development Control Plan 2014.

Amended details must be submitted for Council's approval. The amended details must include:

- Design and location of the waste storage facilities for the garbage and recycling bins.
- The number of garbage and recycling bins proposed to ensure that any proposed enclosure large enough to contain all required bins.
- Green Waste. Allowance must be made within the garbage area for the storage of Green Waste in accordance with the Ryde Development Control Plan 2014.

Details are to be submitted to and approved by the Council prior to the activation of this consent.

PART 2 - The conditions in the following sections of this consent shall apply upon satisfactory compliance with the above requirements and receipt of appropriate written confirmation from Council.

ITEM 4 (continued)

ATTACHMENT 1

GENERAL

The following conditions of consent included in this Part identify the requirements, terms and limitations imposed on this development.

1. **Approved Plans/Documents.** Except where otherwise provided in this consent, the development is to be carried out strictly in accordance with the following plans (stamped approved by Council) and support documents:

Document Description	Date	Plan No/Reference
Site Plan, Ground Floor, First Floor and South Elevation	TBA	TBA (refer to Deferred Commencement condition above)
Section AA	TBA	TBA (refer to Deferred Commencement condition above)
East, North, West Elevation and Roof plan		TBA (refer to Deferred Commencement condition above)
Stormwater Drainage Plan Details and Notes	22/04/15	D1 Issue A 1 of 3
Stormwater Drainage Plan	22/04/15	D2 Issue A 2 of 3
Erosion & sediment control plan	22/04/15	D3 Issue A 3 of 3
Landscape Plan	20/08/15	Issue B 1 of 2
Landscape notes	20/05/15	Issue A 2 of 2
Plan of Management	August 2015	GM Planning Services
BCA Compliance Assessment	09/09/15	Peter Rowan Consulting
Accessibility Report	10/09/15	Ergon Consulting
Acoustic Assessment Report	23/07/15	Consulting Acoustical Engineers
Air Quality Assessment Report	17/08/15	SLR Consulting Australia

2. **Building Code of Australia.** All building works approved by this consent must be carried out in accordance with the requirements of the Building Code of Australia.
3. **BASIX.** (Unless an amended BASIX Certificate is required to comply with the Deferred Commencement requirements of this consent). Compliance with all commitments listed in BASIX Certificate(s) numbered 664581M, dated 09 September 2015.

ITEM 4 (continued)

ATTACHMENT 1

4. The proposed development must incorporate the recommendations of the Acoustic Assessment Report prepared by BGMA Pty Ltd – Consulting Acoustical Engineers, Ref: BGMA 150715 A, dated 23/07/15. Full details of compliance with these requirements shall be shown on the **Construction Certificate** plans.
5. The proposed development must incorporate the recommendations of the Air Quality Assessment Report prepared by SLR Consulting Australia Pty Ltd, Ref: 610.15561 AQA 20150817.docx, dated 17/08/15. Full details of compliance with these requirements shall be shown on the **Construction Certificate** plans.
6. **Approved number of residents.** The approved number of occupants within the Boarding House must not exceed thirteen (13) persons at any time.
7. **Support for neighbouring buildings.** If the development involves excavation that extends below the base of the footings of a building on adjoining land, the person having the benefit of the development consent must, at the person's own expense:
 - (a) Protect and support the adjoining premises from possible damage from the excavation, and
 - (b) Where necessary, underpin the adjoining premises to prevent any such damage, in accordance with relevant Australian Standards.
8. **Hours of work.** Building activities (including demolition) may only be carried out between 7.00am and 7.00pm Monday to Friday (other than public holidays) and between 8.00am and 4.00pm on Saturday. No building activities are to be carried out at any time on a Sunday or a public holiday.
9. **Hoardings.**
 - (a) A hoarding or fence must be erected between the work site and any adjoining public place.
 - (b) Any hoarding, fence or awning erected pursuant this consent is to be removed when the work has been completed.
10. **Development to be within site boundaries.** The development must be constructed wholly within the boundaries of the premises. No portion of the proposed structure shall encroach onto the adjoining properties. Gates must be installed so they do not open onto any footpath.
11. **Illumination of public place.** Any public place affected by works must be kept lit between sunset and sunrise if it is likely to be hazardous to persons in the public place.

ITEM 4 (continued)

ATTACHMENT 1

12. **Public space.** The public way must not be obstructed by any materials, vehicles, refuse, skips or the like, under any circumstances, without prior approval from Council.
13. No access is permitted via Lions Park to 1139 Victoria Road during construction works or throughout the life of the development. No construction materials or machinery is to be stored in Lions Park during construction works.
14. **Public Utilities.** Compliance with the requirements (including financial costs) of any relevant utility provider (e.g. Energy Australia, Sydney Water, Telstra, RTA, Council etc) in relation to any connections, works, repairs, relocation, replacements and/or adjustments to public infrastructure or services affected by the development.
15. **Roads Act.** Any works performed in, on or over a public road pursuant to this consent must be carried out in accordance with this consent and with the Road Opening Permit issued by Council as required under section 139 of the Roads Act 1993.

Engineering Conditions

16. **Design and Construction Standards.** All engineering plans and work inside the property shall be carried out in accordance with the requirements of the relevant Australian Standard. All Public Domain works or modification to Council infrastructure which may be located inside the property boundary, must be undertaken in accordance with Council's 2014 DCP Part 8.5 "Public Domain Works", except otherwise as amended by conditions of this consent.
17. **Service Alterations.** All mains, services, poles, etc., which require alteration shall be altered at the applicant's expense.
18. **Restoration.** Public areas must be maintained in a safe condition at all times. Restoration of disturbed road and footway areas for the purpose of connection to public utilities will be carried out by Council following submission of a permit application and payment of appropriate fees. Repairs of damage to any public stormwater drainage facility will be carried out by Council following receipt of payment. Restoration of any disused gutter crossings will be carried out by Council following receipt of the relevant payment.
19. **Road Opening Permit.** The applicant shall apply for a road-opening permit where a new pipeline is proposed to be constructed within or across the footpath. Additional road opening permits and fees may be necessary where there are connections to public utility services (e.g. telephone, electricity, sewer, water or gas) required within the road reserve. No works shall be carried out on the footpath without this permit being paid and a copy kept on the site.

ITEM 4 (continued)

ATTACHMENT 1

Environmental Health Conditions

20. **Storage of garbage and recyclable materials** - A separate room or area must be provided in a convenient location on the premises for the storage of garbage and recyclable materials.
21. **Construction of the Communal Kitchen** -The walls of communal kitchens must be constructed of solid construction and finished in a surface which can be easily and effectively cleaned.
 - a) The ceiling shall be designed and constructed such that it is free from cracks and crevices where pests can breed and finished in a surface which can be easily and effectively cleaned.
 - b) The floor of all communal kitchens shall be constructed of a durable, impervious material that is non-slip and capable of being easily cleaned with water.
 - c) The kitchen shall be adequately ventilated in compliance with AS1668.
 - d) The kitchen shall be separated from all sanitary and waste facilities and not open to the external environment and maintained free from pests, dirt and dust.
 - e) Provided with a minimum of one hand wash basin which is supplied with warm running water mixed through a common spout
22. **Construction of the Communal Laundry** - The floors of all laundry areas must be constructed of a durable, impervious material that is non-slip and capable of being easily cleaned. The laundry areas shall be adequately ventilated in compliance with AS 1668.
23. **External garbage storage areas** - External areas used for the storage of garbage must comply with Council's Development Control Plan 2014:
 - a) be roofed and paved with concrete
 - b) graded to a grated drain connected to the sewerage system
 - c) Provided with a hose cock adjacent to the garbage storage area to facilitate cleaning of the containers and storage area
 - d) Not create a nuisance to neighbouring properties, therefore be located away from window and doors of the neighbouring premises so as to reduce odour.

ITEM 4 (continued)

ATTACHMENT 1

24. **Plumbing and drainage work** - All plumbing and drainage work must be carried out in accordance with the requirements of Sydney Water Corporation and the NSW Department of Fair Trading and comply with the Plumbing and Drainage Code.

PRIOR TO CONSTRUCTION CERTIFICATE

A Construction Certificate must be obtained from a Principal Certifying Authority to carry out the relevant building works approved under this consent. All conditions in this Section of the consent must be complied with before a Construction Certificate can be issued.

Council Officers can provide these services and further information can be obtained from Council's Customer Service Centre on 9952 8222.

Unless an alternative approval authority is specified (eg Council or government agency), the Principal Certifying Authority is responsible for determining compliance with the conditions in this Section of the consent.

Details of compliance with the conditions, including plans, supporting documents or other written evidence must be submitted to the Principal Certifying Authority.

25. **Section 94.** A monetary contribution for the services in Column A and for the amount in Column B shall be made to Council as follows:

A – Contribution Type	B – Contribution Amount
Community & Cultural Facilities	\$13,783.30
Open Space & Recreation Facilities	\$33,931.67
Civic & Urban Improvements	\$11,540.85
Roads & Traffic Management Facilities	\$1,574.30
Cycleways	\$983.34
Stormwater Management Facilities	\$3,125.50
Plan Administration	\$265.12
The total contribution is	\$65,204.08

These are contributions under the provisions of Section 94 of the Environmental Planning and Assessment Act, 1979 as specified in Section 94 Development Contributions Plan 2007 Interim Update (2014), effective from 10 December 2014.

ITEM 4 (continued)

ATTACHMENT 1

The above amounts are current at the date of this consent, and are subject to **quarterly** adjustment for inflation on the basis of the contribution rates that are applicable at time of payment. Such adjustment for inflation is by reference to the Consumer Price Index published by the Australian Bureau of Statistics (Catalogue No 5206.0) – and may result in contribution amounts that differ from those shown above.

The contribution must be paid **prior to the issue of any Construction Certificate**. Payment may be by EFTPOS (debit card only), CASH or a BANK CHEQUE made payable to the **City of Ryde**. Personal or company cheques will not be accepted.

A copy of the Section 94 Development Contributions Plan may be inspected at the Ryde Planning and Business Centre, 1 Pope Street Ryde (corner Pope and Devlin Streets, within Top Ryde City Shopping Centre) or on Council's website <http://www.ryde.nsw.gov.au>.

26. **Compliance with Australian Standards.** The development is required to be carried out in accordance with all relevant Australian Standards. Details demonstrating compliance with the relevant Australian Standard are to be submitted to the Principal Certifying Authority prior to the issue of the **Construction Certificate**.
27. **Structural Certification.** The applicant must engage a qualified practising structural engineer to provide structural certification in accordance with relevant BCA requirements prior to the release of the **Construction Certificate**.
28. **Security deposit.** The Council must be provided with security for the purposes of section 80A(6) of the *Environmental Planning and Assessment Act 1979* in a sum determined by reference to Council's Management Plan prior to the release of the **Construction Certificate**. (other buildings with delivery of bricks or concrete or machine excavation)
29. **Fees.** The following fees must be paid to Council in accordance with Council's Management Plan prior to the release of the **Construction Certificate**:
 - (a) Infrastructure Restoration and Administration Fee
 - (b) Enforcement Levy
30. **Long Service Levy.** Documentary evidence of payment of the Long Service Levy under Section 34 of the Building and Construction Industry Long Service Payments Act 1986 is to be submitted to the Principal Certifying Authority prior to the issuing of the **Construction Certificate**.

ITEM 4 (continued)

ATTACHMENT 1

31. **Sydney Water – quick check.** The approved plans must be submitted to a Sydney Water Quick Check agent or Customer Centre, prior to the release of the **Construction Certificate**, to determine whether the development will affect any Sydney Water assets, sewer and water mains, stormwater drains and/or easements, and if further requirements need to be met. Plans will be appropriately stamped.

Please refer to the website www.sydneywater.com.au for:

- Quick Check agents details - see Building, Developing and Plumbing then Quick Check; and
- Guidelines for Building Over/Adjacent to Sydney Water assets - see Building, Development and Plumbing then Building and Renovating.

Or telephone 13 20 92.

32. **Reflectivity of materials.** Roofing and other external materials must be of low glare and reflectivity. Details of finished external surface materials, including colours and texture must be provided to the Principal Certifying Authority prior to the release of the **Construction Certificate**.
33. **Fencing.** Fencing is to be in accordance with Council's Development Control Plan and details of compliance are to be provided in the plans for the **Construction Certificate**.
34. **Lighting of common areas (driveways etc).** Details of lighting for internal driveways, common areas and the street frontage shall be submitted for approval prior to issue of the **Construction Certificate**. The details to include certification from an appropriately qualified person that there will be no offensive glare onto adjoining residents or boarding rooms within the development.
35. **Sensor Lighting –** Sensor lighting is to be provided to the side entry gates within the eastern and western side setback areas. Details are to be submitted to the Principal Certifying Authority for approval prior to the issue of a **Construction Certificate**. The details to include certification from an appropriately qualified person that there will be no offensive glare onto adjoining residents or boarding rooms within the development.
36. **Clothes Drying Facilities (external).** An external clothes drying area is to be provided with minimum area of 15m² that is accessible for all residents in compliance with the provisions contained within Part 3.5 of the Ryde DCP 2014. Details are to be submitted to and approved by the Principal Certifying Authority prior to the issue of a **Construction Certificate**.

ITEM 4 (continued)

ATTACHMENT 1

- 36A. **Clothes Drying Facilities (internal).** An Internal drying and laundry facilities shall be located in a safe and accessible location for all residents, and separate from communal kitchen facilities for all residents in compliance with the provisions contained within Part 3.5 of the Ryde DCP 2014. Details are to be submitted to and approved by Council prior to the issue of a **Construction Certificate**.
37. **Lockable Side Entry Gates.** The side gates shown on the submitted ground floor plans within the eastern and western side setback providing access to the private open space areas of the boarding house must be provided with a keypad locking mechanism to prevent unauthorised access into these areas. Details indicating compliance with this condition shall be submitted to the Principal Certifying Authority prior to the issue of a **Construction Certificate**
38. **Landscape plan.** The Landscape Plan prepared by Horticultural Resource Consulting Group is considered acceptable however the following items are to be addressed prior to issuing a Construction Certificate:
- Provide additional screening plants along the side boundary fences in the rear yards. The species selected should have a maximum maintained height of 2.7m in accordance with the City of Ryde DCP 2014. Proposed screen planting along the northern boundary is to be planted at a minimum of 1m spacing.
 - The landscape plan proposes the planting of 3 Turpentine across the site as part of the development. It is recommended that all proposed trees be located a minimum of 3m from the site boundary and installed clear of underground services.
39. **Bicycle parking.** Bicycle parking is to be designed in accordance with AS 2890.3 *Parking facilities – Bicycle parking facilities*.
40. **Car parking.** The internal width of the carport must be increased to a minimum of 8.9m, while maintaining a minimum front setback of 6m from the front boundary. The carport must be able to accommodate one (1) accessible car space with a minimum width of 3.8m and two standard spaces as per AS 2890 2009. Details are to be submitted prior to the issue of the construction certificate.

ITEM 4 (continued)

ATTACHMENT 1

Engineering Conditions

41. **Reconstruction of Footpath Crossing and Adjoining Kerb Inlet Lintel.** The existing footpath crossing and adjoining kerb lintel is in a dilapidated state, likely to degrade further during construction works. To ensure that the serviceable life of this infrastructure is uniform with that of the development, the driveway crossover and kerb lintel must be replaced with a crossing which conforms with Council's requirements (in terms of design, materials and construction details). Accordingly, prior to issue of Construction Certificate an application shall be made to Council's Public Works division for the issue of boundary levels and reconstruction of the driveway. The issued levels are to be incorporated into the design of the driveway access and clearly delineated on plans submitted with the Construction Certificate application.
42. **Vehicle Access & Parking.** All internal driveways, vehicle turning areas, garages and vehicle parking space/ loading bay dimensions must be designed and constructed to comply with the relevant section of AS 2890 (Offstreet Parking standards).

With respect to this, the following revision(s) must be undertaken;

- a) The proposed access aisle (internal driveway approaching the car spaces) must be increased to a minimum 5.8m wide, in order to comply with the aforementioned standard.
- b) The manoeuvring bay provided opposite the parking spaces must be offset north so as to adjoin the dwelling, enabling carspace 1 to reverse into the area and exit the site in a forward manner.

These amendment(s) must be clearly marked on the plans submitted with the application for a Construction Certificate to demonstrate compliance with this condition.

43. **Stormwater Management.** Stormwater runoff from the development shall be collected and piped by gravity flow to the kerb inlet pit in Victoria Road, generally in accordance with the plans by Storm Civil Consulting Engineers Pty Ltd. (Refer to Job No. 110294 Dwgs D1 & D2 Iss. A dated 22 April 2015).

ITEM 4 (continued)

ATTACHMENT 1

The detailed plans, documentation and certification of the drainage system must be submitted with the application for a Construction Certificate and are to be prepared by a chartered civil engineer and comply with the following;

- The certification must state that the submitted design (including any associated components such as pump/ sump, absorption, onsite dispersal, charged system) are in accordance with the requirements of AS 3500.3 (2003) and any further detail or variations to the design are in accordance with the requirements of City of Ryde DCP 2014 Part 8.2 (Stormwater and Floodplain Management) and associated annexures.
- The submitted design is consistent with the approved architectural and landscape plan and any revisions to these plans required by conditions of this consent.

44. **Stormwater Management – Connection to Public Drainage System.** The connection to the public inground stormwater drainage infrastructure located in Victoria Road will require the inspection by Council's Public Works section to ensure the integrity of this asset is maintained. The method of connection must comply with Council's DCP and Technical Standards. An inspection fee in accordance with Council's current fees and charges must be paid to Council prior to the issue of the Construction Certificate. Council must be notified when the connection has been made to the pit and an inspection must be made by a Council officer prior to restoration/ backfill at the point of connection for approval.
45. **Stormwater Management - Quality.** A first flush infiltration system is to be designed and installed to capture the initial runoff from the paved parking area and store this flow off line to allow infiltration to the surrounding soil

Environmental Health Conditions

46. **Remediation of land following detailed site investigation** - If required by the detailed site investigation report, the land must be remediated to the extent necessary for the proposed use and a copy of the site validation report must be submitted to Council for consideration. The site validation report must comply with the *Guidelines for Consultants Reporting on Contaminated Sites* (EPA, 1997) and demonstrate that the site is suitable for the proposed use.

No Construction Certificate is to be issued for any building work on the land until Council has confirmed in writing that it is satisfied that the land is suitable for the proposed use, without the need for further remediation.

47. **Remediation of land** - The land must be remediated to the extent necessary for the proposed use and a copy of the site validation report must be submitted to Council for consideration. The site validation report must comply with the *Guidelines for Consultants Reporting on Contaminated Sites* (EPA, 1997) and demonstrate that the site is suitable for the proposed use.

ITEM 4 (continued)

ATTACHMENT 1

No Construction Certificate is to be issued for any building work on the land until Council has confirmed in writing that it is satisfied that the land is suitable for the proposed use, without the need for further remediation.

48. **Notice of remediation work** - Before commencing remediation work written notice must be submitted to Council in accordance with clause 16 of *State Environmental Planning Policy No. 55 - Remediation of Land*.
49. **Remediation work** - All remediation work must be carried out in accordance with the requirements of:
- (a) *State Environmental Planning Policy No. 55 - Remediation of Land*;
 - (b) any relevant guidelines published by the NSW Environment Protection Authority; and
 - (c) any council policy or development control plan relating to the remediation of land.
50. **Council may require site audit of validation report** - If requested by Council, a site audit statement and a site audit summary report from an accredited site auditor under the *Contaminated Land Management Act 1997* must be submitted to Council verifying the information contained in the site validation report.
51. **Evidence of connection by gravity flow** - Documentary evidence from a professional hydraulic engineer or other suitably qualified person demonstrating that all of the premises will be connected directly to the sewerage system by gravity flow must be submitted with the application for the Construction Certificate.

PRIOR TO COMMENCEMENT OF CONSTRUCTION

Prior to the commencement of any demolition, excavation, or building work the following conditions in this Part of the Consent must be satisfied, and all relevant requirements complied with at all times during the operation of this consent.

52. **Site Sign**
- (a) A sign must be erected in a prominent position on site, prior to the commencement of construction:
 - (i) showing the name, address and telephone number of the Principal Certifying Authority for the work,
 - (ii) showing the name of the principal contractor (if any) or the person responsible for the works and a telephone number on which that person may be contacted outside working hours, and
 - (iii) stating that unauthorised entry to the work site is prohibited.

ITEM 4 (continued)

ATTACHMENT 1

- (b) Any such sign must be maintained while the building work, subdivision work or demolition work is being carried out, but must be removed when the work has been completed.
53. **Residential building work – insurance.** In the case of residential building work for which the Home Building Act 1989 requires there to be a contract of insurance in force in accordance with Part 6 of that Act, that such a contract of insurance is in force before any building work authorised to be carried out by the consent commences.
54. **Residential building work – provision of information.** Residential building work within the meaning of the Home Building Act 1989 must not be carried out unless the PCA has given the Council written notice of the following information:
- (a) in the case of work for which a principal contractor is required to be appointed:
 - (i) the name and licence number of the principal contractor; and
 - (ii) the name of the insurer by which the work is insured under Part 6 of that Act.
 - (b) in the case of work to be done by an owner-builder:
 - (i) the name of the owner-builder; and
 - (ii) if the owner-builder is required to hold an owner-builder permit under that Act, the number of the owner-builder permit.
- If any of the above arrangements are changed while the work is in progress so that the information notified under this condition becomes out of date, further work must not be carried out unless the PCA for the development to which the work relates has given the Council written notice of the updated information (if Council is not the PCA).
55. **Excavation adjacent to adjoining land**
- (a) If an excavation extends below the level of the base of the footings of a building on an adjoining allotment of land, the person causing the excavation must, at their own expense, protect and support the adjoining premises from possible damage from the excavation, and where necessary, underpin the adjoining premises to prevent any such damage.
 - (b) The applicant must give at least seven (7) days notice to the adjoining owner(s) prior to excavating.
 - (c) An owner of the adjoining allotment of land is not liable for any part of the cost of work carried out for the purposes of this condition, whether carried out on the allotment of land being excavated or on the adjoining allotment of land.

ITEM 4 (continued)

ATTACHMENT 1

56. **Safety fencing.** The site must be fenced prior to the commencement of construction, and throughout demolition and/or excavation and must comply with WorkCover New South Wales requirements and be a minimum of 1.8m in height.
57. **Project Arborist** - A Project Arborist with minimum AQF level 5 qualifications is to be engaged to ensure adequate tree protection measures are put in place for all trees to be retained on neighbouring allotments. All trees are to be monitored to ensure adequate health throughout the construction period is maintained. Additionally, all work within the Tree Protection Zones is to be supervised throughout construction. Details of the Project Arborist are to be submitted to Council prior to the commencement of construction.

Hold points and certification

The Tree Protection Schedule provides a logical sequence of hold points for the various development stages including pre construction, construction and post construction. It also provides a checklist of various hold points that are to be signed and dated by the Project Arborist. This is to be completed progressively and included as part of the final certification. A copy of the final certification is to be made available to the City of Ryde Council on completion of the project.

Tree Protection Schedule

Hold Point	Task	Responsibility	Certification	Timing of Inspection
1	Indicate clearly (with spray paint on trunks) trees approved for removal only	Principal Contractor	Project Arborist	Prior to demolition and site establishment
2	Establishment of tree protection fencing and additional root, trunk and/or branch protection	Principal Contractor	Project Arborist	Prior to demolition and site establishment
3	Supervise all excavation works proposed within the TPZ	Principal Contractor	Project Arborist	As required prior to the works proceeding adjacent to the tree
4	Inspection of trees by Project Arborist	Principal Contractor	Project Arborist	Bi-monthly during construction period
5	Final inspection of trees by Project Arborist	Principal Contractor	Project Arborist	Prior to issue of Occupation Certificate

58. **Fencing.** The proposed boundary fence (northern and western boundary) will result in a minor encroachment into the TPZ of Trees 1-17 and protective measures are recommended. Fence footings can be designed to span over roots to minimise the impact of root disturbance to a level that is considered acceptable. It is recommended that the Project Arborist be onsite during the installation of any fencing, to ensure compliance with the tree protection measures.

ITEM 4 (continued)

ATTACHMENT 1

59. **Stormwater management.** The location of underground services and any onsite detention tanks is to be coordinated in consultation with the Project Arborist to minimise the potential impact on site trees. The location of pipes documented within the Storm Civil plans notes SW lines in close proximity to trees nominated for retention. It is recommended that the Project Arborist be onsite during the excavation of the trenches for the SW pipes, to ensure compliance with the tree protection measures.
60. **Footpath Paving Construction.** The applicant shall, at no cost to Council, construct standard concrete footpath paving across the frontage of the property. Levels of the footpath paving shall conform with levels issued by Council's Engineering Services Division.

Environmental Health Conditions

61. **Waste management plan** - The waste management plan submitted with the development application does not meet the requirements of Section 7.2 of Council's *Development Control Plan 2014*.

Prior to work commencing a new waste management plan must be submitted to and approved by Council. The new plan must include the types and estimated volumes of waste materials that will be generated; the proposed method of reuse, recycling or disposal; and the name and address of the recycling facility or landfill site if the waste is to be recycled or disposed of off site. Reuse and recycling must be maximised.

DURING CONSTRUCTION

Unless otherwise specified, the following conditions in this Part of the consent must be complied with at all times during the construction period. Where applicable, the requirements under previous Parts of the consent must be implemented and maintained at all times during the construction period.

62. **Critical stage inspections.** The person having the benefit of this consent is required to notify the Principal Certifying Authority during construction to ensure that the critical stage inspections are undertaken, as required under clause 162A(4) of the *Environmental Planning and Assessment Regulation 2000*.
63. **Survey of footings/walls.** All footings and walls within 1 metre of a boundary must be set out by a registered surveyor. On commencement of brickwork or wall construction a survey and report must be prepared indicating the position of external walls in relation to the boundaries of the allotment.
64. **Sediment/dust control.** No sediment, dust, soil or similar material shall leave the site during construction work.

ITEM 4 (continued)

ATTACHMENT 1

65. **Use of fill/excavated material.** Excavated material must not be reused on the property except as follows:
- (a) Fill is allowed under this consent;
 - (b) The material constitutes Virgin Excavated Natural Material as defined in the *Protection of the Environment Operations Act 1997*;
 - (c) the material is reused only to the extent that fill is allowed by the consent.
66. **Construction materials.** All materials associated with construction must be retained within the site.
67. **Site Facilities**
The following facilities must be provided on the site:
- (a) toilet facilities in accordance with WorkCover NSW requirements, at a ratio of one toilet per every 20 employees, and
 - (b) a garbage receptacle for food scraps and papers, with a tight fitting lid.
68. **Site maintenance**
The applicant must ensure that:
- (a) approved sediment and erosion control measures are installed and maintained during the construction period;
 - (b) building materials and equipment are stored wholly within the work site unless an approval to store them elsewhere is held;
 - (c) the site is clear of waste and debris at the completion of the works.
69. **Work within public road.** At all times work is being undertaken within a public road, adequate precautions shall be taken to warn, instruct and guide road users safely around the work site. Traffic control devices shall satisfy the minimum standards outlined in Australian Standard No. AS1742.3-1996 "Traffic Control Devices for Work on Roads".
70. **Tree protection – no unauthorised removal.** This consent does not authorise the removal of trees unless specifically permitted by a condition of this consent or identified as approved for removal on the stamped plans.
71. **Tree protection** – during construction. Trees that are shown on the approved plans as being retained must be protected against damage during construction.
72. **Tree works** – Australian Standards. Any works approved by this consent to trees must be carried out in accordance with all relevant Australian Standards.
73. **Tree works** – arborist supervision. A Consultant Arborist must be appointed to oversee all works, including demolition and construction, in relation to the trees identified for retention on the site.

ITEM 4 (continued)

ATTACHMENT 1

74. **Arborist details.** Council is to be notified, in writing, of the name, contact details and qualifications of the Project Arborist appointed to the site. Should these details change during the course of works, or the appointed Project Arborist alter, Council is to be notified, in writing, within seven working days.
75. **Drop-edge beams.** Perimeters of slabs are not to be visible and are to have face brickwork from the natural ground level.

Engineering Conditions

76. **Erosion and Sediment Control Plan – Implementation.** The applicant shall install erosion and sediment control measures in accordance with the Construction Certificate approved Soil Erosion and Sediment Control (ESCP) plan at the commencement of works on the site. Erosion control management procedures in accordance with the manual “Managing Urban Stormwater: Soils and Construction” by the NSW Department – Office of Environment and Heritage, must be practiced at all times throughout the construction.
77. **Stormwater Management - Construction.** The stormwater drainage system on the site must be constructed in accordance with the Construction Certificate version of the Stormwater Management Plan by Storm Civil Consulting Engineers Pty Ltd. (Refer to Job No. 110294 Dwgs D1 & D2 Iss. A dated 22 April 2015) submitted in compliance to the condition labelled “Stormwater Management.” and the requirements of Council in connection to the trunk drainage system

Environmental Health Conditions

78. **Discovery of Additional Information -** Council and the Principal Certifying Authority (if Council is not the RCA) must be notified as soon as practicable if any information is discovered during demolition or construction work that has the potential to alter previous conclusions about site contamination.
79. **Identification and removal of hazardous materials -** Any hazardous materials, including asbestos, must be identified before demolition work commences and be removed in a safe manner.
80. **Storage and removal of wastes -** All demolition and construction wastes must be stored in an environmentally acceptable manner and be removed from the site at frequent intervals to prevent any nuisance or danger to health, safety or the environment.

ITEM 4 (continued)

ATTACHMENT 1

81. **Contaminated soil** - All potentially contaminated soil excavated during demolition or construction work must be stockpiled in a secure area and be assessed and classified in accordance with the *Waste Classification Guidelines* (DECCW, 2009) before being transported from the site.
82. **Transportation of wastes** - All wastes must be transported in an environmentally safe manner to a facility or place that can lawfully be used as a waste facility for those wastes. Copies of the disposal dockets must be kept by the applicant for at least 3 years and be submitted to Council on request.
83. **Disposal of asbestos wastes** - All asbestos wastes must be disposed of at a landfill facility licensed to receive asbestos waste.
84. **Surplus excavated material** - All surplus excavated material must be disposed of at a licensed landfill facility, unless Council approves an alternative disposal site.
85. **Imported fill** - All imported fill must be validated in accordance with the *Contaminated Sites Sampling Design Guidelines* (EPA, 1995) by an experienced environmental consultant, and a copy of the validation report must be submitted to the Principal Certifying Authority (and Council, if Council is not the PCA) before the fill is used.
86. **Construction requirements** - All acoustical treatments nominated in the acoustical assessment report prepared by BGMA Pty Ltd Consulting Acoustical Engineers "Boarding House Development 1139 Victoria Road West Ryde, BGMA 150715A" dated 23 July 2015 and any related project documentation must be implemented during construction.

PRIOR TO OCCUPATION CERTIFICATE

An Occupation Certificate must be obtained from a Principal Certifying Authority prior to commencement of occupation of any part of the development, or prior to the commencement of a change of use of a building.

Prior to issue, the Principal Certifying Authority must ensure that all works are completed in compliance with the approved construction certificate plans and all conditions of this Development Consent.

Unless an alternative approval authority is specified (eg Council or government agency), the Principal Certifying Authority is responsible for determining compliance with conditions in this Part of the consent. Details to demonstrate compliance with all conditions, including plans, documentation, or other written evidence must be submitted to the Principal Certifying Authority.

ITEM 4 (continued)

ATTACHMENT 1

87. **BASIX.** The submission of documentary evidence of compliance with all commitments listed in the BASIX Certificate(s) for this development.
88. **Landscaping.** All landscaping works approved by condition 1 are to be completed prior to the issue of the final **Occupation Certificate**.
89. **Fire safety matters.** At the completion of all works, a Fire Safety Certificate must be prepared, which references all the Essential Fire Safety Measures applicable and the relative standards of Performance (as per Schedule of Fire Safety Measures). This certificate must be prominently displayed in the building and copies must be sent to Council and the NSW Fire Brigade.

Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of the Interim/Final Occupation Certificate.

Each year the Owners must send to the Council and the NSW Fire Brigade an annual Fire Safety Statement which confirms that all the Essential Fire Safety Measures continue to perform to the original design standard.

90. **Sydney Water – Section 73.** A Section 73 Compliance Certificate under the Sydney Water Act 1994 must be obtained from Sydney Water Corporation. Application must be made through an authorised Water Servicing Co-ordinator. Please refer to the Building Developing and Plumbing section of the web site www.sydneywater.com.au then refer to “Water Servicing Coordinator” under “Developing Your Land” or telephone 13 20 92 for assistance.

Following application a “Notice of Requirements” will advise of water and sewer infrastructure to be built and charges to be paid. Please make early contact with the Co-ordinator, since building of water/sewer infrastructure can be time consuming and may impact on other services and building, driveway or landscape design.

Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any Occupation Certificate.

91. **Letterboxes and street/house numbering.** All letterboxes and house numbering are to be designed and constructed to be accessible from the public way. Council must be contacted in relation to any specific requirements for street numbering.

ITEM 4 (continued)

ATTACHMENT 1

Engineering Conditions

92. **Stormwater Management - Work-as-Executed Plan.** A Work-as-Executed plan (WAE) of the as constructed Stormwater Management System must be submitted with the application for an Occupation Certificate. The WAE must be prepared and certified (signed and dated) by a Registered Surveyor and is to clearly show the constructed stormwater drainage system (including any onsite detention, pump/ sump, charged/ siphonic and onsite disposal/ absorption system) and finished surface levels which convey stormwater runoff.
93. **Stormwater Management – Positive Covenant(s).** A Positive Covenant must be created on the property title(s) pursuant to the relevant section of the Conveyancing Act (1919), providing for the ongoing maintenance of the onsite detention components incorporated in the approved Stormwater Management system. This is to ensure that the drainage system will be maintained and operate as approved throughout the life of the development, by the owner of the site(s). The terms of the instrument are to be in accordance with the Council's terms for these systems as specified in City of Ryde DCP 2014 - Part 8.4 (Title Encumbrances) - Section 7, and to the satisfaction of Council, and are to be registered on the title prior to the release of the Occupation Certificate for that title. Note that completed WAE plans as well as certification of the completed stormwater management system must be provided with the application, prior to it being endorsed by Council.
94. **Compliance Certificates – Engineering.** To ensure that all engineering facets of the development have been designed and constructed to the appropriate standards, Compliance Certificates must be obtained for the following items and are to be submitted to the Accredited Certifier prior to the release of any Occupation Certificate. All certification must be issued by a qualified and practising civil engineer having experience in the area respective of the certification unless stated otherwise.
- a) Confirming that all components of the parking areas contained inside the site comply with the relevant components of AS 2890 and the City of Ryde DCP 2014, Part 9.3 "Car Parking".
 - b) Confirming that the Stormwater Management system (including any constructed ancillary components such as onsite detention) servicing the development complies with the City of Ryde DCP 2014 Part 8.2 (Stormwater and Floodplain Management) and associated annexures, and has been constructed to function in accordance with all conditions of this consent relating to the discharge of stormwater from the site.
 - c) Confirming that after completion of all construction work and landscaping, all areas adjacent the site, the site drainage system (including any on-site detention system), and the trunk drainage system immediately downstream of the subject site (next pit), have been cleaned of all sand, silt, old formwork, and other debris.

ITEM 4 (continued)

ATTACHMENT 1

- d) Confirming that the connection of the site drainage system to the trunk drainage system complies with Section 4.7 of AS 3500.3 - 2003 (National Plumbing and Drainage Code), the relevant sections of the Council's DCP 2014 Part 8.2 (Stormwater and Floodplain Management) and associated annexures and any requirements of Council pending on site conditions.
- e) Confirming that erosion and sediment control measures were implemented during the course of construction and were in accordance with the manual *"Managing Urban Stormwater: Soils and Construction"* by the NSW Department – Office of Environment and Heritage and the City of Ryde DCP 2014, Part 8.1 "Construction Activities".
- f) Compliance certificate from Council confirming that all external works in the public road reserve have been completed to Council's satisfaction.

95. **On-Site Stormwater Detention System - Marker Plate.** To ensure the constructed On-site detention will not be modified, a marker plate is to be fixed to each on-site detention system constructed on the site. The plate construction, wordings and installation shall be in accordance with City of Ryde DCP 2014 Part 8.2 (Stormwater and Floodplain Management) and associated annexures. The plate may be purchased from Council's Customer Service Centre at Ryde Civic Centre (Devlin Street, Ryde).

Environmental Health Conditions

96. **Compliance report** - A report from a qualified acoustical consultant demonstrating compliance with the relevant noise and vibration criteria nominated in the report prepared by BGMA Pty Ltd Consulting Acoustical Engineers "Boarding House Development 1139 Victoria Road West Ryde, BGMA 150715A" dated 23 July 2015 must be submitted to the Principal Certifying Authority (PCA) before the issue of an Occupation Certificate.
Note: Where Council is not the PCA, a copy of the compliance report shall be submitted to Council.
97. **Compliance report** - A report from a qualified Air quality consultant demonstrating compliance with the relevant emission and pollutants criteria nominated in the report prepared by SLR Consulting Australia Pty Ltd, Ref:610.15561 AQA 20150817.docx, dated 17/08/15 must be submitted to the Principal Certifying Authority (PCA) before the issue of an Occupation Certificate.
Note: Where Council is not the PCA, a copy of the compliance report shall be submitted to Council.
98. **Laundry facilities** - Washing machines and sinks shall be provided at a rate of one tub per ten rooms or one tub per twelve occupants (whichever is the greater) with a minimum WELS rating of 4 stars on the washing machines. Hot and Cold water shall be supplied to all washing machines and sinks.

ITEM 4 (continued)

ATTACHMENT 1

Internal clothes drying facilities shall be provided at a rate of one dryer per 10 rooms with a minimum energy star rating of 4 stars and shall be rated no less than one star below the maximum available energy star rating available at the time of installation

99. Kitchen facilities— The communal kitchen facilities must include:

- a) A minimum of one sink per six occupants with hot and cold running water provided to the sink,
- b) One stove top cooker per 6 occupants with adequate ventilation,
- c) One oven per 12 occupants
- d) A refrigerator with storage space of 0.13m³ per person unless one bar fridge is provided in each bedroom,
- e) One freezer with storage space of 0.05m³ per occupant, storage for dry goods of 0.03m³ per person and exhaust ventilation,
- f) A lockable drawer or cupboards for food storage shall be provided in the kitchen per guest.

100. Notification of boarding house details - The proprietor of the Boarding House shall notify the particulars of the Boarding House in accordance with the Boarding Houses Act 2012 and subsequent Regulations. A copy of the Notification and particulars shall be submitted to Council.

OPERATIONAL CONDITIONS

The conditions in this Part of the consent relate to the on-going operation of the development and shall be complied with at all times.

101. Plan of Management. The operation of the approved Boarding House shall fully comply with the Plan of Management dated August 2015 and any amendments required as part of this development consent. In particular, the Plan of Management shall be amended to include the following requirements:

- (a) Each lodger is required to clean the kitchen and all utensils used in the preparation, cooking and consumption for each every meal they prepare, to ensure the next user has clean and readily available cooking utensils.

102. Use of Communal Outdoor Areas

- (a) The use of the communal outdoor areas the boarding house are restricted to the hours stipulated within the approved plan of management as detailed within Condition 1 of this consent being 6am to 10pm Monday to Saturday and 8am – 10pm on Sundays and Public Holidays

ITEM 4 (continued)

ATTACHMENT 1

- (b) No loud or amplified music is to be played at any time within the communal outdoor areas,
 - (c) The use of the communal areas must be according to the House Rules contained within the approved Plan of Management as detailed within Condition 1 of this consent.
103. **Boarding House Management.** The name and contact details of the manager or managing agent is to be displayed at all times externally at the front entrance on the boarding house. Additionally, occupiers of all adjacent properties are to be provided with a 24 hour telephone number for a principal contact (for example owner or manager) for use in the event of an emergency.
104. **Standards for places of shared accommodation** - The premises must comply with the standards for places of shared accommodation under the *Local Government (General) Regulation 2005*.
105. **Storage and disposal of wastes** - All wastes generated on the premises must be stored and disposed of in an environmentally acceptable manner.
106. **Waste containers** - An adequate number of suitable waste containers must be kept on the premises for the storage of garbage and trade waste.
107. **Recyclable wastes** - Wastes for recycling must be stored in separate bins or containers and be transported to a facility where the wastes will be recycled or re-used.
108. **Hazardous wastes** - All wastes classified as hazardous wastes under the Protection of the Environment Operations Act 1997 must be transported to an appropriately licensed waste facility for disposal.
109. **Transfer of waste containers to emptying point** - Staff or contractors must be employed to take the waste containers from the garbage room or waste storage area to the container emptying point for servicing and to return the containers to the garbage room or waste storage area after servicing.
110. **Disposal of liquid wastes** - All liquid wastes generated on the premises must be treated and discharged to the sewerage system in accordance with the requirements of Sydney Water Corporation or be transported to a liquid waste facility for recycling or disposal.
111. **Maintenance of waste storage areas** - All waste storage areas must be maintained in a clean and tidy condition at all times.

ITEM 4 (continued)

ATTACHMENT 1

112. **Air pollution** - The use of the premises, including any plant or equipment installed on the premises, must not cause the emission of smoke, soot, dust, solid particles, gases, fumes, vapours, mists, odours or other air impurities that are a nuisance or danger to health.
113. **Standards of air impurities not to be exceeded** - Any discharge to atmosphere from the premises must comply with the requirements of the *Protection of the Environment Operations (Clean Air) Regulation 2010*.
114. **Trade waste permit** - The applicant must contact Sydney Water Corporation to determine whether a Trade Waste Permit is required before discharging any trade wastewater to the sewerage system.
115. **Maintenance of waste storage areas** - All waste storage areas must be maintained in a clean and tidy condition at all times.
116. **Offensive noise** - The use of the premises must not cause the emission of 'offensive noise' as defined in the *Protection of the Environment Operations Act 1997*.
117. **Noise from public entertainment** — NO public entertainment systems or speaker systems shall be installed on the premises without the prior approval of Council.
118. **Noise and vibration from plant or equipment** - Unless otherwise provided in this Consent, the operation of any plant or equipment installed on the premises must not cause:
- a) The emission of noise that exceeds the background noise level by more than 5dBA when measured at, or computed for, the most affected point, on or within the boundary of the most affected receiver. Modifying factor corrections must be applied for tonal, impulsive, low frequency or intermittent noise in accordance with the *New South Wales Industrial Noise Policy* (EPA, 2000).
 - b) An internal noise level in any adjoining occupancy that exceeds the recommended design sound levels specified in Australian/New Zealand Standard AS/NZS 2107:2000 *Acoustics – Recommended design sound levels and reverberation times for building interiors*.
 - c) The transmission of vibration to any place of different occupancy.
119. **Notification of boarding house details** - The proprietor of the Boarding House shall notify the particulars of the Boarding House in accordance with the Boarding Houses Act 2012 and subsequent Regulations. A copy of the Notification and particulars shall be submitted to Council.

ITEM 4 (continued)

ATTACHMENT 1

120. **Clean water only to stormwater system** - Only clean unpolluted water is permitted to enter Council's stormwater drainage system.
121. **Clean-up materials to be kept on premises** - An adequate supply of suitable clean up materials must be kept on the premises for cleaning up accidental spills.
122. **Cleaning wastes and spills** - All cleaning wastes and spills must be collected and disposed of in an environmentally acceptable manner.
123. **Duty to notify** - Pollution incidents causing or threatening harm to the environment must be reported to Council as soon as practicable on Tel. 9952 8222.
124. **Public Health:** The premises shall be maintained in accordance with the requirements of the Public Health Regulation 2012.
125. **Standards for places of shared accommodation** - The premises must comply with the Boarding House Act 2012, Boarding House Regulation 2013 and the standards for places of shared accommodation under the *Local Government (General) Regulation 2005*. The maximum number of lodgers shall not exceed the requirements of *Local Government (General) Regulation 2005*.
 - A sign indicating the permissible maximum length of time during which a person may board or lodge in the premises must be conspicuously displayed to public view outside the premises.
 - A schedule showing the numeral designating each bedroom and dormitory and the number of persons permitted to be accommodated in each must be conspicuously displayed on the premises.
 - Each bedroom must be numbered in accordance with the schedule and there must be displayed clearly on the door of or in each bedroom the maximum number of persons allowed to be accommodated in the bedroom. A copy of this schedule shall be provided to Council.
126. Adequate light and ventilation must be maintained in the premises.
127. Any kitchen facilities and utensils for the storage or preparation of food must be kept in a clean and healthy condition, in good repair, free from foul odours and, as far as practicable, free from dust, flies, insects and vermin.
128. The floor of any kitchen must have an approved impervious surface.

ITEM 4 (continued)

ATTACHMENT 1

129. All parts of the premises and all appurtenances (including furniture, fittings, bedsteads, beds and bed linen) must be kept in a clean and healthy condition, and free from vermin.
130. Pans, receptacles or other waste storage devices must be kept covered and all waste must be deposited in appropriate pans, receptacles or other waste storage devices.
131. Appropriate furniture and fittings must be provided and maintained in good repair.
132. If the place is one in which persons may board or lodge for 7 days or longer, an adequate number of beds (each provided with a mattress and pillow and an adequate supply of clean blankets or equivalent bed clothing), adequate storage space and blinds, curtains or similar devices to screen bedroom and dormitory windows for privacy must be provided for the occupants.
133. **House Rules** – A copy of the ‘House Rules’ contained within the approved Plan of Management must be clearly displayed within the main entry area and all communal areas to ensure all occupants are aware of the house rules.

ADVISORY NOTES

Health Inspection Services:

134. **Inspections and fees** - Council officers may carry out periodic inspections of the premises to ensure compliance with relevant environmental health standards and Council may charge an approved fee for this service in accordance with Section 608 of the *Local Government Act 1993*.

The approved fees are contained in Council’s Management Plan and may be viewed or downloaded at www.ryde.nsw.gov.au.

ITEM 4 (continued)

ATTACHMENT 2

COMPLIANCE TABLE (Affordable Rental Housing SEPP 2009)

ARH SEPP 2009 Division 3	Proposed	Compliance
26 Land to which Division applies		
<p>This Division applies to land within any of the following land use zones or within a land use zone that is equivalent to any of those zones:</p> <ul style="list-style-type: none"> (a) Zone R1 General Residential, (b) Zone R2 Low Density Residential, (c) Zone R3 Medium Density Residential, (d) Zone R4 High Density Residential, (e) Zone B1 Neighbourhood Centre, (f) Zone B2 Local Centre, (g) Zone B4 Mixed Use. 	<p>Subject site is identified as being zoned R2 Low Density Residential under the Ryde LEP 2014.</p>	<p>Yes</p>
27 Development to which Division applies		
<p>(1) This Division applies to development, on land to which this Division applies, for the purposes of boarding houses.</p> <p>A 'boarding house' is defined under the RLEP2014 as:</p> <p><i>boarding house</i> means a building that:</p> <ul style="list-style-type: none"> (a) is wholly or partly let in lodgings, and (b) provides lodgers with a principal place of residence for 3 months or more, and (c) may have shared facilities, such as a communal living room, bathroom, kitchen or laundry, and (d) has rooms, some or all of which may have private kitchen and bathroom facilities, that accommodate one or more lodgers, but does not include backpackers' accommodation, a group home, 	<p>(1) The SEE submitted with the subject development application specifies that the proposal is for the purposes of a 'boarding house'.</p> <p>A review of the plans submitted as part of the proposed development indicates the proposal would meet the definition for a 'boarding house' under the provisions of the 'Standard Instrument'.</p> <p>Note: Pursuant to clause 4 of the ARHSEPP a word or expression used in the ARHSEPP generally has the same meaning as it has in the standard instrument (as in force immediately before the commencement of the Standard Instrument (Local Environmental Plans) Amendment Order 2011) unless it is otherwise defined in</p>	<p>Yes</p>

ITEM 4 (continued)

ATTACHMENT 2

ARH SEPP 2009 Division 3	Proposed	Compliance
<i>hotel or motel accommodation, seniors housing or a serviced apartment.</i>	this Policy.	
<p>(2) Despite subclause (1), this Division does not apply to development on land within Zone R2 Low Density Residential or within a land use zone that is equivalent to that zone in the Sydney region unless the land is within an accessible area.</p> <p>accessible area means land that is within:</p> <p>(a) 800 metres walking distance of a public entrance to a railway station or a wharf from which a Sydney Ferries ferry service operates, or</p> <p>(b) 400 metres walking distance of a public entrance to a light rail station or, in the case of a light rail station with no entrance, 400 metres walking distance of a platform of the light rail station, or</p> <p>(c) 400 metres walking distance of a bus stop used by a regular bus service (within the meaning of the Passenger Transport Act 1990) that has at least one bus per hour servicing the bus stop between 06.00 and 21.00 each day from Monday to Friday (both days inclusive) and between 08.00 and 18.00 on each Saturday and Sunday.</p> <p>walking distance means the shortest distance between 2 points measured along a route that may be safely walked by a pedestrian using, as far as reasonably practicable, public footpaths and pedestrian crossings.</p>	<p>(2) Subject site is within zone R2 Low Density Residential under the Ryde LEP 2014. It is however within an 'accessible area' for the following reasons:</p> <ul style="list-style-type: none"> The development is located approximately 10m walking distance from a bus stop (Victoria Road) and a regular bus service (500, X00, 508, 510, 520, M52 STA bus service). 	Yes

ITEM 4 (continued)

ATTACHMENT 2

ARH SEPP 2009 Division 3	Proposed	Compliance
<p>regular bus service means any regular passenger service conducted by bus (including any transitway service).</p> <p>regular passenger service means a public passenger service conducted according to regular routes and timetables, but does not include a tourist service or a long-distance service.</p>		
<p>(3) Despite subclause (1), this Division does not apply to development on land within Zone R2 Low Density Residential or within a land use zone that is equivalent to that zone that is not in the Sydney region unless all or part of the development is within 400 metres walking distance of land within Zone B2 Local Centre or Zone B4 Mixed Use or within a land use zone that is equivalent to any of those zones.</p>	<p>(3) Subject site is located within the Sydney region, therefore this clause does not apply.</p>	N/A
28 Development may be carried out with consent		
<p>Development to which this division applies may be carried out with consent.</p>	<p>Noted, the proposed boarding house is the subject of a development application (LDA2015/0274) and as such is seeking development consent.</p>	Noted.
29 Standards that cannot be used to refuse consent		
<p>(1) A consent authority must not refuse consent to development to which this Division applies on the grounds of density or scale if the density and scale of the buildings when expressed as a floor space ratio are not more than:</p> <p>(a) the existing maximum floor space ratio for any form of residential accommodation permitted on the land, or</p>	<p>(a) The maximum floor space ratio for residential accommodation permitted on the subject site, per the Ryde</p>	Yes

ITEM 4 (continued)

ATTACHMENT 2

ARH SEPP 2009 Division 3	Proposed	Compliance
<p>(b) if the development is on land within a zone in which no residential accommodation is permitted—the existing maximum floor space ratio for any form of development permitted on the land, or</p> <p>(c) if the development is on land within a zone in which residential flat buildings are permitted and the land does not contain a heritage item that is identified in an environmental planning instrument or an interim heritage order or on the State Heritage Register—the existing maximum floor space ratio for any form of residential accommodation permitted on the land, plus:</p> <p>(i) 0.5:1, if the existing maximum floor space ratio is 2.5:1 or less, or</p> <p>(ii) 20% of the existing maximum floor space ratio, if the existing maximum floor space ratio is greater than 2.5:1.</p>	<p>LEP 2014 is 0.5:1, as is detailed in the DCP Compliance Table an FSR of 0.498:1 is proposed by the subject development application.</p> <p>(b) Proposed development is not within a zone in which no residential accommodation is permitted.</p> <p>(c) Proposed development is not within a zone in which residential flat buildings are permitted.</p>	<p>N/A</p> <p>N/A</p>
<p>(2) A consent authority must not refuse consent to development to which this Division applies on any of the following grounds:</p> <p>(a) Building height if the building height of all proposed buildings is not more than the maximum building height permitted</p>	<p>(a) Under the Ryde LEP 2014, the maximum height allowed on the subject site is 9.5m. The</p>	<p>Yes</p>

ITEM 4 (continued)

ATTACHMENT 2

ARH SEPP 2009 Division 3	Proposed	Compliance
<p>under another environmental planning instrument for any building on the land,</p> <p>(b) Landscaped area if the landscape treatment of the front setback area is compatible with the streetscape in which the building is located,</p> <p>(c) Solar access where the development provides for one or more communal living rooms, if at least one of those rooms receives a minimum of 3 hours direct sunlight between 9am and 3pm in mid-winter,</p> <p>(d) Private Open Space if at least the following private open space areas are provided (other than the front setback area): (i) one area of at least 20 square metres with a minimum dimension of 3 metres is provided for the use of the lodgers,</p> <p>(ii) if accommodation is provided on site for a boarding house manager—one area of at least 8 square metres</p>	<p>proposal is for a building with a maximum height of 8.4m as detailed in the Ryde DCP 2014.</p> <p>(b) the landscape treatment of the front setback area is considered to be compatible with the streetscape as it will include open lawn and hard paving consistent with that of the appearance of single dwellings houses along Victoria Road, West Ryde. The development will be setback 6m from Victoria Road. This setback is consistent with other residential properties.</p> <p>(c) One communal living room on the ground floor is proposed in the subject development application. The submitted shadow diagrams indicate that the proposed communal living room can receive a minimum of 3 hours direct sunlight between 9am and 3pm in mid-winter.</p> <p>(d)</p> <p>(i) One area of POS in excess of 20m² is provided to the lodgers with minimum dimension of 8.5m x 15.29m in the rear yard.</p> <p>(ii)N/A</p>	<p>Yes</p> <p>Yes</p> <p>Yes</p>

ITEM 4 (continued)

ATTACHMENT 2

ARH SEPP 2009 Division 3	Proposed	Compliance
<p>with a minimum dimension of 2.5 metres is provided adjacent to that accommodation,</p> <p>(e) Parking</p> <p>If:</p> <p>(i) in the case of development in an accessible area—at least 0.2 parking spaces are provided for each boarding room, and</p> <p>(ii) in the case of development not in an accessible area—at least 0.4 parking spaces are provided for each boarding room, and</p> <p>(iii) in the case of any development—not more than 1 parking space is provided for each person employed in connection with the development and who is resident on site,</p> <p>(f) Accommodation size</p> <p>If each boarding room has a gross floor area (excluding any area used for the purposes of private kitchen or bathroom facilities) of at least:</p> <p>(i) 12 square metres in the case of a boarding room intended to be used by a single lodger, or</p> <p>(ii) 16 square metres in any other case.</p>	<p>(e)</p> <p>(i) 2.4 car parking spaces required for 12 boarding rooms.</p> <p>Three (3) car parking spaces provided.</p> <p>(ii) Proposed development is in an accessible area.</p> <p>(iii)N/A.</p> <p>(f)</p> <p>(ii) Rooms 1 – 5 & 7-12 are single boarding rooms and a minimum of 12.69m². Room 6 is double boarding room and has a maximum size of 24.75m²</p>	<p>Yes</p> <p>Yes</p>
<p>(3) A boarding house may have private kitchen or bathroom facilities in each boarding room but is not required to have those facilities in any boarding room.</p>	<p>(3) Private bathroom facilities are provided in each room, however a communal kitchen is provided for the use by all lodgers.</p>	<p>Yes</p>
<p>(4) A consent authority may consent to development to which this Division applies whether or not the development complies with the standards set out in</p>	<p>(4) Noted, the proposed boarding house is the subject of a development application (LDA2015/274) and will be determined against the</p>	<p>Noted.</p>

ITEM 4 (continued)

ATTACHMENT 2

ARH SEPP 2009 Division 3	Proposed	Compliance
subclause (1) or (2).	standards within subclause (1), (2), the Ryde LEP 2014, and Ryde DCP 2014.	
30 Standards for boarding houses		
(1) A consent authority must not consent to development to which this Division applies unless it is satisfied of each of the following:	(1)	
(a) if a boarding house has 5 or more boarding rooms, at least one communal living room will be provided,	(a) Proposed boarding house with 12 rooms. One (1) communal living room is provided to the rear at ground floor level.	Yes
(b) no boarding room will have a gross floor area (excluding any area used for the purposes of private kitchen or bathroom facilities) of more than 25 square metres,	(b) No boarding room proposed to have a floor area of more than 25m ²	Yes
(c) no boarding room will be occupied by more than 2 adult lodgers,	(c) No boarding room proposed to be occupied by more than 2 adult lodgers.	Yes
(d) adequate bathroom and kitchen facilities will be available within the boarding house for the use of each lodger,	(d) Adequate bathroom facilities are provided for all lodgers in each boarding room along with common kitchen adjacent to the living/dining room.	Yes
(e) if the boarding house has capacity to accommodate 20 or more lodgers, a boarding room or on site dwelling will be provided for a boarding house manager,	(e) Boarding house proposed to house a maximum of 13 lodgers. Therefore an on-site boarding house manager and accommodation is not required.	Yes
(f) (Repealed)		
(g) if the boarding house is on land zoned primarily for commercial purposes, no part	(g) Proposed boarding house is not on land zoned primarily for	

ITEM 4 (continued)

ATTACHMENT 2

ARH SEPP 2009 Division 3	Proposed	Compliance
<p>of the ground floor of the boarding house that fronts a street will be used for residential purposes unless another environmental planning instrument permits such a use,</p> <p>(h) at least one parking space will be provided for a bicycle, and one will be provided for a motorcycle, for every 5 boarding rooms.</p>	<p>commercial purposes.</p> <p>(h) 12 boarding rooms proposed. <u>Requirement:</u> 3 bicycle and 3 motorcycle spaces. <u>Proposed:</u> Parking space for 3 bicycles and 3 motorcycles.</p>	<p>N/A</p> <p>Yes</p>
<p>(2) Subclause (1) does not apply to development for the purposes of minor alterations or additions to an existing boarding house.</p>	<p>(2) Proposed development is not for purposes of minor alterations or additions to an existing boarding house.</p>	<p>N/A</p>
30A Character of local area		
<p>A consent authority must not consent to development to which this Division applies unless it has taken into consideration whether the design of the development is compatible with the character of the local area.</p>	<p>A Local Area Character Assessment has been prepared by the applicant's town planner and is included within the submitted SEE that accompanies the subject development application.</p> <p>This assessment has been reviewed as part of the assessment of the subject development application and it has been determined that it appropriately utilises the methodology set out in Schedule 2 of Part 3.5 of the Ryde DCP 2014.</p> <p>It is also important to note that the building to contain the boarding house essentially takes on the appearance of a</p>	<p>Yes</p>

ITEM 4 (continued)

ATTACHMENT 2

ARH SEPP 2009 Division 3	Proposed	Compliance
	two-storey dwelling house with compliant building heights, setbacks, floor space ratio, and landscaped area. The result is a building that is considered to be compatible with the character of the local area in the required sense of it being capable of existing in harmony with the current and likely future development in the area.	

ITEM 4 (continued)

ATTACHMENT 3

COMPLIANCE TABLE Ryde DCP 2014

Part 3.5 of the Ryde DCP 2014 provides the development controls which are applicable to boarding house developments in the City of Ryde. However, as per Section 1.6 of the Part, applicable controls for boarding houses are also contained within:

- Part 3.3 Dwelling Houses and Dual Occupancy (Attached),
- Part 3.4 Multi Dwelling Housing [for Low Density Residential zone] in 3.0 Development Types, all parts in 4.0 Urban Centres, and all parts in 5.0 Special Areas with respect to local area character; and
- Part 7.1 Energy Smart, Water Wise;
- Part 7.2 Waste Minimisation and Management; and
- Part 9.3 Parking Controls.

As such, the following table brings together the applicable development controls from across all Parts of the Ryde DCP 2014 and assesses the proposed development performance against each of these controls.

Ryde DCP 2014	PROPOSED	COMPLIANCE
Part 3.3 – Dwelling Houses and Dual Occupancy (attached)		
Section 2.1 Desired Future Character		
Development is to be consistent with the desired future character of the low density residential areas.	The proposed development is considered to be consistent with the desired future character of the low density residential area as detailed further in this table.	Yes
Section 2.2 Dwelling Houses		
- To have a landscaped setting which includes significant deep soil areas at front and rear.	Front and rear gardens proposed, including adequate deep soil areas within the front and rear yard.	Yes
- Maximum 2 storeys.	Proposal is two storeys.	Yes
- Dwellings to address street	The boarding house development is considered to adequately address Victoria Road through the provision of appropriate windows on both	Yes

ITEM 4 (continued)

ATTACHMENT 3

Ryde DCP 2014	PROPOSED	COMPLIANCE
<ul style="list-style-type: none"> Garage/carports not visually prominent features. 	<p>the first and ground floor facing the street, clear sightlines to the front door. Proposal therefore appears consistent with other dwelling houses within the street.</p> <p>Proposed triple car width carport (attached) is located at the front of the development, beyond the front building line of the main building, however it is not considered to be visually prominent as the entrance to the carport is to the east and the hip roof addresses the street. Two large windows are also located within the street elevation of the carport which further disguises the carport as a parking structure and reduce its overall dominance.</p>	Yes
Section 2.4 Public Domain Amenity		
<ul style="list-style-type: none"> Streetscape <ul style="list-style-type: none"> Front doors and windows are to face the street. Side entries to be clearly apparent. Single storey entrance porticos. Articulated street facades. 	<p>The entrance to the boarding is house is via a front entry within the southern elevation.</p> <p>N/A Proposed development is considered to have a well articulated street facade.</p>	<p>Yes</p> <p>Yes</p>
<ul style="list-style-type: none"> Public Views and Vistas <ul style="list-style-type: none"> A view corridor is to be provided along at least one side allotment boundary where there is an existing or potential view to the water from the street. Landscaping is not to restrict views. Garages/carports and outbuildings are not to be located 	<p>No water views are available from the street across the site.</p> <p>N/A see above.</p>	<p>N/A</p> <p>N/A</p>

ITEM 4 (continued)

ATTACHMENT 3

Ryde DCP 2014	PROPOSED	COMPLIANCE
within view corridor if they obstruct view. – Fence 70% open where height is >900mm	N/A see above.	N/A
• Pedestrian & Vehicle Safety – Car parking located to accommodate sightlines to footpath & road. – Fencing that blocks sight line is to be splayed.	Proposed car parking is located within an attached triple car width carport. The driveway design will allow for adequate sightlines. Driveway gradient will not restrict sight lines. A masonry front fence up to 900mm in height has been proposed.	Yes Yes
Section 2.5 Site Configuration		
• Deep Soil Areas – 35% of site area min. – Min 8x8m deep soil area in backyard. – Front yard to have deep soil area (only hard paved area to be driveway, pedestrian path and garden walls).	271.5m ² approx. (40% of site area). Proposal includes a deep soil area in the backyard with min dimensions of 8m x 8m. The front yard consists of a two deep soil areas and paved areas for car parking and vehicle manoeuvring. The landscaping treatment within the front setback is consistent for single dwellings along Victoria Road.	Yes Yes Yes
• Topography & Excavation Within building footprint: – Max cut: 1.2m – Max fill: 900mm Outside building footprint: – Max cut: 900mm – Max fill: 500mm	Max. cut: Nil Max fill: 400mm Max. cut: 100mm Max. fill: 100mm	Yes Yes Yes

ITEM 4 (continued)

ATTACHMENT 3

Ryde DCP 2014	PROPOSED	COMPLIANCE
<ul style="list-style-type: none"> - No fill between side of building and boundary or close to rear boundary - No fill in overland flow path 	No fill between side of building and boundary or close to rear boundary. Site is not flood prone.	Yes N/A
<ul style="list-style-type: none"> - Max ht retaining wall 900mm 	No retaining walls have been proposed.	Yes
Section 2.7 Floor Space Ratio		
<ul style="list-style-type: none"> - Ground floor - First floor - Total (Gross Floor Area) - Less 36m² (double) or 18m² (single) allowance for parking 	152.67m ² 179.9m ² 332.57m ² (Nil – car parking spaces are provided within an open carport)	
FSR (max 0.5:1) Note: Excludes wall thicknesses, lifts/stairs; basement storage/vehicle access/garbage area; terraces/balconies with walls <1.4m; void areas.	0.498:1 (area from Survey Plan – 655.6m ²)	Yes.
Section 2.8 Height		
<ul style="list-style-type: none"> - 2 storeys maximum (storey) incl basement elevated greater than 1.2m above EGL). - 1 storey maximum above attached garage incl semi-basement or at-grade garages. 	Proposal is for a two storey boarding house. One (1) storey is proposed above the attached carport.	Yes Yes
Wall plate		

ITEM 4 (continued)

ATTACHMENT 3

Ryde DCP 2014	PROPOSED	COMPLIANCE
<ul style="list-style-type: none"> - 7.5m max above FGL <i>or</i> - 8m max to top of parapet. <p>NB: <i>TOW = Top of Wall</i> <i>EGL = Existing Ground Level</i> <i>FGL = Finished Ground Level</i></p>	TOW RL: 35.4 FGL below (lowest point): RL: 28.1 TOW Height = 6.3m	Yes
<ul style="list-style-type: none"> - 9.5m Overall Height <p>NB: <i>EGL – Existing ground Level</i></p>	Max point of dwelling RL: 37.6 EGL below ridge (lowest point) RL: 29.2 Overall Height (max)= 8.4m	Yes
<ul style="list-style-type: none"> - Habitable rooms to have 2.4m floor to ceiling height (min). 	Ground floor: 3m First floor: 2.7m	Yes
Section 2.9 Setbacks		
<ul style="list-style-type: none"> • Front - 6m to façade (generally) 	6m to the carport (attached) and 14.7m to the boarding house.	Yes
<ul style="list-style-type: none"> - Garage setback 1m from the dwelling facade 	No garage proposed. The development proposes an open car parking area within the building (under the first floor above) but with no rear wall or front garage doors. This does not extend in front of the building line which is 6m from the front boundary.	Yes
<ul style="list-style-type: none"> - Wall above is to align with outside face of garage below. 	N/A.	Yes
<ul style="list-style-type: none"> - Front setback free of ancillary elements e.g. RWT,A/C 	Front setback is free of ancillary elements.	Yes
<ul style="list-style-type: none"> • Side 		

ITEM 4 (continued)

ATTACHMENT 3

Ryde DCP 2014	PROPOSED	COMPLIANCE
<ul style="list-style-type: none"> ○ Two storey dwelling 1.5m to wall, includes balconies etc. ● Rear <ul style="list-style-type: none"> – 8m to rear of dwelling OR 25% of the length of the site, whichever is greater. Note: 11.09m is 25% of site length. 	<p>A minimum 2000mm setback is provided from both side boundaries.</p> <p><u>Rear deck: 8.6m</u></p> <p><u>Rear wall: 11 – 12.5m</u></p>	<p>Yes</p> <p>No – justifiable.</p> <p>No - justifiable</p>
Section 2.10 Car Parking & Access		
<ul style="list-style-type: none"> ● General <ul style="list-style-type: none"> – Dwelling: 2 spaces max, 1 space min. – Where possible access off secondary street frontages or laneways is preferable. Garage or carport may be in front if no other suitable position, no vehicular access to side or rear – Max 6m wide or 50% of frontage, whichever is less where garage / carport face the street. – Behind building façade. ● Garages <ul style="list-style-type: none"> – Garages setback 1m from façade. – Total width of garage doors visible from public space must not exceed 5.7m and not be recessed more than 300mm behind the outside face of the building element immediately above. 	<p>3 spaces proposed in triple car width carport.</p> <p>No secondary street frontages or laneways are available to subject site.</p> <p>Car port is behind the building line (under part of the first floor above)</p> <p>Attached carport does not address the street.</p> <p>Car port is behind the building line (under part of the first floor above)</p> <p>Car port is behind the building line, but with the same front setback as the first floor above</p> <p>N/A.</p>	<p>Yes</p> <p>N/A</p> <p>Yes</p> <p>N/A</p> <p>Yes</p> <p>No – justifiable.</p>

ITEM 4 (continued)

ATTACHMENT 3

Ryde DCP 2014	PROPOSED	COMPLIANCE
<ul style="list-style-type: none"> – Garage windows are to be at least 900mm away from boundary. – Free standing garages are to have a max GFA of 36m². – Solid doors required – Materials in keeping or complementary to dwelling. • Parking Space Sizes (AS) <ul style="list-style-type: none"> – Double garages: 5.4m w (min) – Internal length: 5.4m (min) • Driveways <ul style="list-style-type: none"> – Extent of driveways minimised 	<p>N/A.</p> <p>N/A – attached carport.</p> <p>Proposed materials complement contemporary style of boarding house.</p> <p>8.7m 6m</p> <p>Extent of driveway has been minimised.</p>	<p></p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p>
Section 2.12 Landscaping		
<ul style="list-style-type: none"> • Trees & Landscaping <ul style="list-style-type: none"> – Major trees retained where practicable. – If bushland adjoining use native indigenous species for 10m from boundary. – Physical connection to be provided between dwelling and outdoor spaces where the ground floor is elevated above NGL e.g. stairs, terraces. – Obstruction-free pathway on one side of dwelling (excl cnr allotments or rear lane access). – Front yard to have at least 1 tree with mature ht of 10m min and a spreading canopy. – Backyard to have at least 1 tree with mature ht of 15m min and a spreading canopy. 	<p>No trees are located within the site.</p> <p>N/A – Adjacent to Lions Park.</p> <p>Proposal includes physical connection between boarding house and outdoor spaces.</p> <p>Obstruction free pathway provided on both sides of the boarding house.</p> <p>Yes</p> <p>Yes</p>	<p>Yes</p> <p>N/A</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p>

ITEM 4 (continued)

ATTACHMENT 3

Ryde DCP 2014	PROPOSED	COMPLIANCE
<ul style="list-style-type: none"> - Hedging or screen planting on boundary mature plants reaching no more than 2.7m. 	Yes – 2.1 to 2.4m high screen planting is proposed along the rear boundary.	Yes
<ul style="list-style-type: none"> - OSD generally not to be located in front setback unless under driveway. 	OSD tank located under driveway	Yes
<ul style="list-style-type: none"> - Landscaped front garden, with max 40% hard paving. • Landscaping for lots with Urban Bushland or Overland Flow constraints 	Front garden will consist of less than 40% hard paving. No urban bushland or overland flow constraints identified on site.	Yes
<ul style="list-style-type: none"> - Where lot is adjoining bushland protect, retain and use only native indigenous vegetation for distance of 10m from building adjoining bushland. 	N/A – Adjacent to Lions Park.	N/A
<ul style="list-style-type: none"> - No fill allowed in overland flow areas. 	As above.	N/A
<ul style="list-style-type: none"> - Fences in Overland Flow areas must be of open construction so it doesn't impede the flow of water. 	As above.	N/A
Section 2.13 Dwelling Amenity		
<ul style="list-style-type: none"> • Daylight and Sunlight Access - Living areas to face north where orientation makes this possible. 	North is primarily directed towards the rear. The common room and outdoor area are orientated towards the north.	Yes
<ul style="list-style-type: none"> - Increase side setback for side living areas (4m preferred) where north is the side boundary. 	N/A.	N/A
<u>Subject Dwelling:</u> <ul style="list-style-type: none"> - Subject dwelling north facing windows are to receive at least 3 hrs of sunlight to a portion of their surface between 9am and 3pm on June 21. 	North facing windows have capacity to receive 3hrs sunlight between 9am and 3pm.	Yes
<ul style="list-style-type: none"> - Private open space of subject dwelling is to receive at least 2 	The submitted shadow diagrams indicate that the	Yes

ITEM 4 (continued)

ATTACHMENT 3

Ryde DCP 2014	PROPOSED	COMPLIANCE
<p>hours sunlight between 9am and 3pm on June 21.</p> <p><u>Neighbouring properties are to receive:</u></p> <ul style="list-style-type: none"> – 2 hours sunlight to at least 50% of adjoining principal ground level open space between 9am and 3pm on June 21. – At least 3 hours sunlight to a portion of the surface of north facing adjoining living area windows between 9am and 3pm on June 21. <p>• Visual Privacy</p> <ul style="list-style-type: none"> – Orientate windows of living areas, balconies and outdoor living areas to the front and rear of dwelling. – Windows of living, dining, family etc. placed so there are no close or direct views to adjoining dwelling or open space. – Side windows offset from adjoining windows. – Terraces, balconies etc. are not to overlook neighbouring dwellings/private open space. <p>• Acoustic Privacy</p> <ul style="list-style-type: none"> – Layout of rooms in dual occupancies (attached) are to minimise noise impacts between dwellings e.g.: place adjoining 	<p>rear private open space of the subject boarding house can receive at least 2 hours sunlight between 9am and 3pm on June 21.</p> <p>N/A - The neighbouring property to the east is a car repair and tyre change workshop and to the west is Lions Park.</p> <p>Living area (ie common rooms, kitchen and living/dining) windows orientated to the front and rear of the boarding house.</p> <p>N/A - The neighbouring property to the east is a car repair/tyre change workshop and to the west is Lions Park.</p> <p>As above.</p> <p>No impact.</p> <p>Proposed development is not dual occupancy, but rather a boarding house development. Nevertheless, boarding</p>	<p></p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>N/A</p>

ITEM 4 (continued)

ATTACHMENT 3

Ryde DCP 2014	PROPOSED	COMPLIANCE
<p>living areas near each other and adjoining bedrooms near each other.</p> <ul style="list-style-type: none"> • View Sharing <ul style="list-style-type: none"> – The siting of development is to provide for view sharing. • Cross Ventilation <ul style="list-style-type: none"> – Plan layout is to optimise access to prevailing breezes and to provide for cross ventilation. 	<p>rooms have been designed to correlate communal kitchen areas etc. to minimise transmission of noise to quieter areas of the boarding rooms.</p> <p>No significant views have been observed from the subject site.</p> <p>Opportunities exist for cross-ventilation given the design of the proposed building to accommodate the boarding house.</p>	<p>N/A</p> <p>Yes</p>
Section 2.14 External Building Elements		
<ul style="list-style-type: none"> • Roof <ul style="list-style-type: none"> – Articulated. – 450mm eaves overhang minimum. – Not to be trafficable Terrace. – Skylights to be minimised and placed symmetrically. – Front roof plane is not to have both dormer windows and skylights. – Attic to be within roof space 	<p>Articulated roof proposed. 450mm eaves overhang.</p> <p>No proposed trafficable terrace.</p> <p>No skylights proposed</p> <p>No dormer windows proposed.</p> <p>No attic proposed.</p>	<p>Yes</p> <p>Yes</p> <p>N/A</p> <p>N/A</p> <p>N/A</p> <p>N/A</p>
Section 2.15 Fences		
<ul style="list-style-type: none"> • Front/return: <ul style="list-style-type: none"> – To reflect design of dwelling. – To reflect character and height of neighbouring fences. – Max 900mm high for solid (picket can be 1m). – Max 1.8m high if 50% open (any solid base max 900mm). – Retaining walls on front building max 900mm. – No colourbond or paling 	<p>900mm high sold brick fence is proposed.</p>	<p>Yes</p>

ITEM 4 (continued)

ATTACHMENT 3

Ryde DCP 2014	PROPOSED	COMPLIANCE
<ul style="list-style-type: none"> - Max pier width 350mm. • Side/rear fencing: - 1.8m max o/a height. 	1.8m lapped and capped timber fencing is proposed along the side and rear property boundaries.	Yes
Part 3.5: Boarding Houses		
Section 2.3 Development subject to provisions of Part 2 of the ARHSEPP		
(a) All boarding house developments are to be designed to be compatible with the character of the local area.	The proposal is considered to be consistent with the character of the local area.	Yes
(b) Where external changes, including building and/or construction work, are proposed, a Local Area Character Statement is to be prepared and submitted with the development application.	A Local Area Character Assessment is contained within the Statement of Environmental Effects submitted with the development application.	Yes
(c) Boarding house development located in the vicinity of a Heritage Item or within a Heritage Conservation Area must be designed sympathetically to the significance of the Heritage Conservation Area/Item.	N/A	Yes
(d) The design of boarding house development is to take into consideration any desired future character objectives of urban centres identified under the RLEP2014, RLEP (Gladesville Town Centre and Victoria Road Corridor) 2014 and Part 4 Urban Centres of this DCP.	The proposed site is not within any of the urban centres identified in the Ryde LEP 2014 or Ryde DCP 2014.	N/A

ITEM 4 (continued)

ATTACHMENT 3

Ryde DCP 2014	PROPOSED	COMPLIANCE
Size and Scale		
(e) In the R1 General Residential and R2 Low Density Residential zones, a maximum number of 12 bedrooms per boarding house will be permitted.	12 bedrooms proposed.	Yes
(f) Notwithstanding compliance with numerical standards under the ARHSEPP and LEP, applicants must demonstrate that the bulk and relative mass of development is acceptable for the street and adjoining dwellings in terms of:	See Part 3.3 of Ryde DCP 2014 Compliance check above.	Yes
(i) Overshadowing and privacy	As above	Yes
(ii) Streetscape (bulk and scale)	As above	Yes
(iii) Building setbacks	As above	No- justifiable
(iv) Parking and traffic generation	As above	Yes
(v) Landscape requirements	As above	Yes
(vi) Visual impact and impact on existing views (this must address view sharing)	As above	Yes
(vii) Any significant trees on site, and	As above	Yes
(viii) Lot size, shape and topography.	As above	Yes
Parking and Traffic		
(g) Parking spaces and access are not to be located within communal open space areas or landscaped areas.	Parking is not located within communal open space areas or landscaped areas.	Yes
(h) Notwithstanding the requirements of Part 9.3 Parking Controls under this DCP, a boarding house development for 30 or more bedrooms is to be supported by a Traffic and Parking Impact Assessment Report, prepared by a suitably qualified person.	Proposal is for boarding house with 12 bedrooms.	N/A

ITEM 4 (continued)

ATTACHMENT 3

Ryde DCP 2014	PROPOSED	COMPLIANCE
Section 3.2 Privacy (Acoustic and Visual) and Amenity		
(a) The main entrance of the boarding house is to be located and designed to address the front (street) elevation.	The building is considered to adequately address Victoria Road through the provision of appropriate windows and doors on both the first and ground floor facing the street. As such it appears consistent with other dwelling houses within the street.	Yes
(b) Access ways to the front entrance of the boarding house are to be located away from windows to boarding rooms to maximise privacy and amenity for lodgers.	Complies	Yes
(c) Boarding houses are to be designed to minimise and mitigate any impacts on the visual and acoustic privacy of neighbouring buildings and on the amenity of future residents.	See Part 3.3 of the Ryde DCP 2014 Compliance Check above. Additionally, the neighbouring properties are both non-residential uses and will not be impacted by the proposed use.	Yes
(d) An acoustic report prepared by a suitably qualified acoustic consultant may be required where there is the potential for noise impacts on occupants and neighbours.	The subject site fronts Victoria Road, which is a classified road. Thus, an acoustic report was submitted as per the requirements contained within the Infrastructure SEPP for sensitive uses, which include any type of residential accommodation. Further, discussion of this will be provided in the report. However for the purposes of this section, the development is unlikely to result in unacceptable noise impacts onto the directly adjacent neighbouring non-residential properties, nor the surrounding residential properties.	Yes

ITEM 4 (continued)

ATTACHMENT 3

Ryde DCP 2014	PROPOSED	COMPLIANCE
Section 3.3 Accessibility		
(a) All boarding house developments are to be accompanied by an Accessibility Report which addresses the accessibility requirements for people with disabilities, where required, under the BCA and Disability (Access to Premises – Buildings) Standards 2010.	Accessibility Report submitted, prepared by Ergon Consulting. The report indicates the proposal can comply with the access standard subject to further details being provided at the CC stage.	Yes
Section 3.4 Waste Minimisation and Management		
(a) Waste storage and recycling facilities shall be provided on the premises in accordance with the requirements for boarding houses contained in Part 7.2 Waste Minimisation and Management of this DCP.	See Part 7.2 below.	
Section 3.5 Sustainability and Energy Efficiency		
A BASIX Certificate is to be submitted with the Development Application.	BASIX Certificate and BCA report submitted that demonstrates compliance with thermal, energy and water. Additionally, the subject development application has been referred to Council's Environmental Health Officers/Building Surveyors who have indicated that the proposed development is satisfactory subject to conditions.	Yes
Section 3.6 Internal Building Design		
(b) As a minimum, in all other cases boarding houses shall make provision for the following facilities within each building; (i) Manager / operator accommodation where there are 20 or more lodgers; (ii) laundry facilities; (iii) communal food preparation facilities (in addition to private provision where required);	12 lodgers. A laundry room is proposed. Communal kitchen provided.	Yes Yes Yes

ITEM 4 (continued)

ATTACHMENT 3

Ryde DCP 2014	PROPOSED	COMPLIANCE
(iv) storage area for each occupant.	This level detail has not been provided and will be addressed as a condition of consent.	Yes.
(d) All boarding house developments are to be designed to optimise safety and security, both internal to the development and for the public domain by employing design criteria including:		
(i) maximising overlooking of public and communal spaces while maintaining internal privacy;	Boarding house design maximises overlooking of public and communal spaces to ensure appropriate passive surveillance of such areas while maintaining internal and cross boundary privacy through utilisation of privacy screens where necessary.	Yes
(ii) avoiding dark and non-visible areas;	Dark and non-visible areas however can be mitigated via conditions of consent for lockable side access gates plus sensor lighting to ensure front of site is adequately lit.	Yes, subject to conditions of consent
(iii) locating communal and common areas in safe and accessible locations;	Communal and common areas are considered to be safe and accessible subject to conditions stated above.	Yes, subject to conditions of consent
(iv) providing lighting appropriate to the location and desired activities;	No lighting details provided. To be conditioned utilising Council's standard conditions.	Yes, subject to conditions of consent
(v) providing clear definition between public and private spaces.	Clear definition between public and private spaces provided. The building typically takes on the appearance of a two storey dwelling house, and as such the typical public and private land definitions associated with dwelling houses are inherent in the design of the	Yes

ITEM 4 (continued)

ATTACHMENT 3

Ryde DCP 2014	PROPOSED	COMPLIANCE
<p>Specific Rooms, Areas and Facilities</p> <p>(e) The development is to be designed to meet the requirements identified in the following table.</p> <p>(i) Bedrooms / Boarding Rooms:</p> <p>(a) Boarding rooms are to be designed as the principal place of residence for occupants.</p> <p>(b) No boarding rooms shall open directly onto communal living, dining and kitchen areas.</p> <p>(c) Each boarding room (excluding any private kitchen or bathroom facilities) must comply with the minimum areas identified in the ARHSEPP. Plans shall clearly show the size and maximum occupation of each room. Boarding rooms less than the minimum size will not be supported.</p> <p>(d) Where additional facilities are proposed in boarding rooms, the following additional gross floor areas apply:</p> <p>(i) Minimum 2.1m² for any ensuite, which must comprise a hand basin and toilet; plus</p>	<p>proposed development.</p> <p>See assessment below.</p> <p>Boarding house has been designed as a principal place of residence for occupants, including bedrooms with bathrooms, along with communal kitchen, common living/dining room, laundry, private open space and storage. This design is considered to cater to the needs of occupants to ensure the boarding house is capable of being used as a place of residence.</p> <p>Boarding rooms do not open onto kitchen, living / dining areas.</p> <p>All boarding rooms excluding any private bathroom facilities have a minimum of 12m² for single lodgers.</p> <p>All ensuites within each of the rooms are a minimum of 3sqm.</p>	<p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p>

ITEM 4 (continued)

ATTACHMENT 3

Ryde DCP 2014	PROPOSED	COMPLIANCE
(ii) 0.8m ² for any shower in the ensuite (in addition to above); plus	Yes	Yes
(iii) 1.1m ² for any laundry, which must comprise a wash tub and washing machine; plus	No laundry provided to any room – communal laundry proposed only.	N/A
(iv) 2m ² for any kitchenette, which must comprise a small fridge, cupboards and shelves (in addition to required wardrobe space), a microwave, and a minimum of 0.5m ² bench area.	No kitchenettes provided – communal kitchen provided.	N/A
(ii) Communal Living Rooms		
(a) Indoor communal living rooms/areas are to be located:		
(i) near commonly used spaces, such as kitchen, laundry, lobby entry area, or manager's office;	Common living/dining room is located adjacent to the rear communal outdoor area.	Yes
(ii) adjacent to the communal open space; and	Living/dining room is adjacent to the communal open space.	Yes
(iii) where they will have a minimal impact on bedrooms and adjoining properties in terms of noise generation.	The location of the proposed living/dining room will have a minimal impact on the bedrooms within the development and the adjoining properties as it is situated at the rear of the development.	Yes
(b) Class 3 Boarding Houses must provide a common living area a minimum 15m ² in area, with a further 15m ² provided for each additional 12 persons thereafter.	The proposal is a Class 3 boarding house as the floor area exceeds 300sqm, however only 12 lodgers are proposed. A living area of 24.6sqm is provided. <u>Required: 15m².</u>	Yes
(c) Openings are to be oriented away from adjoining residential properties to minimise overlooking and maximise privacy and amenity.	The communal room is located to the rear on the ground floor and will not overlook the surrounding residential properties.	Yes

ITEM 4 (continued)

ATTACHMENT 3

Ryde DCP 2014	PROPOSED	COMPLIANCE
<p>(iii) Communal Kitchen and Dining Areas</p> <p>(a) Where communal kitchens are provided, they are to be in a location accessible to all residents.</p> <p>(b) A communal kitchen area is to be provided with a minimum area of 6.5m² in total or 1.2m² for each resident occupying a boarding room that does not contain a kitchenette, whichever is greater, and is to contain:</p> <p>(i) One sink for every 6 people, or part thereof, with running hot and cold water; and</p> <p>(ii) One stove top cooker for every 6 people, or part thereof, with adequate exhaust ventilation.</p> <p>(c) A combined kitchen and dining area must have a minimum area of 15m² with an additional 1m² per room in a development that contains 12 or more bedrooms.</p>	<p>Communal kitchen is accessible.</p> <p>The communal kitchen is 8.3sqm in area. <u>Required: 15.6sqm</u></p> <p>One sink proposed. <u>Required: Two (2) sinks (12 people).</u></p> <p>One stove cooker is proposed. <u>Required: Two (2) stove cookers (12 people).</u></p> <p>Greater than 15sqm is provided.</p>	<p>Yes</p> <p>No – compliance to be addressed via condition of consent.</p> <p>No – compliance to be addressed via condition of consent</p> <p>No – compliance to be addressed via condition of consent</p> <p>Yes</p>

ITEM 4 (continued)

ATTACHMENT 3

Ryde DCP 2014	PROPOSED	COMPLIANCE
(d) No bathrooms, toilets or boarding rooms shall open directly on to communal kitchen facilities.	Complies.	Yes
(e) Where food is proposed to be provided as part of Boarding House operations, or is for sale, kitchen and food areas shall comply with the National Code for the Construction and Fitout of Food Premises and be provided with sufficient ventilation in accordance with the BCA.	To be addressed via condition.	Yes
(f) Kitchen facilities shall be available for all lodgers 24 hours per day/ 7 days per week.	To be addressed via condition and prescribed within the plan of management.	Yes
(iv) Bathroom Facilities		
(a) In all boarding houses communal bathroom facilities must be in an accessible location for all occupants 24 hours per day.	The proposed development includes en-suite bathrooms in each of the boarding rooms, but no communal bathroom area.	N/A
(b) Bathrooms should be a minimum of 5m ² .	No communal bathrooms proposed – see above.	N/A
(c) Where ensuite bathroom facilities are provided in boarding rooms, the overall facilities must comply with the minimum facility requirements for the total occupancy of the overall premises.	The proposed development includes en-suite bathrooms in each of the boarding rooms. As demonstrated above, the en-suite bathrooms comply with the facility requirements previously in this table – i.e. minimum hand wash basin and shower.	Yes.
(v) Laundries and Drying Facilities		
(a) Laundry and drying facilities are to be provided for all lodgers. Where lodgers do not have their own laundry facilities, the following is to be provided:		

ITEM 4 (continued)

ATTACHMENT 3

Ryde DCP 2014	PROPOSED	COMPLIANCE
<p>(i) A minimum space of 4m² for every 12 lodgers; an additional 3m² for every additional 12 lodgers or part thereof;</p> <p>(ii) 15m² external clothes drying area for every 12 residents in an outdoor area (can be retractable).</p> <p>(b) Outside drying areas shall be located in a communal open space in a location which maximises solar access and ensures that the usability of the space is not compromised.</p> <p>(c) Internal drying and laundry facilities shall be located in a safe and accessible location for all residents, and separate from communal kitchen facilities.</p> <p>(vi) Management Office Design</p> <p>(a) Where management offices are to be provided, they are to be located at a central, visible point which is convenient to occupants of and visitors to the boarding house.</p>	<p>4.41m² of laundry facilities is provided (4m² required).</p> <p>Well in excess of 15m² of external clothes line space is available, however it has not been shown on the site plan. An outside drying area is available within the rear POS, however it has not been shown on the site plan.</p> <p>Internal drying facilities are not indicated on the plans. Condition recommended.</p> <p>N/A – No office is required.</p>	<p>Yes</p> <p>Yes – to be addressed via condition.</p> <p>Yes - to be addressed via condition.</p> <p>Yes - to be addressed via condition.</p> <p>Yes</p>
Section 4.0 Management		
<p>(a) All boarding houses are required to be managed by a manager who has overall responsibility including the operation, administration, cleanliness, maintenance and fire safety of the premises. Management arrangements are to be set out in a Plan of Management.</p> <p>(b) A Plan of Management is to be submitted with each Development Application for a boarding house. The Plan of Management, as a minimum,</p>	<p>Boarding house proposed to be managed by off-site manager, as covered in the Plan of Management submitted by the applicant. Condition to be imposed binding the Plan of Management.</p> <p>A Plan of Management (POM) has been submitted as part of the proposed development. However it is not satisfactory and not</p>	<p>Yes</p> <p>No – revised POM to be provided as a condition of consent.</p>

ITEM 4 (continued)

ATTACHMENT 3

Ryde DCP 2014	PROPOSED	COMPLIANCE
<p>must address the ongoing management and operational aspects of the boarding house identified in the template attached to this Part (refer Schedule 2 Template for Plan of Management).</p> <p>(c) The name and contact details of the manager or managing agent is to be displayed at all times externally at the front entrance on the boarding house.</p> <p>(d) Occupiers of adjacent properties are to be provided with a 24 hour telephone number for a principal contact (for example owner or manager) for use in the event of an emergency.</p>	<p>consistent with the template contained within Schedule 2 of Part 3.5 of the Ryde DCP 2014.</p> <p>No details provided in Plan of Management. Condition imposed to ensure this information is available during operation of the boarding house.</p> <p>No details provided to confirm this.</p>	<p>No - revised POM to be provided as a condition of consent.</p> <p>No - revised POM to be provided as a condition of consent.</p>
Part 7.2 – Waste Minimisation and Management		
Section 2.3 All Developments		
<p>(a) Developments must provide space on-site for the sorting and storage of waste in containers suitable for collection.</p> <p>(b) The size of storage areas and number of storage containers required must be sufficient to handle and store the waste likely to be generated and stored on the premises between collections.</p> <p>(c) Additional space must be provided for the storage of bulky wastes where appropriate.</p> <p>(d) Allowance must be made for the storage of green waste where</p>	<p>Space on-site is available for the sorting and storage of waste, however a bin storage area has not been indicated on the site plan.</p> <p>Council's Environmental Health Officer has assessed the proposed development and determined the proposed waste arrangements to be satisfactory, subject to specific conditions of consent. In this regard, the proposal is considered to satisfactorily comply.</p> <p>No significant bulky waste likely to be generated by proposed boarding house. Not shown on site plan.</p>	<p>No – to be addressed as a condition of consent.</p> <p>No – to be addressed as a condition of consent..</p> <p>N/A</p> <p>No - to be addressed as a</p>

ITEM 4 (continued)

ATTACHMENT 3

Ryde DCP 2014	PROPOSED	COMPLIANCE
relevant.		condition of consent.
(e) All waste containers must be stored within the boundaries of the site unless otherwise approved by Council under Section 68 of the Local Government Act 1993.	Not shown on site plan.	No - to be addressed as a condition of consent.
(f) All applications for development, including demolition, construction and the ongoing use of a site/premises, must be accompanied by:		
(i) a Site Waste Minimisation and Management Plan (SWMMP);	A SWMMP has been submitted.	Yes
(ii) location and design details of waste storage facilities on the site.	Location details of waste storage facilities have not been provided.	No - to be addressed as a condition of consent.
(g) In all development, waste and recycling storage areas and facilities should be provided and be located in positions that:	Details of a bin storage area have not been provided. Councils Environmental Health Officer has recommended this information be addressed via a deferred commencement condition.	No - to be addressed as a condition of consent.
(i) provide easy, direct and convenient access for the users of the facility;		
(ii) permit easy transfer of bins to the collection point if relocation of bins is required;		
(iii) permit easy, direct and convenient access for collection service providers;		
(iv) do not intrude on car parking, landscaping, access and turning areas required for the type and scale of development;		
(v) do not reduce amenity (minimises the potential for noise, odour and other amenity and environmental impacts on		

ITEM 4 (continued)

ATTACHMENT 3

Ryde DCP 2014	PROPOSED	COMPLIANCE
<p>residents and other occupants); (vi) maximize protection of trees and significant vegetation.</p> <p>(h) In cases where the waste storage areas and facilities are likely to be visible from the street, the design and location of waste storage areas/facilities should be such that they compliment the design of both the development and the surrounding streetscape. Design elements such as fencing, landscaping and roof treatments may be used.</p> <p>(i) No incineration devices are permitted.</p> <p>(j) A collection point for waste collection is to be identified on the plans submitted with the development application. The collection point must be conveniently located for users and services purposes and sited so that waste collection vehicles do not impede the access to the site or car parking facilities when servicing the bins so that waste can be safely and easily collected.</p> <p>(k) The path for wheeling bins between the waste and recycling storage room/area and the vehicle collection point must be free of steps and kerbs and, in the case of residential development, of a gradient of less than 14:1, and for all other development types, of a grade to the satisfaction of Council. The waste storage area must be as close as practicable to the collection point.</p>	<p>Details of a bin storage area have not been provided.</p> <p>No incineration devices proposed. Garbage collection will utilise street kerb collection.</p> <p>Details of a bin storage area have not been provided, however the site is relative flat. Thus, any path from the bin storage area to the kerb will be a gentle slope that can comply with the control.</p>	<p>No - to be addressed as a condition of consent.</p> <p>N/A</p> <p>No - to be addressed as a condition of consent.</p> <p>Yes.</p>

ITEM 4 (continued)

ATTACHMENT 3

Ryde DCP 2014	PROPOSED	COMPLIANCE
(l) Access driveways and service areas for waste collection vehicles must be designed in accordance with Australian Standard AS 2890.2-2002 <i>Parking Facilities – Part 2: Off-street commercial vehicle facilities</i> .	No waste collection vehicles entering the site.	N/A
(m) All waste facilities must comply with the Building Code of Australia (BCA) and all relevant Australian Standards (AS).	The proposal has been referred to Council's Building Surveyor and Environmental Health Officers who have indicated no objection to the proposed development subject to conditions.	Yes
(n) Heritage conservation considerations may alter requirements of this Part in the refurbishment of existing buildings. Designs should be discussed with Council's Heritage Advisor.	N/A	N/A
(o) Any equipment, such as volume reducing equipment, will be required to be installed in accordance with the manufacturer's instructions.	No equipment required to be installed.	N/A
(p) Where commercial food preparation is carried out on the premises, the waste storage area is to be designed with a cover to exclude rainwater and a floor to be graded and drained to the sewerage system. The area is to be readily accessible for servicing and suitably screened from public view.	No commercial food preparation proposed to be carried out on site.	N/A
Section 2.4 – Demolition and Construction		
(a) Demolition activity must comply with relevant Australian Standards and WorkCover requirements.	Demolition is not proposed as part of the subject application.	N/A

ITEM 4 (continued)

ATTACHMENT 3

Ryde DCP 2014	PROPOSED	COMPLIANCE
(b) Demolition is to be carried out using the process of deconstruction where materials are carefully dismantled and sorted. A Demolition Work Plan is required to be submitted.	As above.	N/A
(c) A dedicated area is to be allocated on-site for the stockpile of materials for reuse, recycling or disposal and for site waste bins (for surplus and unwanted materials).	Noted, to be covered by Standard Condition.	Yes
(d) Construction materials are to be stored away from the waste materials stored on-site for collection to enable easy access for waste collectors.	Noted, to be covered by Standard Condition.	Yes
Section 2.6 Multi Dwelling Housing developments (3 or more dwellings) and Residential Flat Buildings (up to 3 storeys)		
<ul style="list-style-type: none"> All Developments 		
(a) Space must be provided inside each dwelling for receptacles to store garbage and recycling material. The area is to have the capacity to store two day's worth of materials.	Details of a bin storage area have not been provided. Councils Environmental Health Officer has recommended this information be addressed via a deferred commencement condition.	No - to be addressed as a condition of consent.
<ul style="list-style-type: none"> Individual Bin Storage – smaller scale developments 		
(b) Multi Dwelling Housing developments that do not meet the requirements for individual bin storage, and Residential Flat Developments of up to 3 storeys, must have communal bin storage areas designed and constructed in accordance with Schedule 4: S4.1. Residential Bin Storage Areas.	As above.	No - to be addressed as a condition of consent.

ITEM 4 (continued)

ATTACHMENT 3

Ryde DCP 2014	PROPOSED	COMPLIANCE
<p>• Communal Bin Storage – larger scale developments</p> <p>(c) Multi Dwelling Housing developments that do not meet the requirements for individual bin storage, and Residential Flat Developments of up to 3 storeys, must have communal bin storage areas designed and constructed in accordance with Schedule 4: S4.1. Residential Bin Storage Areas.</p> <p>(d) Communal bin storage areas are to be located so as they can be screened from the street and in a position which is convenient for users and waste collection staff.</p> <p>(e) To facilitate servicing by waste collection staff, communal bin storage areas must not be more than 15 metres from the street kerb.</p> <p>(f) For developments where bulk bins are provided for waste (i.e. 660/1100 litre skip bins) the bulk bins should be contained within waste and recycling storage rooms designed and constructed in accordance with the requirements of Schedule 4 (refer S4.2 Waste and Recycling Storage Rooms).</p> <p>(g) For developments comprising 30 or more dwellings, a separate room or undercover caged area of a minimum 5 square metres, with instructive signage must be provided for the storage of bulky discarded items such as furniture and white goods, awaiting Council pickup, to prevent illegal dumping in the public domain. Bulky items</p>	<p>As above.</p> <p>As above.</p> <p>As above.</p> <p>Bulk bins not provided.</p> <p>Not applicable to subject proposal.</p>	<p>Yes</p> <p>Yes</p> <p>Yes</p> <p>N/A</p> <p>N/A</p>

ITEM 4 (continued)

ATTACHMENT 3

Ryde DCP 2014	PROPOSED	COMPLIANCE
<p>storage areas should be located adjacent to waste storage areas.</p> <p>(h) Where collection vehicles are required to drive into a property to collect waste and recycling, adequate access must be provided for the users, waste collection staff and collection vehicles, and:</p> <p>(i) the site must be designed to allow collection vehicles to enter and exit the property in a forward direction with minimal need for reversing and to be operated with adequate clearances; and</p> <p>(ii) the access and manoeuvring space are to be suitable for the collection vehicle in terms of pavement strength, spatial design, access width and clearances. Appendix C Collection Vehicles and Appendix D Vehicle access/Turning Circles under the Better Practice Guide for Waste Management in Multi-Unit Dwellings, DECC 2008 are to be used as a guide.</p>	<p>Collection vehicles not required to drive into property.</p>	<p>N/A</p>
Part 8.2 – Stormwater Management		
<p>• Stormwater</p> <p>- Drainage is to be piped in accordance with Part 8.2 – Stormwater Management.</p>	<p>Application has been referred to Council's Development Engineer who has supported the application subject to conditions.</p>	<p>Yes</p>
Part 9.2 – Access for People with Disabilities		
<p>Accessible path required from the street to the front door, where the level of land permits.</p>	<p>Accessible path from the street to the front door has been provided.</p>	<p>Yes</p>

ITEM 4 (continued)

ATTACHMENT 3

Ryde DCP 2014	PROPOSED	COMPLIANCE
Part 9.3 – Parking Controls		
Section 2.2 Residential Land-Uses		
<ul style="list-style-type: none"> Boarding Houses – accessible area: <ul style="list-style-type: none"> (a) At least 0.2 parking spaces / boarding room (1 space /5 boarding rooms). In terms of dwelling size this equates to: <ul style="list-style-type: none"> (i) At least 0.2 parking spaces/dwelling containing 1 bedroom (ii) At least 0.5 parking spaces / dwelling containing 2 bedrooms (iii) At least 1 parking space / dwelling containing 3 or more bedrooms (b) Not more than 1 parking space for each person employed in connection with the development. 	<p>2.4 spaces required for 12 boarding rooms. Three (3) spaces proposed.</p> <p>N/A.</p>	<p>Yes</p> <p>Yes</p>
Section 2.7 Bicycle Parking		
<ul style="list-style-type: none"> (b) Bicycle and motor cycle parking is to be provided for boarding house development in accordance with the requirements of State Environmental Planning Policy (Affordable Rental Housing) 2009, and Part 3.6 Boarding Houses under this DCP. (c) Bicycle parking should be designed in accordance with AS 2890.3 Parking facilities - Bicycle parking facilities. (d) Bicycle parking and access should ensure that potential conflicts with vehicles are minimised. (e) Bicycle parking is to be secure and located undercover with easy access from the street and building entries. 	<p>ARHSEPP requires 3 motorcycle parking spaces and 3 bicycle parking spaces.</p> <p>3 motorcycle spaces are proposed and 3 bicycle spaces are proposed.</p> <p>To be addressed via standard condition.</p> <p>Bicycle parking and access will not conflict with vehicles.</p> <p>Bicycle parking is located satisfactorily undercover and is considered to be a secure location outside of the view from the public domain.</p>	<p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p>

ITEM 4 (continued)

ATTACHMENT 3

Ryde DCP 2014	PROPOSED	COMPLIANCE
(f) Bicycle parking is to be located in accordance with Safer by Design principles	Bicycle parking is considered to be safe and in a secure located outside of the view from the public domain.	Yes
(h) Provide secure bicycle storage in all residential developments except for developments with a minimum of 600m ² , dwelling houses and multi-unit (villa) housing.	Not applicable as subject site exceeds 600m ² .	N/A
Part 9.5 – Tree Preservation		
Where the removal of tree(s) is associated with the redevelopment of a site, or a neighbouring site, the applicant is required to demonstrate that an alternative design(s) is not feasible and retaining the tree(s) is not possible in order to provide adequate clearance between the tree(s) and the proposed building and the driveway. Note: A site analysis is to be undertaken to identify the site constraints and opportunities including trees located on the site and neighbouring sites. In planning for a development, consideration must be given to building/site design that retains healthy trees, as Council does not normally allow the removal of trees to allow a development to proceed. The site analysis must also describe the impact of the proposed development on neighbouring trees. This is particularly important where neighbouring trees are close to the property boundary. The main issues are potential damage to the roots of neighbouring trees	No tree removal is proposed.	Yes

ITEM 4 (continued)

ATTACHMENT 3

Ryde DCP 2014	PROPOSED	COMPLIANCE
(possibly leading to instability and/or health deterioration), and canopy spread/shade from neighbouring trees that must be taken into account during the landscape design of the new development.		

BASIX	PROPOSAL	COMPLIANCE
All ticked "DA plans" commitments on the BASIX Certificate are to be shown on plans (list) BASIX Cert 673714M dated 13 October 2015	BASIX Cert correct.	Yes
Water Target - 40	40	Yes
Thermal Comfort – pass	Pass	Yes
Energy Target - 35	36	Yes
Correct description of property/proposal on 1 st page of Certificate.	BASIX certificate correct	Yes

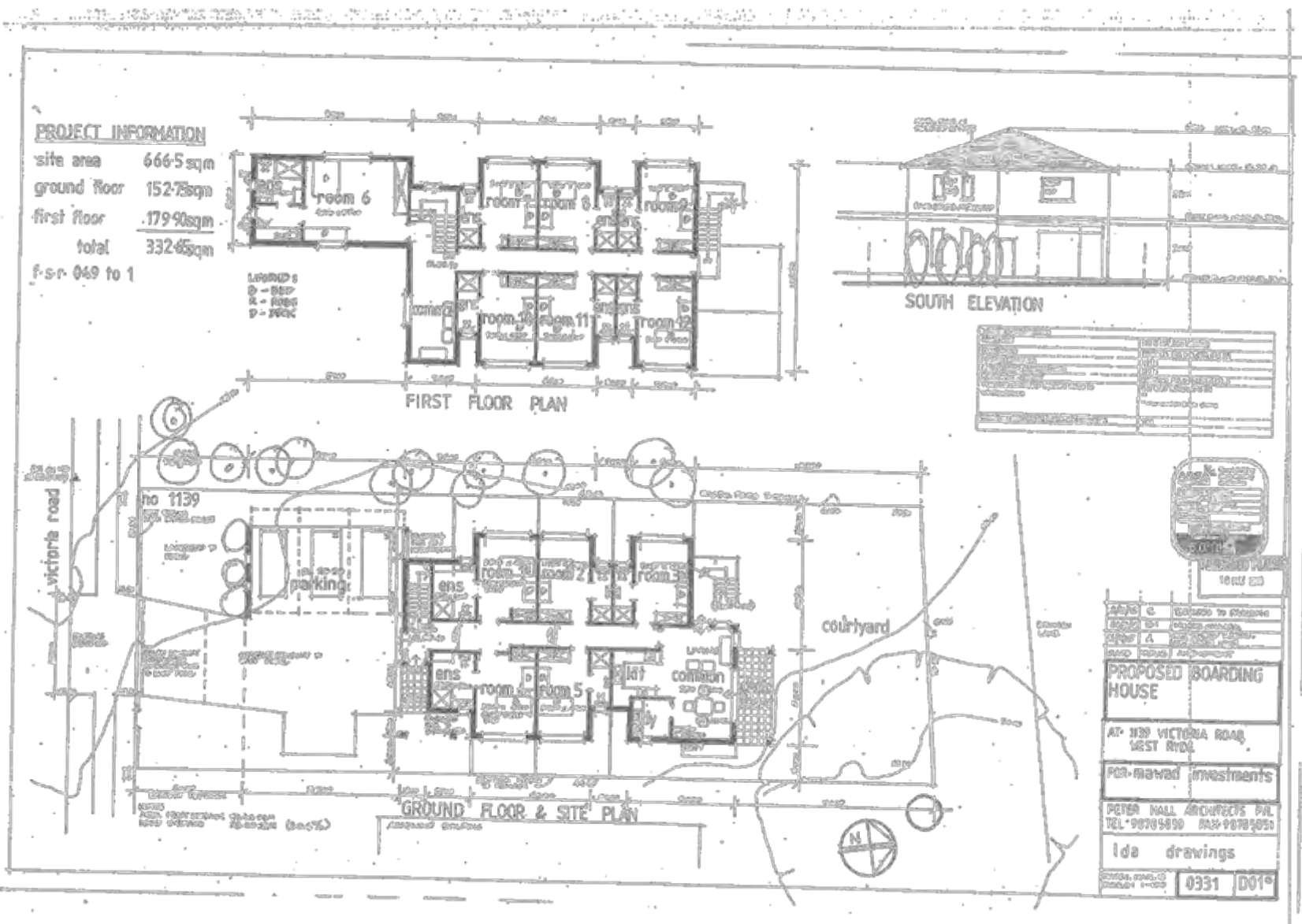
ITEM 4 (continued)

ATTACHMENT 4



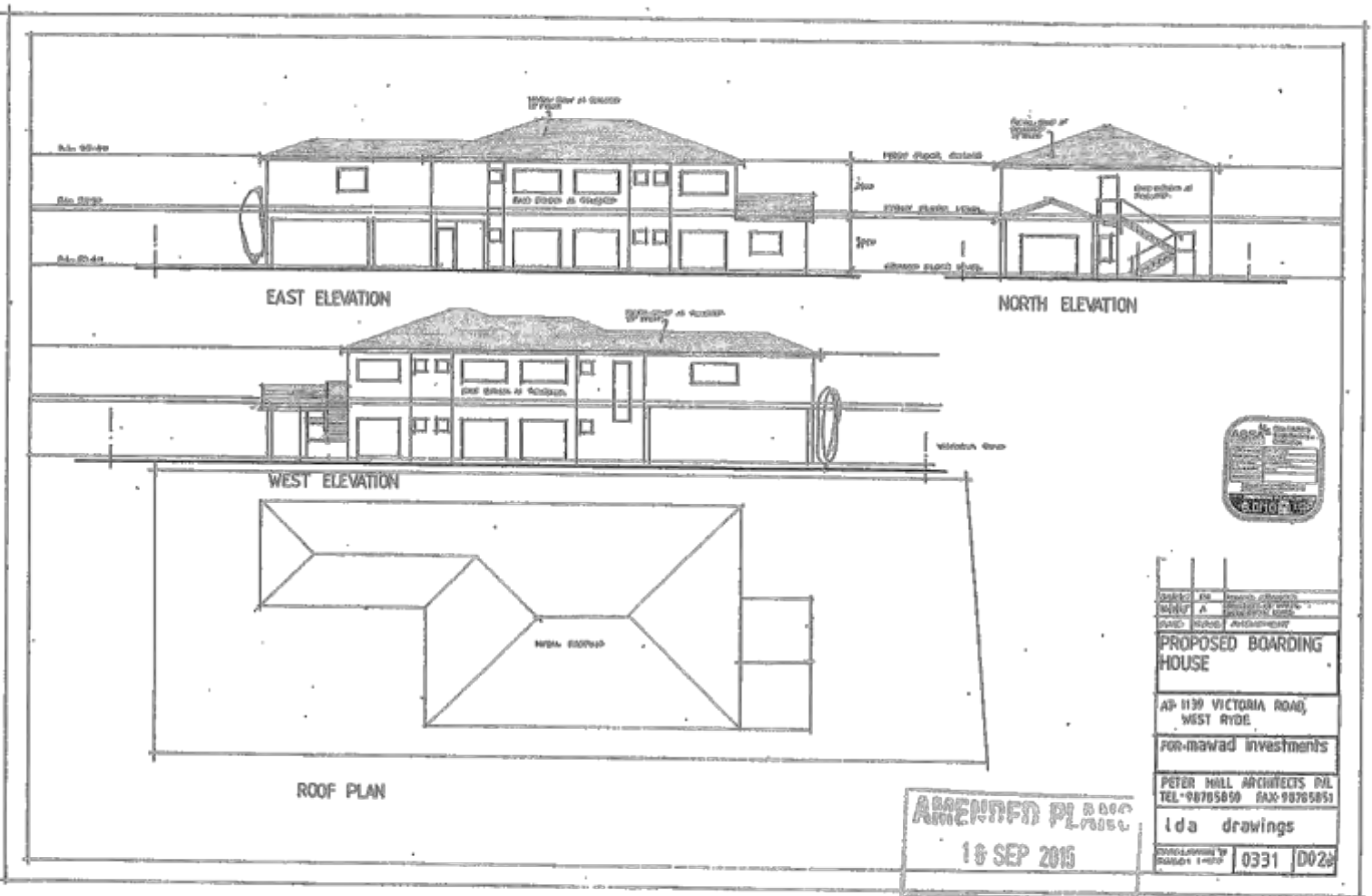
ITEM 4 (continued)

ATTACHMENT 5



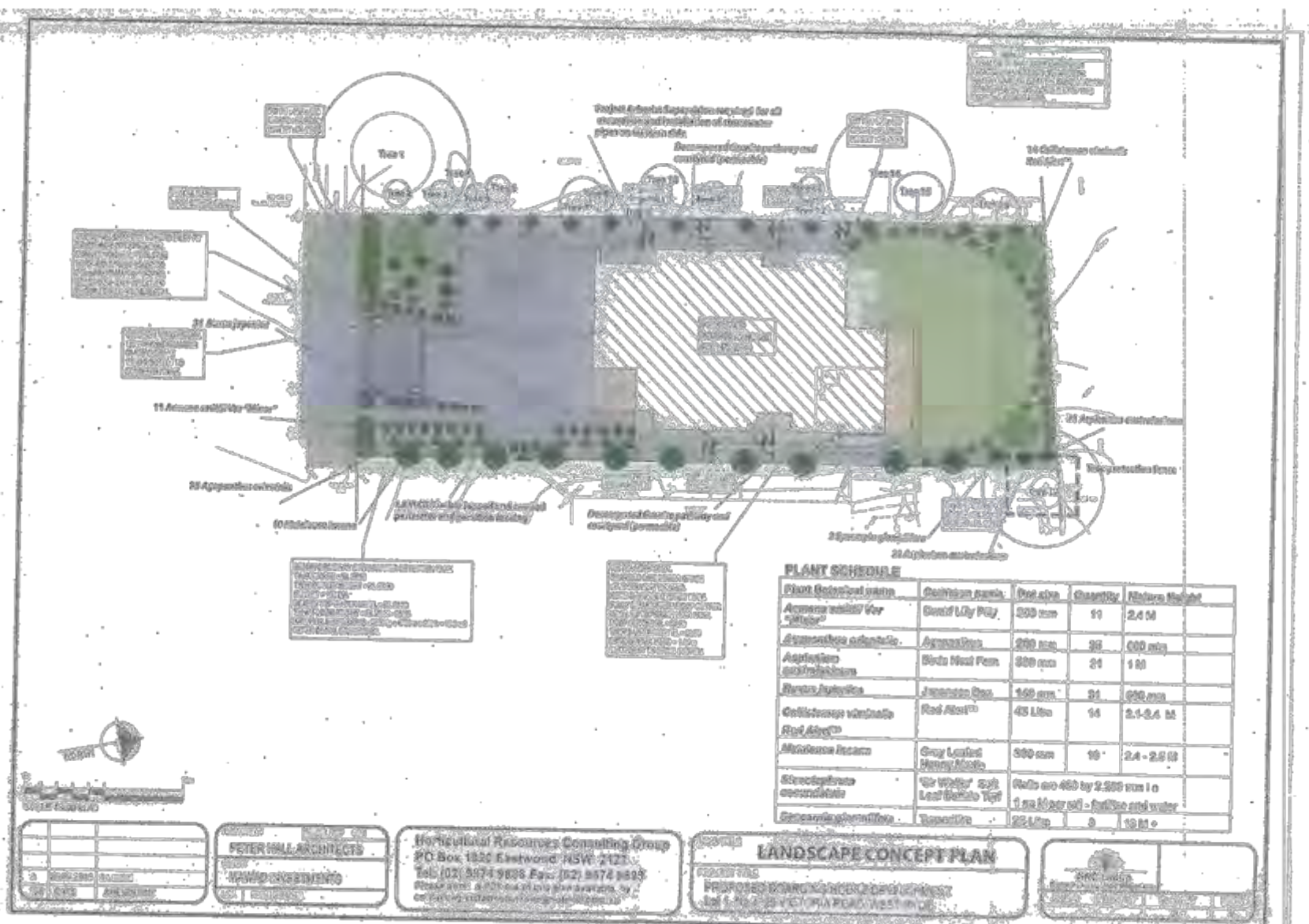
ITEM 4 (continued)

ATTACHMENT 5



ITEM 4 (continued)

ATTACHMENT 5



5 PLANNING PROPOSAL - 61 LANE COVE ROAD AND 5 MYRA AVENUE, RYDE - RYDE BAPTIST CHURCH AND NORTHCROSS CHRISTIAN SCHOOL

Report prepared by: Senior Strategic Planner
File No.: LEP2016/4/3 - BP16/645

REPORT SUMMARY

Council has received a Planning Proposal (PP) to amend controls within Ryde Local Environmental Plan (LEP) 2014 as they apply to 61 Lane Cove Road and 5 Myra Avenue, Ryde (known as the “the site”). The Planning Proposal was submitted by Lindsey Dey Planning on behalf of the property owner Ryde Baptist Church.

The Planning Proposal seeks to amend the LEP 2014 Land Zoning Map for 61 Lane Cove Road and 5 Myra Avenue, Ryde to change the zoning from part SP2 Infrastructure- Place of Public Worship and part R2 Low Density Residential to SP2 Infrastructure- Place of Public Worship and Educational Establishment.

The Planning Proposal also seeks to amend LEP 2014 for 5 Myra Avenue and the part of 61 Lane Cove Road formerly known as 1-3 Myra Avenue by:

- Amending LEP 2014 Lot Size Map to remove the current minimum lot size control of 580m² and have no minimum lot size (the remaining portion of 61 Lane Cove Road has no minimum lot size);
- Amending LEP 2014 Height of Buildings Map to remove the current Maximum Building Height of 9.5 metres and have no height control (the remaining portion of 61 Lane Cove Road has no height control); and
- Amending LEP 2014 Floor Space Ratio Map to remove the current FSR control of 0.5:1 and have no floor space ratio control (the remaining portion of 61 Lane Cove Road has no floor space ratio control).

The PP is **ATTACHED (ATTACHMENT 1)**.

An assessment of the PP has been undertaken which included a review of:

- The consistency of the PP against objectives and actions of state, regional and local planning policies and strategies; and
- The environmental, amenity and traffic and parking impacts.

This report recommends that Council support forwarding the PP to the Department of Planning and Environment for a Gateway Determination and community consultation as the proposed changes reflect a minor amendment to the zoning and built form controls to reflect the ownership and intended use of the land.

ITEM 5 (continued)

RECOMMENDATION:

- (a) That Council forward the Planning Proposal relating to 61 Lane Cove Road (LOT 21 DP 1112210) and 5 Myra Avenue, Ryde (LOT 3 DP 650869) for a gateway determination in accordance with Section 56 of the *Environmental Planning and Assessment Act 1979*.
- (b) That Council endorse that, in the event of a gateway determination being issued pursuant to Section 56 of the *Environmental Planning and Assessment Act 1979*, the proposal be placed on public exhibition and a further report be presented to Council following the completion of the exhibition period advising of the outcomes and next steps.

ATTACHMENTS

- 1** 61 Lane Cove Road and 5 Myra Avenue, Ryde - Planning Proposal

Report Prepared By:

Lara Dominish
Senior Strategic Planner

Report Approved By:

Lexie Macdonald
Senior Coordinator - Strategic Planning

Meryl Bishop
Manager - Strategic City

Liz Coad
Acting Director - City Strategy and Planning

ITEM 5 (continued)

Discussion

This report contains a description of the site, a description of the proposed LEP amendments and an appraisal of the subject planning proposal. This appraisal forms the basis of a recommendation to forward the proposal to the Minister for Planning for a gateway determination and subsequent community consultation.

Gateway Plan Making Process

The Gateway process has a number of steps as outlined below:

1. **Planning proposal** – this is an explanation of the effect of and justification for the proposed plan to change the planning provisions of a site or area which is prepared by a proponent or the relevant planning authority such as Council. The relevant planning authority decides whether or not to proceed to the next stage to seek a Gateway Determination.
2. **Gateway** determination by the Minister for Planning or delegate if the planning proposal should proceed, and under what conditions it will proceed, including the community consultation process and any additional studies.
3. **Community Consultation** – the proposal is publicly exhibited (generally low impact proposals for 14 days, others for 28 days).
4. **Assessment** – the relevant planning authority considers public submissions. The relevant planning authority may decide to vary the proposal or not to proceed. Where proposals are to proceed, it is Parliamentary Counsel which prepares a draft local environmental plan – the legal instrument.
5. **Decision** – the making of the plan by the Minister (or delegate).

This proposal is at Step 1 of the process. Council is the relevant planning authority for this proposal which has been prepared by the consultant planner Lindsey Dey Planning on behalf of the property owner Ryde Baptist Church. The proposal has been assessed by Council staff in respect of the information required to be included in a planning proposal.

1.1 Site Description and Context

This planning proposal applies to land known as 5 Myra Street, Ryde being Lot 3 in DP 650869 and 61 Lane Cove Road, Ryde being part Lot 21 DP 1112210 (identified in Figure 1 and 2 below).

ITEM 5 (continued)



Figure 1 - Location plan



Figure 2 - Aerial photo

Current development on the site includes a primary school (Northcross Christian School), Ryde Baptist Church and a single storey dwelling house located at 5 Myra Avenue. Northcross Christian School has approximately 330 students. Photographs of the existing buildings on the site are shown below in Figures 4 and 5. Vehicular access to the site is from Dobson Crescent (one-way in) with egress onto Myra Avenue.

ITEM 5 (continued)



Figure 3 - Lane Cove Road/ Dobson Crescent



Figure 4 - 5 Myra Avenue

61 Lane Cove Road has a site area of 5558m² and 5 Myra Avenue has a site area of 619m². The site slopes down to the south towards Myra Avenue.

ITEM 5 (continued)

In 2006 a plan of consolidation was made to consolidate 1 and 3 Myra Avenue with 61 Lane Cove Road. The properties previously known as 1-3 Myra Avenue are located in the south-eastern corner of 61 Lane Cove Road. The site at 5 Myra Avenue is also in the ownership of Ryde Baptist Church however at this stage it forms a separate lot.

The Planning Proposal is accompanied by a set of drawings which outline proposed alterations and additions to the site (prepared by South Water Design and dated 31/03/2016). This includes converting the existing dwelling house at 5 Myra Avenue to a uniform shop and storage area, and internal works within the existing school building. A Development Application has been lodged for these works (LDA2016/152) which is currently being assessed.

Site context

Surrounding development in Myra Avenue and Dobson Crescent is predominantly characterised by dwelling houses. 7-9 Myra Avenue is a multi-dwelling housing development comprising 4 villas. On the northern side of Dobson Crescent facing Lane Cove Road is another place of public worship.

1.2 Current Planning Controls

Zoning

61 Lane Cove Road is zoned SP2 Infrastructure and 5 Myra Avenue is zoned R2 Low Density Residential under RLEP 2014. The SP2 Infrastructure zone permits the land uses shown on the land zoning map (in this case, Place of Public Worship). The R2 zone provides for a broad range of residential uses as well as community facilities and places of public worship (but not educational establishments). Clause 28 of State Environmental Planning Policy- Infrastructure 2007 allows development for the purposes of the expansion of existing educational establishments on land adjacent to existing educational establishments.

Building Height

The maximum building height for 5 Myra Avenue and the south-eastern corner of 61 Lane Cove Road is 9.5m as per Ryde LEP 2014 Height of Buildings Map. The remaining portion of 61 Lane Cove Road has no height control, consistent with the approach for all land zoned SP2 Infrastructure.

ITEM 5 (continued)

Floor Space Ratio

The maximum floor space ratio for 5 Myra Avenue and the south-eastern corner of 61 Lane Cove Road is 0.5:1 as per Ryde LEP 2014 Floor Space Ratio Map. There is no maximum floor space ratio control for the remaining portion of 61 Lane Cove Road, which is consistent with other land zoned SP2 Infrastructure.

Proposed changes to Ryde Local Environmental Plan 2014

The Planning Proposal seeks to amend RLEP 2014 by recognising the existing use of the site as an educational establishment, and amending the planning controls to reflect previous property acquisitions for 5 Myra Avenue and part of 61 Lane Cove Road (formerly known as 1-3 Myra Avenue and since consolidated with 61 Lane Cove Road).

The Planning Proposal seeks to amend the LEP 2014 Land Zoning Map for 61 Lane Cove Road and 5 Myra Avenue, Ryde to change the zoning from part SP2 Infrastructure- Place of Public Worship and part R2 Low Density Residential to SP2 Infrastructure- Place of Public Worship and Educational Establishment.

The Planning Proposal also seeks to amend LEP 2014 for 5 Myra Avenue and the part of 61 Lane Cove Road formerly known as 1-3 Myra Avenue by:

- Amending LEP 2014 Lot Size Map to remove the current minimum lot size control of 580m² and have no minimum lot size (the remaining portion of 61 Lane Cove Road has no minimum lot size);
- Amending LEP 2014 Height of Buildings Map to remove the current Maximum Building Height of 9.5 metres and have no height control (the remaining portion of 61 Lane Cove Road has no height control); and
- Amending LEP 2014 Floor Space Ratio Map to remove the current FSR control of 0.5:1 and have no floor space ratio control (the remaining portion of 61 Lane Cove Road has no floor space ratio control).

ITEM 5 (continued)

Mapping



Figure 5 - Existing and Proposed Land Zoning Map (as prepared by South Water Design and submitted with Planning Proposal)



Figure 6 - Existing and Proposed Floor Space Ratio Map (as prepared by South Water Design and submitted with Planning Proposal) - Note FSR removed from 5 Myra Avenue and part of 61 Lane Cove Road

ITEM 5 (continued)



Figure 7 - Existing and Proposed Height of Buildings Map (as prepared by South Water Design and submitted with Planning Proposal) - Note maximum height controls removed from 5 Myra Avenue and part of 61 Lane Cove Road



Figure 8 - Existing and Proposed Lot Size Map (as prepared by South Water Design and submitted with Planning Proposal) – Note Minimum Lot Size removed from 5 Myra Avenue and part of 61 Lane Cove Road

ITEM 5 (continued)

Justification

The Planning Proposal submitted by the applicant provides the following justification:

- The proposed development will better meet the current and future needs of the Northcross students, staff, parents and other users of the school;
- The proposal meets the actual and anticipated growing demand for additional educational establishment facilities; and
- The uses are already well established on the site and are compatible with surrounding uses.

The intended outcome of the planning proposal is to amend the existing planning controls to facilitate the use of the site as an educational establishment incorporating recently acquired lots.

Assessment of the planning proposal

This section of the report provides an appraisal of the PP against the criteria for justifying a Planning Proposal in the Department of Planning and Environment's "*A Guide to preparing Planning Proposals*".

Is this Planning Proposal the result of any strategic study or report?

The Planning Proposal is not the subject of any strategic study or report.

Direction 1.10 of the metropolitan plan "A Plan for Growing Sydney" is to "*Plan for education and health services to meet Sydney's growing needs*". The Planning Proposal supports the functionality of the existing educational facility, and is consistent with this Direction.

Is the Planning Proposal consistent with a local strategy or other local strategic plan?

The City of Ryde 2025 Community Strategic Plan sets out the future vision for the City of Ryde. The plans set the desired outcomes and the aspirations of the community, and the goals and strategies on how they will be achieved.

The Planning Proposal is in line with goals and strategies of the Community Strategic Plan in that it is responding to the need for community learning.

"Our community is able to learn and grow through a wealth of art, culture and lifelong learning opportunities" (Page 23 City of Ryde 2025 Community Strategic Plan).

ITEM 5 (continued)

Is the Planning Proposal consistent with applicable State Environmental Planning Policies (SEPPs)?

State Environmental Planning Policy- Infrastructure 2007

SEPP Infrastructure allows certain development without consent on sites occupied by educational establishments, and allows development for the purposes of the expansion of existing educational establishments on land adjacent to existing educational establishments.

The intent of this Planning Proposal is to regularise the use of part of 61 Lane Cove Road and 5 Myra Avenue as an educational establishment in addition to the current use as a place of public worship.

Is the Planning Proposal consistent with applicable Ministerial Directions (s.117 Directions)?

The following s.117 Directions apply to the consideration of the PP:

Direction	Assessment
3.1 Residential Zones (1) The objectives of this direction are: (a) to encourage a variety and choice of housing types to provide for existing and future housing needs, (b) to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and (c) to minimise the impact of residential development on the environment and resource lands.	The Proposal is inconsistent with this Direction as it reduces the permissible residential density of the land. However the scale and capacity of the Proposal is of minor significance as it involves the rezoning of one dwelling house lot only.
3.4 Integrating Land Use and Transport 1. The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:	This Direction applies as the Planning Proposal removes a residential zone for one lot. However the scale and capacity of the Proposal is of minor significance as it involves the rezoning of one dwelling house lot only.

ITEM 5 (continued)

Direction	Assessment
<p>(b) improving access to housing, jobs and services by walking, cycling and public transport, and</p> <p>(c) increasing the choice of available transport and reducing dependence on cars, and</p> <p>(d) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and</p> <p>(e) supporting the efficient and viable operation of public transport services, and</p> <p>(f) providing for the efficient movement of freight.</p>	
<p>7.1 Implementation of A Plan for Growing Sydney The objective of this direction is to give legal effect to the planning principles; directions; and priorities for subregions, strategic centres and transport gateways contained in A Plan for Growing Sydney.</p>	<p>This proposal is consistent with “A Plan for Growing Sydney”, as previously outlined.</p>

Consultation

Under the gateway plan-making process, a gateway determination is required before community consultation on the planning proposal takes place. The consultation process will be determined by the Minister and stipulated as part of the gateway determination.

The Department of Planning and Environment’s guidelines stipulate at least 28 days community consultation for a major plan, and at least 14 days for a low impact plan. If the PP is approved and a gateway determination given, consultation will include the following:

- written notice given:
 - in the local newspaper circulating in the area,
 - on Council’s webpage and
 - to adjoining landowners (where this involves strata titled properties, a letter will be sent to the body corporate)
 - to local state government representatives

ITEM 5 (continued)

- consultations considered necessary by the Department of Planning and Environment with relevant State and Commonwealth authorities
- the written notice will:
 - provide a brief description of the objectives and intended outcomes,
 - indicate the land affected,
 - state where the planning proposal can be inspected,
 - indicate the last date for submissions and
 - confirm whether the Minister has chosen to delegate the making of the LEP.

During the consultation period, interested parties can book a session with a planner if required.

Critical Dates

Time periods for preparation of amending LEPs apply upon the issue of the Gateway Determinations by the Minister. The timeline provided in the PP indicates that the notification of the changes on the government website should occur by the end of 2016.

Financial Impact

To exhibit the Planning Proposal it is necessary to place an advertisement in a local newspaper. The cost of placing the advertisement is estimated at \$1000. These funds provided for in the current budget for the financial year 2016/17 from the Strategic City budget.



Options

1. That Council proceed with the planning proposal to the next stage of the plan making process (gateway determination and community consultation). Should the Minister for Planning determine that the planning proposal can proceed to community consultation Council has another opportunity to decide whether to proceed, vary or reject the proposal after community consultation; or
2. That Council not to proceed with the Planning Proposal. This is not the recommended option. If Council decides not to proceed with the Planning Proposal, the applicant can lodge a request with the Department of Planning and Environment for a pre-gateway review.

Option 1 is the recommended option because the proposal is of a minor nature, will regularise the existing land use zone and enhance the functionality of the existing school.

ITEM 5 (continued)

ATTACHMENT 1

PLANNING PROPOSAL APPLICATION FORM

Made under the Environmental Planning and Assessment Act 1979

About this form
Use this form to lodge a Planning Proposal to amend the Ryde Local Environmental Plan (LEP) 2014, which may include associated amendments to the Ryde Development Control Plan (DCP) 2014. This is a public document and may be made available to the community upon request.

How to lodge this form
This form is in seven (7) parts. Please ensure all fields have been filled out to avoid any delays in processing your proposal. Once completed, this form must be submitted as part of a Planning Proposal package in person by appointment at the Ryde Planning and Business Centre, 1 Pope Street, Ryde (corner Pope and Devilin Streets, within Top Ryde City shopping centre).

Essential information: Before you begin, ensure that you read the Planning Proposal Application Information Sheet at www.ryde.nsw.gov.au/Business-and-Development/Planning-Proposals

Please note that a Planning Proposal pre-lodgement meeting must be conducted prior to lodging your Planning Proposal. You can make an appointment for a Planning Proposal pre-lodgement meeting or to lodge a Planning Proposal online at www.ryde.nsw.gov.au/pbc or by contacting the Ryde Planning and Business Centre on 9952 8485.

Phone: 11 528 00 00

Fax: 11 528 00 00

216 3 700

PART 1: APPLICANT DETAILS

Company / Organisation (if applicable): Ryde Baptist Church

Title: ☒ Mr ☐ Mrs ☐ Ms ☐ Miss ☐ Other: _____

Given Name: Handel Brendan Family Name: Brendan P Handel

Unit / Suite No.: _____ House No.: _____

Street Name: 61-65 Lane Cove Road & 1-5 Myra Avenue Ryde

Suburb: KYDE Postcode: 2112

Postal Address (if different from above): P.O. Box 616


Suburb: KYDE NSW Postcode: 1680

Preferred Contact: ☐ Mobile ☒ Business ☐ Home

Mobile: _____ Fax: _____

Business Phone: 0298094977 Home Phone: _____

Email: brendan.handel@gmail.com






Form | City Strategy and Planning | Planning Proposal | February 2016 Page 1 of 5

ITEM 5 (continued)

ATTACHMENT 1

PART 2 : LOCATION OF THE PROPERTY	
Street Address	61-65 Lane Cove Road } Ryde 1-5 Myra Avenue
Suburb	RYDE
Postcode	2112
Lot No./DP/SP	Lot 21 DP1112210
	Lot 3 DP650869

PART 3 : OWNERS CONSENT	
Number of owners	2
Name of owner 1	Ray Martin
Owners address	143/2 McRiley Dr Wentworth NSW 2077
Business Phone / Mobile	0292321188
Signature	
Date	25 03 16
Name of owner 2	Stephan Firth
Owners address	18 Malvern St Ryde NSW 2112
Business Phone / Mobile	0282685300
Signature	
Date	25 03 16
Name of all other owners	Ray Martin & Stephan Firth.
Owners addresses	As above
Business Phone / Mobile	
Signatures	
Date	06 04 16

ITEM 5 (continued)

ATTACHMENT 1

PART 4: PLANNING PROPOSAL DETAILS

PLANNING PROPOSAL TYPE

☐ Minor
(No proposed changes to development standards and may include changing the wording of a clause or adding/removing a use from the land use table)

☒ Minor
(Proposed rezoning and/or amendment of development standards for land with a site area of less than 1 hectare)

☐ Major
(Proposed rezoning and/or amendment of development standards for land with a site area of more than 1 hectare)

Does the Planning Proposal require a site-specific DCP or an amendment to the Ryde DCP 2014? ☐ Yes ☒ No

Please tick all amendments to the Ryde LEP 2014 proposed in the Planning Proposal:

☒ Zoning ☒ Floor Space Ratio (FSR) ☐ Heritage

☒ Height of Building ☐ Additional Permitted Uses ☒ Minimum Lot Size

☐ Other:

Please provide a brief description of the proposed amendments to the Ryde Local Environmental Plan 2014 (e.g. proposed zoning change, extent of proposed changes to development standards, etc.):

Rezoning of land to SP2 Place of Public Worship and Educational Establishment from SP2 Place of Public Worship and R2 Low Density Residential.

If applicable, please provide a brief description of the proposed development control plan provisions (e.g. description and scope of what the draft DCP aims to achieve):

NA

PART 5: PLANNING PROPOSAL PRE-LODGE

Has a Planning Proposal pre-lodgement meeting been conducted relating to this Planning Proposal? ☒ Yes ☐ No

Meeting Date: 4 February 2016

Responsible Strategic Planning Officer: Ms. Lorie McDonald

Note: A Planning Proposal pre-lodgement meeting is required prior to preparing and submitting a Planning Proposal. A copy of the Council correspondence in response to the meeting must also be provided with this application.

ITEM 5 (continued)

ATTACHMENT 1

PART 6: PLANNING PROPOSAL REQUIREMENTS CHECKLIST		DATE: 16/08/2016
Matters for consideration are on a case by case basis. The Planning Proposal package must include, but not limited to, the information listed below depending on the complexity, nature, and content of the Planning Proposal. Please ensure that you provide three (3) paper copies and one (1) electronic copy of all plans and documentation that is relevant to your application.		
INFORMATION TO BE SUBMITTED		
1) COMPLETED APPLICATION FORM	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
2) APPLICATION FEE – additional fees apply if a DCP amendment is required (refer to Council's Fees and Charges Schedule for current financial year)	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
3) OWNER'S CONSENT (all owners)*	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
4) DESCRIPTION OF THE SUBJECT LAND/PROPERTY AND THE LOCALITY	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
5) COUNCIL CORRESPONDENCE IN RESPONSE TO THE PP PRE-LODGE MEETING	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
6) A PLANNING PROPOSAL REPORT which includes and addresses the mandatory components indicated in the Guide to Preparing Planning Proposals and Guide to Preparing Local Environmental Plans:	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
6.1 Objectives and intended outcomes of the planning proposal	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
6.2 An explanation of the provisions that are to be included in the Ryde Local Environmental Plan (LEP) 2014	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
6.3 Justification and process for implementation for proposed amendments and outcomes (including compliance assessment against relevant Section 117 Ministerial Directions; justification that the proposal is the best means of achieving the desired outcomes; consideration of alternative options; and consideration of relevant state, regional and local planning strategies)	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
6.4 Draft amended LEP mapping of current and proposed statutory changes	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
6.5 Proposed community consultation (including consultation with any relevant government agencies)	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
6.6 Site Plans drawn to scale (with North point clearly shown) indicating physical features such as trees, topography, existing buildings and all adjoining properties and/or buildings	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
6.7 Detailed analysis of the site and surrounding locality identifying any relevant significant issues that need to be addressed in considering the planning proposal (e.g. site constraints and other development barriers)	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
6.8 Photos/photomontage of the site and surrounding area	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
6.9 Relevant plans and concept drawings demonstrating the proposed amendments	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
6.10 Explanation of any intended activities for the site if the planning proposal is successful and their potential impacts on the surrounding area (e.g. traffic and parking, noise, solar access, privacy, etc.)	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
6.11 Details of substantial public benefit that would result from the planning proposal (e.g. public domain improvements, provision of public open space, community facilities, affordable housing, etc.)	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
6.12 Draft site-specific development control plan	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No


* May be required/requested as determined by relevant planning authority

ITEM 5 (continued)

ATTACHMENT 1

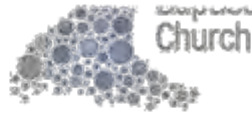
PART 6: PLANNING PROPOSAL REQUIREMENTS CHECKLIST CONTINUED		ESTIMATES ONLY*	
7) RELEVANT ENVIRONMENTAL IMPACT STUDIES which may include the following (depending on complexity of planning proposal and nature of issues):	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> NA	<input type="checkbox"/> Yes	<input type="checkbox"/> No
7.a) Urban Design Analysis (including building mass/shadow diagrams)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> NA	<input type="checkbox"/> Yes	<input type="checkbox"/> No
7.b) Development Yield Analysis (potential residential yield & employment generation)*	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> NA	<input type="checkbox"/> Yes	<input type="checkbox"/> No
7.c) Transport & Accessibility Study (including parking, pedestrian, & traffic)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> NA	<input type="checkbox"/> Yes	<input type="checkbox"/> No
7.d) Commercial/Retail Viability Analysis/Economic Impact Report*	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> NA	<input type="checkbox"/> Yes	<input type="checkbox"/> No
7.e) Flood Study*	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> NA	<input type="checkbox"/> Yes	<input type="checkbox"/> No
7.f) Site Contamination (In accordance with SEPP 55)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> NA	<input type="checkbox"/> Yes	<input type="checkbox"/> No
7.g) Bushfire Hazard*	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> NA	<input type="checkbox"/> Yes	<input type="checkbox"/> No
7.h) Water Quality*	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> NA	<input type="checkbox"/> Yes	<input type="checkbox"/> No
7.i) Acid Sulphate Soil*	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> NA	<input type="checkbox"/> Yes	<input type="checkbox"/> No
7.j) Heritage Impact*	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> NA	<input type="checkbox"/> Yes	<input type="checkbox"/> No
7.k) Acoustic Report*	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> NA	<input type="checkbox"/> Yes	<input type="checkbox"/> No
7.l) Other relevant miscellaneous studies*	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> NA	<input type="checkbox"/> Yes	<input type="checkbox"/> No

* May be required/requested as determined by relevant planning authority

PART 7: DECLARATION	
Have you or any person with a financial interest in the application made any donations in the last 5 years to any of Council's elected representatives or their political parties?	<input type="checkbox"/> Yes If yes, Please complete a Political Donations and Gifts Disclosure Form <input checked="" type="checkbox"/> No
Declaration <ul style="list-style-type: none"> I declare that all the information in the application and checklist is, to the best of my knowledge, true and correct. I understand that if the information is incomplete the application may be returned, delayed, rejected or more information may be requested. I acknowledge that if the information provided is misleading any approval granted 'may be void'. I have submitted all plans, forms and documentation as outlined in the checklist in Part 6. 	
Signature (s)	 Date 06/04/16

ITEM 5 (continued)

ATTACHMENT 1



To Whom it May Concern

We give consent for the Senior Pastor of Ryde Baptist Church, the Reverend Brendan Handel, to be "The Applicant" in relation to documents submitted to Ryde Council regarding the relevant Property Development Application forms.

Signed by the Trustees of Ryde Baptist Church

A handwritten signature in dark ink, appearing to read "Ray Martin", written over a light blue grid background.

Ray Martin [Date]

6/4/16

A handwritten signature in dark ink, appearing to read "Stephen Firth", written over a light blue grid background.

Stephen Firth [Date]

6/4/16



ITEM 5 (continued)

ATTACHMENT 1

MEETING NOTES – NORTH CROSS SCHOOL 61 Lane Cove Road & 5 Myra Avenue, RYDE		
DATE	4 February 2016	
LOCATION	Ryde Planning & Business Centre	
ATTENDEES		
Council	Glenn Ford Lexie Macdonald	Client Manager Senior Coordinator Strategic Planning
Proponents	Lindsey Dey Peter Bosker Maurice Sartorelli	Lindsey Dey Planning Principal North Cross School Architect - South Water Design

PURPOSE OF MEETING

The purpose of the meeting was to initiate discussion regarding a proposed Planning Proposal for the school as per Council's policy for Planning Proposals. Background information provided by Ms Dey is attached to Council's records.

BACKGROUND

North Cross School is seeking to consolidate its current holdings (61 Lane Cove Road & 5 Myra Avenue) as a single property and under a single zoning of SP2 reflecting its use as a school and church. The site currently has a split zoning of SP2 Place of Worship and R2 (Low Density Residential).

MATTERS DISCUSSED

State Environmental Planning Policy (Infrastructure) 2007

The application of the infrastructure SEPP to educational establishments was discussed. Although, "educational establishments" are not a permissible use in the R2 zone of Ryde Local Environmental Plan 2014, the ISEPP has greater statutory weight and identifies the R2 zones as a "prescribed zone" for the purposes of applying the provisions of the SEPP relating to "educational establishments". Some of the works that the school wishes to undertake may be carried out in accordance with the processes contained in Division 3 of the ISEPP either as exempt development, development without consent or development with consent depending on the character and scale of the work proposed.

As such, it would appear that rezoning of the land is not necessary to enable a development application for works on 5 Myra Avenue or on the existing school campus.

School Population

Mr Bosker advised that there are no plans to increase the school population of 350 students and staff. If a Planning Proposal was submitted, it would apply only to the properties identified above, that is land currently owned by the School. The limit on school population is relevant to the operation of the ISEPP for schools. Certain provisions of the ISEPP only apply where the student population or number of staff members is limited to 10 per cent (compared with the average of each of those numbers for the 12 month period immediately prior to the commencement a development).

ITEM 5 (continued)

ATTACHMENT 1

Planning Proposal

Should the proponent wish to proceed with a Planning Proposal to incorporate 61 Lane Cove Road and 5 Myra Avenue under a single zone (e.g. SP2 Place of Public Worship Educational Establishment), Council staff identified that no objection would not be raised to lodgement of the application. One reason for this is that the proposed zone reflects the current and likely long term future use of the land. The interface with adjoining residential development has been established for some years and it is not proposed to extend this interface. It is noted that under the current zones and the proposed zone, the ISEPP enables most works envisaged for the school into the future.

On Council's maps, the sites identified as 61 Lane Cove Road and 1-3 Myra Avenue are shown as one parcel, being Lot 21 Deposited Plan 1112210. No. 5 Myra Avenue is shown as Lot 3 DP 650862. The sites have a combined area of approximately 6178m².



North Cross School site is shown red-hatched on the plan above.

Council's position

Council will accept a Planning Proposal to rezone the existing school site to SP2 (Place of Public Worship and Educational Establishment). The application will be assessed on merit and in accordance with the requirements of the Environmental Planning and Assessment Act. Consideration will need to be given to the inclusion of floor space ratio and height of building controls.

Fees payable

As determined by Senior Coordinator – Strategic Planning:

Application fee - Minor amendment to RLEP that does not require changing the development standards that apply to the land and may include changing the wording of a clause, adding or removing a use from the land use table: \$11,300

11,380

ITEM 5 (continued)

ATTACHMENT 1

Submitted information

The following information was prepared for this preliminary meeting:

- Draft Statement of Intent
- Aerial Photo / Plan
- Draft Development Plans for the School
- Plan of existing and proposed lot boundaries

Additional information requirements

Given the scope of the proposal and the applicability of the ISEPP, it is considered that a site specific Development Control Plan for the site will not be warranted.

The community consultation required and the notification to surrounding residents is likely to generate enquiries regarding perceived potential impacts arising from future development on the school site (whether as SP2 or as a prescribed zone under the ISEPP). The likely issues are expected to be:

- Traffic (Demonstrating no change to current operations)
- Noise (Acoustic Report)
- Height of Buildings and overshadowing (for 2 Storey)
- Impacts on downstream flooding due to increased hardstand areas on the school.
(i.e. Properties downslope of the school in Myra Avenue are subject to flooding)

These are relevant issues for any Development Application or Review of Environmental Factors (e.g. for development without consent under the ISEPP) for alterations and additions to the school. The information prepared for a DA or redevelopment project could also be applied to the Planning Proposal application.

G.Ford

Glenn Ford
Client Manager

ITEM 5 (continued)

ATTACHMENT 1

Political donations and gifts disclosure statement



Office use only:

Date received: ____/____/____

Planning application no. _____

This form may be used to make a political donations and gifts disclosure under section 147(4) and (5) of the *Environmental Planning Assessment Act 1979* for applications or public submissions to a council.

Please read the following information before filling out the Disclosure Statement on pages 3 and 4 of this form. Also refer to the 'Glossary of terms' provided overleaf (for definitions of terms in *italics* below).

Once completed, please attach the completed declaration to your planning application or submission.

Explanatory information

Making a planning application to a council

Under section 147(4) of the *Environmental Planning and Assessment Act 1979* (the Act) a person who makes a relevant planning application to a council is required to disclose the following reportable political donations and gifts (if any) made by any person with a financial interest in the application within the period commencing 2 years before the application is made and ending when the application is determined:

- (a) all reportable political donations made to any local councillor of that council
- (b) all gifts made to any local councillor or employee of that council.

Making a public submission to a council

Under section 147(5) of the Act a person who makes a relevant public submission to a council in relation to a relevant planning application made to the council is required to disclose the following reportable political donations and gifts (if any) made by the person making the submission or any associate of that person within the period commencing 2 years before the submission is made and ending when the application is determined:

- (a) all reportable political donations made to any local councillor of that council
- (b) all gifts made to any local councillor or employee of that council.

A reference in sections 147(4) and 147(5) of the Act to a reportable political donation made to a 'local councillor' includes a reference to a donation made at the time the person was a candidate for election to the council.

How and when do you make a disclosure?

The disclosure of a reportable political donation or gift under section 147 of the Act is to be made:

- (a) in, or in a statement accompanying, the relevant planning application or submission if the donation or gift is made before the application or submission is made, or
- (b) if the donation or gift is made afterwards, in a statement of the person to whom the relevant planning application or submission was made within 7 days after the donation or gift is made.

What information needs to be in a disclosure?

The information requirements of the disclosure are outlined in the Act under section 147(9) for political donations and section 147(10) for gifts.

Pages 3 and 4 of this document include a Disclosure Statement Template which outlines the relevant information requirements for disclosures to a council.

Note: A separate Disclosure Statement Template is available for disclosures to the Minister or the Director-General of the Department of Planning.

Warning: A person is guilty of an offence under section 125 of the *Environmental Planning and Assessment Act 1979* in connection with the obligations under section 147 only if the person fails to make a disclosure of a political donation or gift in accordance with section 147 that the person knows, or ought reasonably to know, was made and is required to be disclosed under section 147. The maximum penalty for any such offence is the maximum penalty under Part 6 of the *Election Funding and Disclosure Act 1991* for making a false statement in a declaration of disclosures lodged under that Part. Note: The maximum penalty is currently 200 penalty units (currently \$22,000) or imprisonment for 12 months, or both.

ITEM 5 (continued)

ATTACHMENT 1

Glossary of terms (under section 147 of the *Environmental Planning and Assessment Act 1979*)

gift means a gift within the meaning of Part 6 of the *Election Funding and Disclosures Act 1981*. Note. A gift includes a gift of money or the provision of any other valuable thing or service for no consideration or inadequate consideration.

Note: Under section 84(1) of the *Election Funding and Disclosures Act 1981* gift is defined as follows:

gift means any disposition of property made by a person to another person, otherwise than by will, being a disposition made without consideration in money or money's worth or with inadequate consideration, and includes the provision of a service (other than volunteer labour) for no consideration or for inadequate consideration.

local councillor means a councillor (including the mayor) of the council of a local government area.

relevant planning application means:

- a) a formal request to the Minister, a council or the Director-General to initiate the making of an environmental planning instrument or development control plan in relation to development on a particular site, or
 - b) a formal request to the Minister or the Director-General for development on a particular site to be made State significant development or declared a project to which Part 3A applies, or
 - c) an application for approval of a concept plan or project under Part 3A (or for the modification of a concept plan or of the approval for a project), or
 - d) an application for development consent under Part 4 (or for the modification of a development consent), or
 - e) any other application or request under or for the purposes of this Act that is prescribed by the regulations as a relevant planning application,
- but does not include:
- f) an application for (or for the modification of) a complying development certificate, or
 - g) an application or request made by a public authority on its own behalf or made on behalf of a public authority, or
 - h) any other application or request that is excluded from this definition by the regulations.

relevant period is the period commencing 2 years before the application or submission is made and ending when the application is determined.

relevant public submission means a written submission made by a person objecting to or supporting a relevant planning application or any development that would be authorised by the granting of the application.

reportable political donation means a reportable political donation within the meaning of Part 6 of the *Election Funding and Disclosures Act 1981* that is required to be disclosed under that Part. Note. Reportable political donations include those of or above \$1,000.

Note: Under section 86 of the *Election Funding and Disclosures Act 1981* reportable political donation is defined as follows:

86 Meaning of "reportable political donation"

- (1) For the purposes of this Act, a reportable political donation is:
 - (a) in the case of disclosures under this Part by a party, elected member, group or candidate—a political donation of or exceeding \$1,000 made to or for the benefit of the party, elected member, group or candidate, or
 - (b) in the case of disclosures under this Part by a major political donor—a political donation of or exceeding \$1,000:
 - (i) made by the major political donor to or for the benefit of a party, elected member, group or candidate, or
 - (ii) made to the major political donor.
- (2) A political donation of less than an amount specified in subsection (1) made by an entity or other person is to be treated as a reportable political donation if that and other separate political donations made by that entity or other person to the same party, elected member, group, candidate or person within the same financial year (ending 30 June) would, if aggregated, constitute a reportable political donation under subsection (1).
- (3) A political donation of less than an amount specified in subsection (1) made by an entity or other person to a party is to be treated as a reportable political donation if that and other separate political donations made by that entity or person to an associated party within the same financial year (ending 30 June) would, if aggregated, constitute a reportable political donation under subsection (1). This subsection does not apply in connection with disclosures of political donations by parties.
- (4) For the purposes of subsection (3), parties are associated parties if endorsed candidates of both parties were included in the same group in the last periodic Council election or are to be included in the same group in the next periodic Council election.

a person has a financial interest in a relevant planning application if:

- a) the person is the applicant or the person on whose behalf the application is made, or
- b) the person is an owner of the site to which the application relates or has entered into an agreement to acquire the site or any part of it, or
- c) the person is associated with a person referred to in paragraph (a) or (b) and is likely to obtain a financial gain if development that would be authorised by the application is authorised or carried out (other than a gain merely as a shareholder in a company listed on a stock exchange), or
- d) the person has any other interest relating to the application, the site or the owner of the site that is prescribed by the regulations.

persons are associated with each other if:

- a) they carry on a business together in connection with the relevant planning application (in the case of the making of any such application) or they carry on a business together that may be affected by the granting of the application (in the case of a relevant planning submission), or
- b) they are related bodies corporate under the *Corporations Act 2001* of the Commonwealth, or
- c) one is a director of a corporation and the other is any such related corporation or a director of any such related corporation, or
- d) they have any other relationship prescribed by the regulations.

ITEM 5 (continued)

ATTACHMENT 1

Political Donations and Gifts Disclosure Statement to Council

If you are required under section 147(4) or (5) of the Environmental Planning and Assessment Act 1979 to disclose any political donations or gifts (see page 1 for details), please fill in this form and sign below.

Disclosure Statement Details					
Name of person making this disclosure statement Brandon Handel			Planning application reference (e.g. DA number, planning application title or reference, property address or other description)		
Person's interest in the application (circle relevant option below)					
You are the APPLICANT <input checked="" type="radio"/> YES / NO			OR You are a PERSON MAKING A SUBMISSION IN RELATION TO AN APPLICATION YES / NO		
Reportable political donations or gifts made by person making this declaration or by other relevant persons					
<p>* State below any reportable political donations or gifts you have made over the 'relevant period' (see glossary on page 2). If the donation or gift was made by an entity (and not by you as an individual) include Australian Business Number (ABN).</p> <p>* If you are the applicant of a planning application state below any reportable political donations or gifts that you know, or ought reasonably to know, were made by any persons with a financial interest in the planning application, OR</p> <p>* If you are a person making a submission in relation to an application, state below any reportable political donations or gifts that you know, or ought reasonably to know, were made by an associate.</p>					
Donation or gift?	Name of donor (or ABN if an entity); or name of person who made the gift	Donor's residential address or entity's registered address or other official office of the donor; address of person who made the gift or entity's address	Name of party or person for whose benefit the donation was made; or person to whom the gift was made	Date donation or gift was made	Amount/ value of donation or gift
Please list all reportable political donations and gifts—additional space is provided overleaf if required.					
By signing below, I/we hereby declare that all information contained within this statement is accurate at the time of signing.					
Signature(s) and Date Brandon Handel					
Name(s) Brandon Handel					

ITEM 5 (continued)

ATTACHMENT 1

Cont...

Political Donations and Gifts Disclosure Statement to Council

Donation or gift?	Name of donor (or ABN if an entity); or name of person who made the gift	Donor's residential address or entity's registered address or other official office of the donor; address of person who the made the gift or entity's address	Name of party or person for whose benefit the donation was made; or person to whom the gift was made	Date donation or gift was made	Amount/ value of donation or gift

ITEM 5 (continued)

ATTACHMENT 1

Estimated Cost of Works for Development

**PROPOSED SCHOOL ALTERATIONS AND ADDITIONS
LOTS 61-65, LANE COVE RD & MYRA AVE, 5 MYRA AVE RYDE 2112
for NORTHCROSS CHRISTIAN SCHOOL**


	Rate m2	Amount	Notes
Architect		\$3,200	
Surveyor		\$600	
Fencing	\$168	\$672	
Retaining walls to 300 mm height	\$300	\$1,650	
Partitions	\$1,150	\$13,800	
Carpet	\$50	\$1,500	
Ceiling	\$300	\$9,000	
Folding door alteration	-	\$3,000	
Fixed Joinery	\$1,150	\$5,750	
Signage	-	\$1,200	
Total		\$40,372	

Note: The works are an estimate of cost based on scheduled rates provided by City of Ryde Council
To be used solely for purposes of development application submission to council.

ITEM 5 (continued)


ATTACHMENT 1

**SITE WASTE MINIMISATION AND
MANAGEMENT PLAN (SWMMP)**

Section 1: Applicant and Project Details (All Developments)	
Applicant Details	
Application No.	TBA
Name	Maurice Sartorelli
Address	1 Stan Street, Willoughby East NSW 2068
Phone number(s)	0422530088
Email	swdprojects@gmail.com
Project Details	
Address of development	Lots 61-65 Lane Cove Rd & 5 Myra Rd, Ryde
Existing buildings and other structures currently on the site	School, chapel and residence
Description of proposed development	Proposed School Alterations and Additions
This development achieves the waste objectives set out in City of Ryde DCP. The details on this form are the provisions and intentions for minimising waste relating to this project. All records demonstrating lawful disposal of waste will be retained and kept readily accessible for inspection by regulatory authorities such as Council, Office of Environment and Heritage or WorkCover NSW.	
Name	Maurice Sartorelli
Signature	
Date	30/3/2016

ITEM 5 (continued)

ATTACHMENT 1



City of Ryde
Lifestyle and opportunity @ your doorstep

**SITE WASTE MINIMISATION AND
MANAGEMENT PLAN (SWMMP)**

Section 2: Demolition (All Types of Developments)

Address of development: Lots 61-65 Lane Cove Rd & 5 Myra Rd, Ryde

most favourable ← least favourable

	Reuse	Recycling	Disposal	
Type of waste generated	Estimate Volume (m³) or Weight (t)	Estimate Volume (m³) or Weight (t)	Estimate Volume (m³) or Weight (t)	Specify method of on site reuse, contractor and recycling outlet and for waste depot to be used
Excavation material	NIL			
Timber (specify)			06	
Concrete	NIL			
Bricks/pavers	NIL			
Tiles	NIL			
Metal (specify)				
Glass	0.2			SITA Eastern Creek Resource Recovery Park, Walgrove Rd, Eastern Creek
Furniture	NIL			
Fixtures and fittings	0.5			SITA Eastern Creek Resource Recovery Park, Walgrove Rd, Eastern Creek
Floor coverings	NIL			
Packaging (used pallets, pallet wrap)	0.2			
Garden organics	NIL			
Containers (cans, plastic, glass)	NIL			
Paper/cardboard	NIL			
Residual waste	NIL			
Hazardous/special waste e.g. asbestos (specify)	NIL			
Other (specify)				

SWMMP Page 2 of 6

ITEM 5 (continued)

ATTACHMENT 1

**SITE WASTE MINIMISATION AND
MANAGEMENT PLAN (SWMMP)**

Section 3: Construction (All Types of Developments)				
Address of development: <u>Lots 61-65 Lane Cove Rd & 5 Myra Rd, Ryde</u>				
<div style="display: flex; justify-content: space-between;"> most favourable ← least favourable </div>				
	Reuse	Recycling	Disposal	
Type of waste generated	Estimate Volume (m ³) or Weight (t)	Estimate Volume (m ³) or Weight (t)	Estimate Volume (m ³) or Weight (t)	Specify method of on site reuse, contractor and recycling outlet and/or waste depot to be used
Excavation material	NIL			
Timber (specify)	NIL			
Concrete	NIL			
Bricks	NIL			
Tiles	NIL			
Metal (specify)	NIL			
Glass	NIL			
Plasterboard (offcuts)			0.1	
Fixtures and fittings			0.05	
Floor coverings			0.5	
Packaging (used pallets, pallet wrap)			0.25	
Garden organics	NIL			
Containers (cans, plastic, glass)	NIL			
Paper/cardboard	NIL			
Residual waste			0.02	
Hazardous/special waste (specify)	NIL			

SWMMP Page 3 of 6

ITEM 5 (continued)

ATTACHMENT 1

**SITE WASTE MINIMISATION AND
MANAGEMENT PLAN (SWMMP)**

Section 4: Ongoing Operation (Residential, Multi Unit, Commercial, Mixed Use and Industrial)					
Address of development: <u>Lots 51-55 Lane Cove Rd & 5 Myra Rd, Ryde</u>					
Type of Waste and Estimated volumes	Recyclables		Compostables	Residual waste	Other
	Paper/ cardboard	Metals/ plastics/glass			
** Amount generated (L per unit per day)					
** Amount generated (L per development per week)	550 L	550 L		2200 L	
Any reduction due to compacting equipment					
*** Frequency of collections (per week)	1 per week				
** Number and size of storage bins required	EXISTING WASTE BINS - ONGOING USE				
Floor area required for storage bins (m ²)	EXISTING STORAGE AREA ON LOWER GROUND				
Floor area required for manoeuvrability (m ²)	EXISTING				
Height required for manoeuvrability (m)	EXISTING				

* Current "non-recyclables" waste generation rates typically include food waste that might be further separated for composting.

** For more information: REFER Schedules under Ryde DCP 2010 Part 7.2 Waste Minimisation and Management for information about bin sizes, numbers and waste generation rates

*** For more information: REFER Council's website for Waste and Recycling frequency of service information at: www.ryde.nsw.gov.au, or <http://www.ryde.nsw.gov.au/Environment/Waste+and+Recycling> or phone Council's Customer Service Centre on 9952 8222

ITEM 5 (continued)

ATTACHMENT 1



SITE WASTE MINIMISATION AND MANAGEMENT PLAN (SWMMP)

Section 5: Construction Design (All Types of Developments)	
Outline how measures for waste avoidance have been incorporated into the design, material purchasing and construction techniques of the development:	
Materials	The works are relatively minor and mostly can be accommodated within the existing recycling and waste disposal facilities. Where specific contractor waste is generated such as carpet, plasterboard and insulation then wastes can be removed for recycling or disposal where appropriate.
Lifecycle	

ITEM 5 (continued)

ATTACHMENT 1



SITE WASTE MINIMISATION AND MANAGEMENT PLAN (SWMMP)

Section 6: Ongoing Management of Waste (All Types of Development)

Detail the arrangements that would be appropriate for the ongoing use of waste facilities as provided in the development. Identify each stage of waste transfer between residents' units/commercial tenancies and loading into the collection vehicle, detailing the responsibility for and location and frequency of, transfer and collection.

The existing waste storage and removal will remain unchanged

ITEM 5 (continued)

ATTACHMENT 1

⁶ PLAN FORM 6 (2013) WARNING: Creasing or folding will lead to rejection

DEPOSITED PLAN ADMINISTRATION SHEET		Sheet of sheet(s)
Office Use Only		Office Use Only
Registered: Title System: Purpose:		
PLAN OF CONSOLIDATION OF LOT 21 IN DP 1112210 AND LOT 3 IN DP 650869		LGA: RYDE Locality: RYDE Parish: HUNTERS HILL County: CUMBERLAND
Crown Lands NSW/Western Lands Office Approval I, (Authorised Officer) in approving this plan certify that all necessary approvals in regard to the allocation of the land shown herein have been given. Signature: Date: File Number: Office:		Survey Certificate I, MIKE MORRIS (ID No 8613) of CITISURV PTY. LTD. PO BOX 439 WENTWORTHVILLE 2145 a surveyor registered under the Surveying & Spatial Information Act 2002, certify that: *(a) The land shown in the plan was surveyed in accordance with the Surveying and Spatial Information Regulation 2012, is accurate and the survey was completed on *(b) The part of the land shown in the plan ("being" excluding A.....) was surveyed in accordance with the Surveying and Spatial Information Regulation 2012, is accurate and the survey was completed on the part not surveyed was compiled in accordance with that Regulation. *(c) The land shown in this plan was compiled in accordance with the Surveying and Spatial Information Regulation 2012. 29/03/2016 Signature <i>Mike Morris</i> Dated: 30/03/2016 Surveyor ID: 8613 Datum Line: Type: *Urban/*Rural The terrain is *Level/Undulating / *Steep/Mountainous. * Strike through if inapplicable. *Specify the land actually surveyed or specify any land shown in the plan that is not the subject of the survey.
Subdivision Certificate I, *Authorised Person/*General Manager/*Accredited Certifier, certify that the provisions of s.109J of the Environmental Planning and Assessment Act 1979 have been satisfied in relation to the proposed subdivision, new road or reserve set out herein. Signature: Accreditation No: Consent Authority: Date of endorsement: Subdivision Certificate Number: File Number: * Strike through if inapplicable.		
Statements of intention to dedicate public roads create public reserves and drainage reserves, acquire/resume land.		Plans used in preparation of survey/compilation DP 650869 DP 1112210 If space is insufficient continue on PLAN FORM 6A
Signatures, Seals and Section 88B Statements should appear on PLAN FORM 6A		Surveyor's Reference: 9967-DP

ITEM 5 (continued)

ATTACHMENT 1

PLAN FORM 6A (2012) WARNING: Creasing or folding will lead to rejection

DEPOSITED PLAN ADMINISTRATION SHEET		Sheet of sheet(s)										
<p style="text-align: right; margin-right: 10px;">Office Use Only</p> <p>Registered:</p> <p>PLAN OF CONSOLIDATION OF LOT 21 IN DP 1112210 AND LOT 3 IN DP 650869</p> <p>Subdivision Certificate Number:</p> <p>Date of Endorsement:</p>	<p style="text-align: right; margin-right: 10px;">Office Use Only</p> <p>This sheet is for the provision of the following information as required:</p> <ul style="list-style-type: none"> ● A schedule of lots and addresses - See 60(c) SSI Regulation 2012 ● Statements of intention to create and release affecting interests in accordance with section 88B Conveyancing Act 1919 ● Signatures and seals- see 195D Conveyancing Act 1919 ● Any information which cannot fit in the appropriate panel of sheet 1 of the administration sheets. 											
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th style="padding: 5px;">LOT</th> <th style="padding: 5px;">STREET No.</th> <th style="padding: 5px;">STREET NAME</th> <th style="padding: 5px;">STREET TYPE</th> <th style="padding: 5px;">LOCALITY</th> </tr> </thead> <tbody> <tr> <td style="text-align: center; padding: 5px;">1</td> <td style="text-align: center; padding: 5px;">61-65</td> <td style="text-align: center; padding: 5px;">LANE COVE</td> <td style="text-align: center; padding: 5px;">ROAD</td> <td style="text-align: center; padding: 5px;">RYDE</td> </tr> </tbody> </table>			LOT	STREET No.	STREET NAME	STREET TYPE	LOCALITY	1	61-65	LANE COVE	ROAD	RYDE
LOT	STREET No.	STREET NAME	STREET TYPE	LOCALITY								
1	61-65	LANE COVE	ROAD	RYDE								
<p>If space is insufficient use additional annexure sheet</p>												
<p>Surveyor's Reference: 9967-DP</p>												

ITEM 5 (continued)

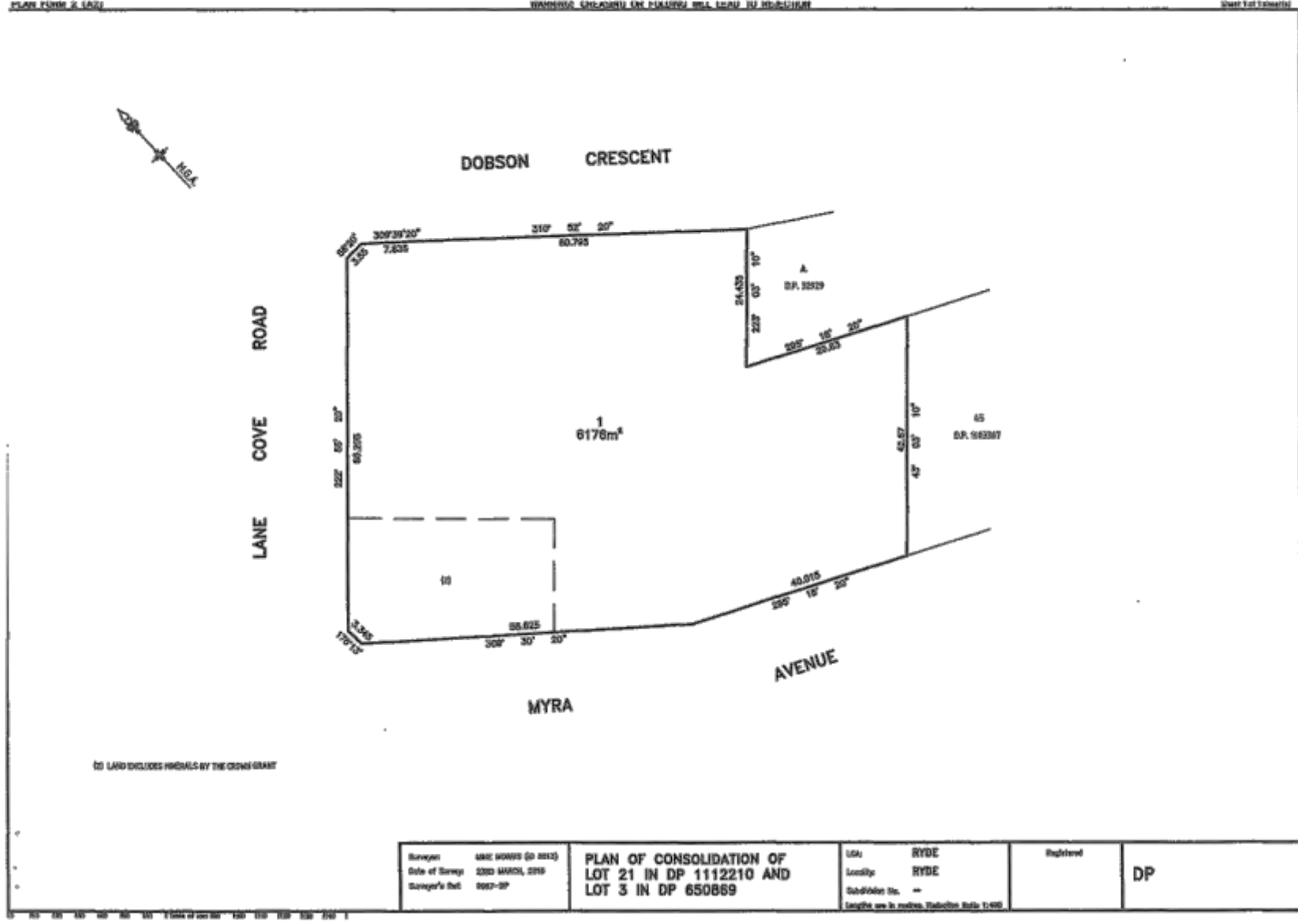
ATTACHMENT 1

PLAN FORM 6A WARNING: Creasing or folding will lead to rejection

DEPOSITED PLAN ADMINISTRATION SHEET		Sheet of sheet(s)
PLAN OF CONSOLIDATION OF LOT 21 IN DP 1112210 AND LOT 3 IN DP 650869	Office Use Only	
	Registered:	Office Use Only
Subdivision Certificate Number:	Date of Endorsement:	
Surveyor's Reference: 9967-DP		

ITEM 5 (continued)

ATTACHMENT 1



ITEM 5 (continued)

ATTACHMENT 1

PLANNING PROPOSAL

FOR

Rationalisation of the existing Special Uses 2 (Place of Public Worship) and R2 Low Density Residential zoning at the Ryde Baptist Church (where the Northcross Christian School is located) to better reflect existing and proposed future uses of the land

at

61 Lane Cove Road and 1-5 Myra Avenue, Ryde NSW 2112

PREPARED BY

Lindsey Dey Planning
4 Edwin Street Cammeray NSW 2062
Ph: 0438914410
Email: deyplan@optusnet.com.au
ABN 30 456 998 423



6 April 2016

ITEM 5 (continued)

ATTACHMENT 1

Planning proposal

Ryde Baptist Church - Northcross Christian School

DETAILS

Applicant Brendan Handel Senior Pastor Ryde Baptist Church 61-65 Ryde Road Ryde NSW 2112 Ph: 98094977 Email: brendan.handel@gmail.com	Town Planning Lindsey Dey Planning 4 Edwin Street Cammeray NSW 2062 Ph: 0438914410 Email: lindsey@ocfusnet.com.au ABN 30 456 998 423	Architect Maurice Sartorelli Architect South Water Design Pty. Ltd. 1 Stan Street Willoughby East NSW 2068 Ph: 0422530088 swdprojects@gmail.com
Owner Stephen Firth & Ray Martin - Trustees	Land Surveyor and lot consolidation plan Citisurv Pty. Ltd. Survey dated 1 2015 and initial issue 9 Decembe March 2016	

ITEM 5 (continued)

ATTACHMENT 1

	<u>Planning proposal</u>	<u>Ryde Baptist Church - Northcross Christian School</u>
	CONTENTS	
	1 INTRODUCTION	5
	2 THE SITE AND SURROUNDING AREA	6
	3 BRIEF HISTORY	10
	4 PLANNING PROPOSAL - OBJECTIVES AND INTENDED OUTCOMES	10
	5 PLANNING PROPOSAL - AN EXPLANATION OF PROVISIONS	11
	6 PLANNING PROPOSAL - JUSTIFICATION AND THE PROCESS	14
	7 PLANNING PROPOSAL - DETAILS OF COMMUNITY CONSULTATION	20
	8 TIMELINE	20
	9 CONCLUSION	20

ITEM 5 (continued)

ATTACHMENT 1

Planning proposal

Ryde Baptist Church - Northcross Christian School

ANNEXURES - ACCOMPANYING PLANS AND REPORTS

This Planning Proposal (PP) is to be read in conjunction with the following plans that have been included at lodgement:

DOCUMENT NUMBER	PLAN/ REPORT	REFERENCE
1	Detail and Level Survey by CitiSurv Pty. Ltd. of Northcross Christian School. 5 sheets. Date of survey 1 December 2015 and Issue 1 dated 9 December 2015	Lot 21DP1112210 and Lot 3 DP650869. Dated 9.12.15.
2	Lot consolidation plan dated 30 March 2016 (part of separate DA for information only).	
3	<p>The following plans have been prepared by Mr. Maurice Sartorelli South Water Design Pty. Ltd. and are the subject of a separate DA to Ryde Council. They are provided for information only:</p> <p>ACS01 Lower Level Site Plan ACS02 Upper Level Site Plan ASC03 Elevations ASC04 Proposal for Admin. and Meeting Room - Plan ASC05 Proposal for new classroom plan ACS06 Existing Boundary Plan ACS07 Proposed Boundary Plan ACS08 Zone Plans Existing and Proposed ACS09 Aerial/ Site Boundary Overlay Comparison ACS10 Site Analysis ACS11 Notification Plan ACS12 SECTION ACS 13 GATE PLAN AND ELEVATION ACS 14 STREET MONTAGES ACS 15 STREET MONTAGES ACS 16 FSR Map ACS 17 Height of Buildings Map ACS 18 Lot Size Map SITE WASTE MINIMISATION AND MANAGEMENT PLAN (SWMMP) dated 30 March 2016</p>	Project No. RYD-NCC A1 DATED 31/03/16

ITEM 5 (continued)

ATTACHMENT 1

Planning proposal

Ryde Baptist Church - Northcross Christian School

1. INTRODUCTION

- 1.1. This Planning Proposal (PP) has been prepared by Lindsey Dey Planning to rationalise the existing zoning of the Ryde Baptist Church (Church) and Northcross Christian School (School) at 61-65 Lane Cove Road and 1-5 Myra Avenue, Ryde. The land is currently zoned Special Purposes 2 (Place of Public Worship) and R2 Low Density Residential under the Ryde Local Environmental Plan 2014 (LEP).
- 1.2. The Ryde Baptist Church (Church) currently owns and utilises Lot 1 DP1112210 for public worship, educational establishment and ancillary community purposes.
- 1.3. The Church also wishes to utilise the property it acquired on 5/03/2015 at 5 Myra Avenue Ryde (known as Lot 3 DP 650869) for educational establishment purposes. This property is adjacent to the existing Church and School.
- 1.4. All subject properties are owned by the Ryde Baptist Church. Northcross Christian School is a Ministry of the Church and leases from it for educational establishment purposes.
- 1.5. The PP intends to change the zoning of the overall site to Special Purposes 2 (Place of Public Worship and Educational Establishment) under Ryde Local Environmental Plan 2014 (Sheets 5 and 6).
- 1.6. It also proposes to remove the Lot Size, Maximum Floor Space Ratio and Maximum Building Height provisions that apply to that part of the site that is zoned R2 Low Density Residential. This will ensure consistency with the rest of the site that is zoned SP2 Place of Public Worship.
- 1.7. The PP is a straightforward change to the existing zoning on the site. It will better reflect current, ongoing and potential future uses of and for the site. It provides opportunities to address changing needs at the School, and will allow for more efficient use of the existing School.
- 1.8. Most importantly it will improve the educational experience for students at the school, as well as improve the environment for the staff that nurture and educate them.
- 1.9. This PP augers well with the State government's recent policy announcement regarding the consolidation of existing Sydney metropolitan school sites for practicality and efficiency in the wake of a massive population boom; unprecedented since the Second World War in Australia. See Attachment 1.

ITEM 5 (continued)

ATTACHMENT 1

Planning proposal

Ryde Baptist Church - Northcross Christian School

2. THE SITE AND SURROUNDING AREA

The Site

- 2.1** The site is located at 61 Lane Cove Road and 1-5 Myra Avenue, Ryde. It is described as Lot 21 DP1112210 and Lot 3 DP650869 and has an area of 6176.3 sq.m. A survey of the site undertaken by CitiSurv Pty. Ltd. Survey undertaken 1 December 2015 (Issue 1, 9 December 2015) accompanies this Planning Proposal (PP). See Aerial Site Boundary Plan (ACS09) ahead indicating existing and proposed lot boundaries. Note: The proposed lot consolidation plan by CitiSurv dated 30 March 2016 is the subject of a separate DA and provided with this PP for information only.



- 2.2** The site is situated on the south eastern side of Lane Cove Road, Ryde at the junctions with Dobson Crescent (north) Myra Avenue (south) i.e. it is bounded on 3 sides by roads. This includes Lane Cove Road which is a NSW Roads and Maritime Service's managed road.
- 2.3** It slopes from west to east and north to south approximately 5 metres across the site. The site is generally level from Lane Cove Road. It slopes up from the Myra Avenue street frontage.
- 2.4** Further reference should be made to the Site Analysis Plan (Sheet ACS10) and the photomontages (Sheets ACS 14 and 15) prepared by Maurice Sartorelli of South Water Design Pty. Ltd. that accompany this PP.

ITEM 5 (continued)

ATTACHMENT 1

<u>Planning proposal</u>	<u>Ryde Baptist Church - Northcross Christian School</u>
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Environmental Planning Considerations

- 2.5 There is no applicable critical habitat, contamination, heritage conservation item (or Heritage Conservation Area (HCA)), risk, road widening or realignment, land reservation acquisition, sensitivity, certified biodiversity, bio banking agreement, vegetation plan, tree dispute, site compatibility certificate, subdivision order, additional permissible uses, coastal protection, mine subsidence, landslip, bushfire risk or flood liability affecting the property.
- 2.6 There are no scenic, natural resources, or landscape attributes that are relevant to the property. It is not in the vicinity of any heritage conservation item or HCA. It is not categorized as having Acid Sulphate Soil.
- 2.7 There are no known planning or environmental constraints to existing or proposed future public worship or educational establishment uses.

Current Uses

- 2.8 The site is used for Church activities that include Sunday morning service (9:30am) where approximately 150 people attend. There are monthly evening gatherings (5:30pm) where between 40-80 people attend. During the week there are also small group meetings where between 5-15 people attend. On Wednesday and Thursday morning there is a pre-school music class held in the Church Auditorium and on Friday night there is a Youth Group of approximately 20-30 people. The Church also operates a before school (7:30-8:30am) and after school (3:00- 6:00pm) program for Northcross families only using the hall and school playground (ROOSH).
- 2.9 The Lane Cove Road frontage part of the site is used for educational establishment purposes. The Northcross Christian School provides for K-6 children in a Christian environment. In June 2015 the school had 330 students enrolled in 13 classes. A modest increase of approximately 20 children and 1 class has been indicated by the School over the next 4 years i.e. a total future enrolment of 350 students. This is the maximum number as per a previous Council development consent for the School.
- 2.10 The dwelling house at 5 Myra Avenue has been used for residential purposes and is currently used by the Chaplain as his family residence. The property contains a single storey brick and tile cottage that is elevated from the street, probably dating from the 1950-60's. It is in original condition. It is currently vacant. The property had a minor front addition to it in 1997 (Source: plans supplied by client). The cottage is modest in scale. There is an existing asbestos garage and associated sheds at the rear of the property. It has a well established garden, with some substantial sized trees in good condition in both the front and rear yards.
- 2.11 There are sewer, and other, service lines/ easements located on the western side of the property in the vicinity of the existing driveway.
- 2.12 No. 5 Myra Avenue has vehicular access along its north western side from Myra Avenue to the rear of the property. The property is approximately 85 metres south of

ITEM 5 (continued)

ATTACHMENT 1

	Planning proposal	Ryde Baptist Church - Northcross Christian School
		Lane Cove Road (Source: Six Maps). It is immediately south east of the Northcross Christian School and Ryde Baptist Church as indicated in the accompanying Location Plan.
	2.13	The property at 5 Myra Avenue is comparable in size and layout to other lots in the neighbourhood. The house is setback from the front boundary with the street by approximately 8 metres. This is comparable to other dwellings, including dwelling houses in the street block.
		The Neighbourhood
	2.14	The neighbourhood is characterised by the Church and School on the prominent street corner with Lane Cove Road, and a mix of attached and detached housing on medium sized lots generally around 600-700 sq.m. Side boundary setbacks for houses in the neighbourhood are mostly between 900mm - 1 metre. Driveway access provides additional setback from (the subject) and adjoining properties in many instances.
	2.15	Low scale townhouses running north south along the length of the lot are immediately south of 5 Myra Avenue. Surrounding zoning to the south and east is also zoned R2 Low Density Residential. See Site Analysis Plan (Sheet ACS10).
	2.16	The Ryde Seventh Day Adventist Church, which is immediately to the north east of the site, is zoned SP2 Place of Public Worship. Nearby Lane Cove Road is zoned SP2 Classified Road. Access to public transport at the site is excellent due to the proximity of bus services along Lane Cove Road. The recently refurbished and expanded Top Ryde Shopping Centre is readily accessible and is approximately 700 metres south west of the site.
	2.17	The site is located within an established, highly urban environment and is well serviced by the full spectrum of goods and services. Safe access to the Church and School is provided by traffic lights, pedestrian crossings and 40kph. speed restrictions during the peak school times.
		The Suburb
	2.18	Generally the suburb of Ryde is being enhanced and improved because of its close proximity to Macquarie Park, Macquarie University, Macquarie Hospital, Ryde Commercial Centre and public transport. Newer and renovated houses are larger than the remaining original ones, and are often 2 storeys to accommodate modern household expectations.
		Related Development Application
	2.19	<p>Ryde Baptist Church intends to lodge a Development Application (DA) for the following minor works in the existing school buildings:</p> <ul style="list-style-type: none"> • a new classroom (Sheet ACS05); • a new meeting room (Sheet ACS04); and • minor internal alterations in the administration and reception area (Sheet ACS04);

ITEM 5 (continued)

ATTACHMENT 1

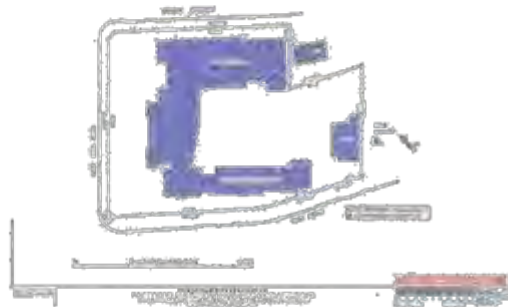
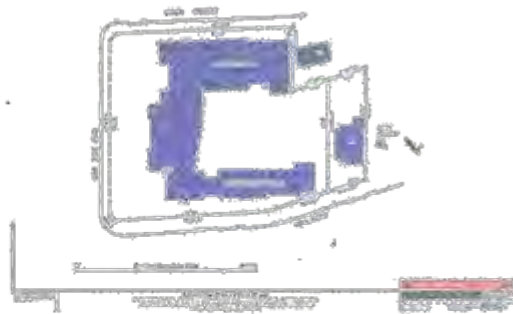
Planning proposal

Ryde Baptist Church - Northcross Christian School

2.20 On the adjacent property at 5 Myra Avenue, Ryde the proposed DA also includes:

- use of the existing house for storage and a uniform shop;
- placement of a new sign at the front of the house to indicate the uniform Shop (Sheet ACS01); and
- construction of a new fence and gate at the front of the house.

2.21 The consolidation of the lot known as 5 Myra Avenue into the overall school site is also proposed. This has been the approach adopted by the Church and School in relation to previous land acquisition. See Plans ahead for the existing and proposed site boundaries.



2.22 The proposed development will result in no additional floor space on the site nor any increase in student numbers. It is a rearrangement of functions within the site to improve the efficiency of the School's operations. There will be no change in the appearance of the dwelling house other than the construction of a front fence, gate

ITEM 5 (continued)

ATTACHMENT 1

Planning proposal

Ryde Baptist Church - Northcross Christian School

and uniform shop sign. No vegetation or existing trees will be removed at 5 Myra Avenue.

2.23 There will be no increase in any building footprint.

2.24 One part time uniform staff member would use the existing parking spaces on the northern side of 5 Myra Avenue. There is no increase in the number of staff at the School or increased noise at 5 Myra Avenue as a result of the proposed development. Much of the operation of the Uniform Shop is undertaken on line. Parents collect uniform when they are dropping off or collecting children to and from school. This means there will be no additional traffic generated as a result of the proposal. The shop will be accessed from the entrance to 5 Myra Avenue.

2.25 The proposed development has been designed with adjoining neighbours in mind and will not have a detrimental effect on their privacy or quality of life.

2.26 The scale and style of the proposed development is very much in keeping with the existing and emerging local neighbourhood.

3. BRIEF HISTORY

3.1 Ryde Baptist Church commenced on the site in 1952 and the school commenced 1981.

3.2 On 18 June 2007 Ryde Council approved a DA (500/2006) for a major upgrade of the School, including new school buildings, facilities, upgraded access arrangements and a car park.

3.3 The Northcross Christian School is currently limited to 350 students via a previous development consent issued by Ryde Council

3.4 On 4 February 2016 Council representatives met with the Northcross Christian School's Principal Mr. Peter Bosker, architect Mr. Maurice Sartorelli and town planner Ms. Lindsey Dey (Lindsey Dey Planning) for a pre PP meeting in relation to the site. The Notes are included with this PP application. In summary, the outcomes of this meeting were:

- Council will accept a PP to rezone the existing school site to SP2 (Place of Public Worship and Educational Establishment);
- The fee for the PP will be \$11,300.00;
- A site specific development control plan (DCP) will not be required for the PP; and
- Issues arising from the future community consultation on the PP are likely to include: traffic; noise; height of buildings and overshadowing; and potential downstream flooding. These will have to be addressed in the PP.

4. PLANNING PROPOSAL - INTENDED OUTCOMES

4.1 The intended outcome of the PP is to rationalise the zoning of the following properties that comprise the site i.e. Lot 1 DP1112210 and Lot 683 DP650869, to

ITEM 5 (continued)

ATTACHMENT 1

Planning proposal

Ryde Baptist Church - Northcross Christian School

better reflect the existing, continuing and future intended public worship and educational uses of the site.

- 4.2 The PP will provide opportunities for more efficient use of the existing Church and School. It formally acknowledges the long standing educational establishment use on the site. The addition of 5 Myra Avenue into the overall site will enable more practical, safe reconfiguration of current facilities at the School to improve its operation and performance.
- 4.3 In the future the PP will allow the School to explore opportunities in relation to keeping up to date with the provision of state of the art education facilities that may be required at the School.
- 4.4 Most importantly, the PP will improve the educational experience for students at the school, as well as enhancing the environment for the parents and staff that nurture and educate them.
- 4.5 Both the Church and the School are community services that are highly valued within, and well patronised by, the local community. Increased demand for enrolments is evidenced by the lengthy waiting list for Kindergarten.

5. PLANNING PROPOSAL - AN EXPLANATION OF PROVISIONS

- 5.1 The changes that apply to Ryde Local Environmental Plan 2014 (LEP) (Map Sheet 6) are as follows:

- to rezone the site 61-65 Lane Cove Road and 5 Myra Avenue Ryde i.e. Lot 1 DP1112210 and Lot 3 DP650869, from a combination of Special Purposes 2 (Place of Public Worship) (approx. 4859 sq.m.) and R2 Low Density Residential (approx. 1291 sq.m Source: Burke Engineering Services 2006) to Special Purposes 2 (Place of Public Worship and Educational Establishment);
- to amend the maps (Map Sheets 5 and 6) by removing the coloured reference that applies to that part of the site zoned R2 Low Density Residential (approx. 1291 sq.m.). This deletes applicability of the following provisions on the land:

Clause 4.1 Minimum Subdivision Lot Size at 580 sq.m;
Clause 4.3 Maximum Building Height at 9.5 metres; and
Clause 4.4 Maximum Floor Space Ratio (FSR) (D) at 0.5:1

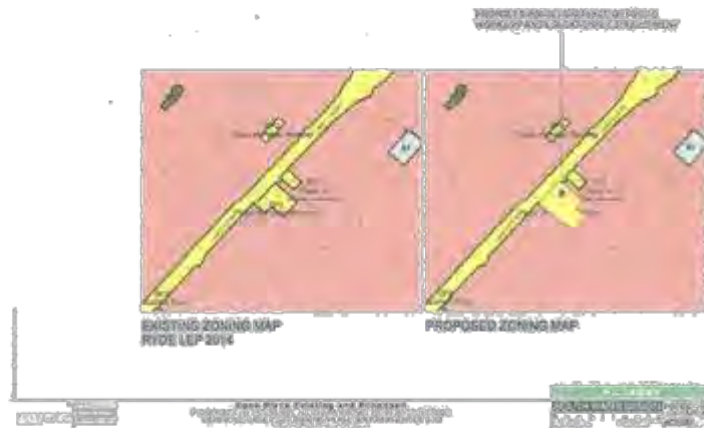
The changes to the LEP can be seen ahead the 4 sets of maps that compare the existing situation and the proposed outcomes:

ITEM 5 (continued)

ATTACHMENT 1

Planning proposal

Ryde Baptist Church - Northcross Christian School

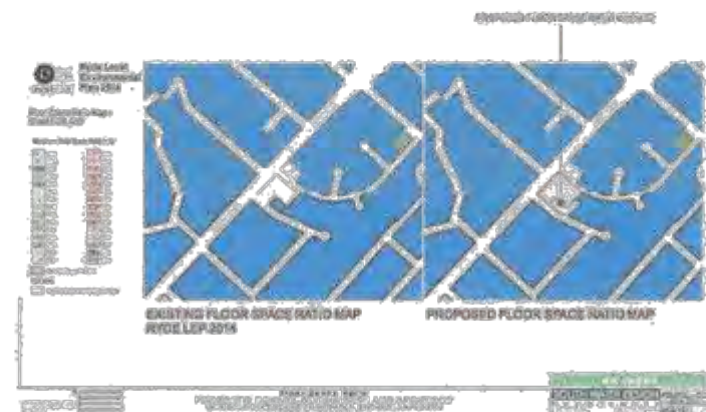
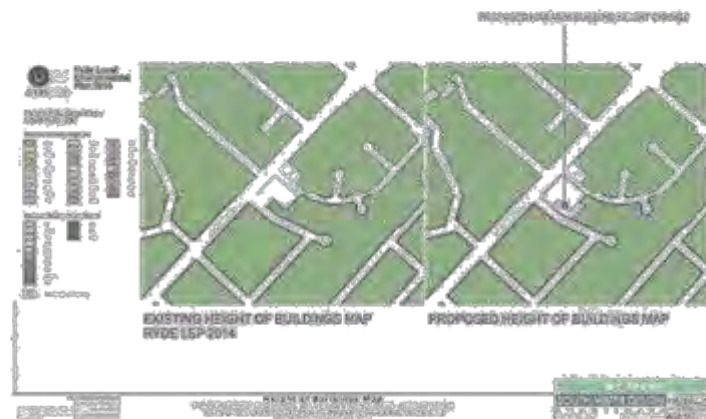


ITEM 5 (continued)

ATTACHMENT 1

Planning proposal

Ryde Baptist Church - Northcross Christian School



5.2 No specific amendments are required to the Ryde Development Control Plan 2014 as a result of this PP. Council's stated desired future character for the locality is

ITEM 5 (continued)

ATTACHMENT 1

Planning proposal

Ryde Baptist Church - Northcross Christian School

retained and enhanced as a result of the PP (DCP Section 2.1). The uses are important ancillary services for the local community who live in the area.

6. PLANNING PROPOSAL – JUSTIFICATION AND THE PROCESS

A. Need for the Planning Proposal (PP)

Is the PP the result of any strategic study or report?

6.1 The PP is not the result of any study or report.

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

6.2 The PP is highly appropriate for achieving the objectives and intended outcomes because:

- The location is appropriate for the intended uses;
- The uses are already well established on the site. The Church moved to the current site in 1952 and the School commenced its functions in 1981;
- Infrastructure is available to support the existing and ongoing public worship and educational establishment uses;
- The uses are existing and are compatible with surrounding uses, including the predominant residential use in the neighbourhood;
- There are no known or significant environmental constraints limiting public worship or educational establishment uses; and
- Proposed uses will supply services for which there is strong and growing demand;
- It fits into Council's broad strategic framework;
- It will effect the State government's commitment to returning quality services and infrastructure, including schools, via its Metropolitan Strategy for 2036 and NSW 2021.

Is there a net community benefit?

6.3 The following community benefits have been identified in relation to this PP:

- Meeting the actual and anticipated growing demand for additional educational establishment facilities. This is evidenced by: increased demand for enrolments at the School; significant population growth nationally and locally in the younger age groups; and related forecast population increases until 2031(See Attachment 1);
- Delivery of continuing and enhanced public worship and educational establishment uses at the site;
- The educational establishment use is ancillary and complementary to the public worship use;
- Ongoing ability for the Church and School to run events for the community, space for more youth and children's designated programs both during the week and on a Sunday, and more spaces to run small groups on a variety of topics.

ITEM 5 (continued)

ATTACHMENT 1

Planning proposal

Ryde Baptist Church - Northcross Christian School

B. Relationship to strategic planning framework

Is the PP consistent with the objectives and actions contained within the Sydney Metropolitan Strategy for 2036 of the draft North Subregional Plan?

6.3 A Plan for Growing Sydney, released in December 2014, is the NSW Government's plan for the future of the Sydney Metropolitan Area over the next 20 years. The Plan provides key directions and actions to guide Sydney's productivity, environmental management, and liveability – including the delivery of housing, employment, infrastructure and open space.

6.4 The Plan supports health and education precincts and identifies key challenges facing Sydney, including a population increase of 1.6 million by 2034 needing 689,000 new jobs and 664,000 new homes by 2031.

6.5 Direction 1.10 of the Plan relates to planning for education and health services to meet Sydney's growing needs (p.54). The following is an excerpt from that section:

"The Department of Planning and Environment will also work with the Department of Education and Communities and the private sector to deliver planning controls that can accommodate appropriate and timely developments at private school sites. The Government will:

- review the planning process for school facilities;*
- identify opportunities for new and expanded school facilities in subregional plans; and*
- work with the private sector to understand and facilitate the delivery of private school facilities.*

6.6 This PP is consistent with the Plan because it represents an opportunity to *cluster* additional and enhanced educational facilities where they are already well and successfully established.

Draft North Subregion Plan

6.7 The following is an extract from the plan:

Subregional planning will link growth in population and housing to the infrastructure that supports communities, such as schools, health services, transport, electricity and water projects.

6.8 The site is within the North Subregion of Sydney. The PP is consistent with the plan. By providing an enhanced school facility in tandem with the Church on the site, the PP will contribute to making the sub region a *great place to live with communities that are strong, healthy and well connected.*

6.9 On this basis the PP is consistent with the Subregion Plan.

ITEM 5 (continued)

ATTACHMENT 1

Planning proposal

Ryde Baptist Church - Northcross Christian School

NSW 2021

6.10 NSW 2021 is a 10-year plan to guide NSW government policy and budget decision making and, in conjunction with the NSW Budget, to deliver on community priorities. It is an initiative to (with relevant goals highlighted):

- *Restore economic growth*
- *Return quality health, transport, education, police, justice and community services, putting customer service at the heart of service design*
- *Build infrastructure that drives our economy and improves people's lives*
- *Strengthen our local environments, devolve decision making and return planning powers to the community*
- *Restore accountability and transparency to government, and give the community a say in decisions affecting their lives.*

6.11 The PP is consistent with this Plan because it will facilitate the ongoing delivery of a quality educational experience for students at Northcross Christian School. It will also strengthen the combined role of the Church and the School locally to improve the lives of existing and future users in the Ryde community.

Is the PP consistent with the local Council's Community Strategic Plan, or other local strategic plan?

Ryde 2025 Community Strategic Plan (CSP)

6.12 The following are relevant excerpts from the CSP:

Meeting the needs of a growing population - Sydney's population is expected to grow to six million people by 2036, with an average annual rise of 56,650 people. As of 30 June 2011 the population of Ryde was estimated to be 108,371. By 2031 that figure is forecast to reach an estimated 135,508. While these are the forecast figures, Ryde's popularity is likely to bring even stronger growth than predicted.

We also anticipate an influx of younger residents moving closer to employment and education opportunities, together with our multicultural population continuing to grow.

Our educational resources (both people and institutions) attract and retain people and continue to make the City of Ryde a desirable place to live and work, as well as ensuring future economic investment. We will work collaboratively with our partners to encourage lifelong learning opportunities for people of all ages.

6.13 One of the goals of the CSP under the outcome of A City of Harmony and Culture is:

To collaborate with relevant partners to develop and deliver education and lifelong learning opportunities in our city (Goal 3).

ITEM 5 (continued)

ATTACHMENT 1

Planning proposal

Ryde Baptist Church - Northcross Christian School

6.14 The PP is consistent with the CSP because it promotes improved learning opportunities on the site for the community. It will contribute towards making the Ryde LGA a desirable place to live.

Is the PP consistent with applicable State Environmental Planning Policies?

SEPP - Remediation of Land

6.15 In a report undertaken by Douglas Partners in 2007 in support of the Northcross Christian School's proposed expansion at 1-3 Myra Avenue Ryde "Based on site inspection, available history information and review of waster classification and geotechnical investigation, it is considered that the site is suitable for the proposed development and sensitive land use as a pre-school or primary school."

6.16 In September 2015 the site was identified as not being or likely to be contaminated in Council's s.149 certificate.

6.17 No further consideration of this SEPP is required in relation to the proposed development.

SEPP (Infrastructure) 2007

6.18 The SEPP is relevant in terms of the PP. Clauses 28 and 32, plus the definition of "educational establishment", of the SEPP form Attachment 1 of this SEE. In summary, development for the purpose of the "expansion of existing educational establishments" may be carried out by any person on land adjacent to the existing educational establishment, with consent. The provisions of the SEPP override any provisions in the LEP, which is discussed ahead.

6.19 It is important to note that, under the SEPP, the proposed development would need to meet the requirements of the following:

- (a) School Facilities Standards—Landscape Standard—Version 22 (March 2002);
- (b) Schools Facilities Standards—Design Standard (Version 1/09/2006); and
- (c) Schools Facilities Standards—Specification Standard (Version 01/11/2008).

6.20 The Department of Planning and Environment advised in January 2016 that these documents have been replaced by The Educational Facilities Standards & Guidelines (EFSG) requirements via the following link:

https://efsg.del.nsw.edu.au/useredit/4101?pass-reset-token=06g0Nyktd10HvKE6MEUZnPS8CP786EIV7MS16a_h8

The Educational Facilities Standards & Guidelines (EFSG)

6.21 The EFSG (Guidelines) have been assessed for their relevance to the PP. This includes the Primary Education Principles, the Design Guide and the Specification Guide. It is important to note that many parts of the Guidelines apply to new schools only.

ITEM 5 (continued)

ATTACHMENT 1

Planning proposal	Ryde Baptist Church - Northcross Christian School
6.22	The PP meets the overall principles and requirements of the Guidelines because it ensures the ongoing and best use of the land where the existing Church and School exist by incorporating the adjoining school owned property.
6.23	All future DAs on the site will be assessed against the Guidelines for compliance with the requirements.
6.24	The PP is consistent with applicable SEPP's.
	<i>Is the PP consistent with applicable Ministerial directions (s.117 Directions)?</i>
6.25	The following 3 Directions are relevant to this PP:
	3.1 Residential Zones
6.26	The PP is consistent with this Direction because it makes more efficient use of existing infrastructure and services to ensure that new housing has appropriate access to infrastructure and services.
	3.4 Integrating Land Use and Transport
6.27	The PP is consistent with this Direction because it improves essential services that will meet the needs of the community in a well located, established setting that has good access to transport and commercial services.
	7.1 Implementation of A Plan for Growing Sydney.
6.28	See earlier in Section B. This PP will be a positive contribution towards the State Government's Strategy <i>A Plan for Growing Sydney</i> .
	B. Environmental, social and economic impact
	<i>Is there any likelihood that critical habitat or threatened species, populations or their habitats will be adversely affected as a result of the PP?</i>
6.29	No.
	<i>Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?</i>
6.30	There are no known environmental effects resulting from this simple PP. The School is already able to use 5 Myra for certain educational establishment purposes under SEPP (Infrastructure) 2007 because it is adjacent to the existing School.
6.31	If the School wanted to further expand education facilities on to 5 Myra Avenue in the future, this would be the subject of a Development Application (DA) under the

ITEM 5 (continued)

ATTACHMENT 1

	<div>Planning proposal</div> <div>Ryde Baptist Church - Northcross Christian School</div>
	<p>NSW Environmental Planning and Assessment Act 1979. The undertaking of specialist reports and agency/ community consultation as required would form part of any future assessment by Ryde Council. These reports would address issues that were identified by Council in the pre PP meeting including: traffic; noise; height of buildings and overshadowing; and downstream flooding, and others as required by Council.</p>
6.32	<p>This PP does not have any implications for these issues. Any other matters identified during the Gateway process by Council or the Department of Planning and Environment (DPE) will be addressed as required.</p>
6.33	<p>A subdivision application for consolidation of 5 Myra Avenue into the rest of the Church and School land in line with the proposed zone boundary will be submitted to Ryde Council separately. This is intended to ensure consistency with the zone boundary going into the future.</p>
	<p><i>Has the PP adequately addressed any social and economic effects?</i></p>
6.34	<p>The PP will continue to provide important worship and educational functions that contribute towards meeting the day to day needs of many local residents in the neighbourhood. It is important to note that approximately 75% of students live within a 5km radius of Northcross (figure provided by the School February 2016). In terms of Ryde Baptist Church approximately 80% of attendees live within a 5 km radius.</p>
6.35	<p>The PP is efficient because it will result in ongoing use of the site for a purpose that is required and in demand by the local community. Enrolments at the school have continued to grow since the school was approved for expansion in 2007. The school is experiencing lengthy waiting lists for Kindergarten places due to fulfilling community expectations regarding the learning culture and high academic standards.</p>
6.36	<p>The PP aligns well with the State government's consolidation of existing Sydney metropolitan school sites for practicality and efficiency in the wake of a massive population boom.</p>
6.37	<p>The PP has adequately addressed all social and economic effects.</p>
	<p>C. State and Commonwealth Interests?</p>
	<p><i>Is there adequate public infrastructure for the PP?</i></p>
6.38	<p>There is well established, high quality existing public infrastructure on the site. The site is well serviced by public transport and is approximately 700 metres from Top Ryde Shopping and Commercial Centre.</p>
6.39	<p>There is no need for any change to the existing infrastructure to support the PP.</p>
	<p><i>What are the views of State and Commonwealth public authorities in accordance with the Gateway determination, and have they resulted in any variations to the PP?</i></p>

ITEM 5 (continued)

ATTACHMENT 1

Planning proposal

Ryde Baptist Church - Northcross Christian School

- 6.40 A favourable Gateway Determination will advise the full list of public authorities to be consulted as part of the PP process and any views expressed will be addressed as part of the ongoing process.

7. PLANNING PROPOSAL – COMMUNITY CONSULTATION

- 7.1 If the PP receives a favourable Gateway Determination, it is envisaged that a 4 week public exhibition will be undertaken in accordance with the Department of Planning and Environment and Council's Guidelines. This would include notification of surrounding property owners and on Council's web site during the public exhibition period as required.
- 7.2 With the school's close proximity to Lane Cove Road, consultation with the Roads Maritime Services (RMS) is likely to be required as part of the broader agency consultation process. Council's advice will be forthcoming after a favourable Gateway Determination.

8. TIMELINE

- 8.1 Given the straightforward nature of this PP, it is envisaged that the overall timeline from lodgement at Council through the consultation phase to gazettal will be between 6 and 9 months. Based on an estimated April lodgement date, the PP is likely to be considered by Council in May or June, have a Gateway Determination in July and a public exhibition in August. This means the PP may be finalised before the end of 2016.

9. CONCLUSION

- 9.1 The proposed development will better meet the current and future needs of the Northcross students, staff, parents and other users of the School.
- 9.2 Importantly, it will provide an enriched educational experience for the children at the school. It will also enable staff to enhance their work nurturing and educating the children at the school.
- 9.2 The support of Ryde Council is sought to enable this PP to be sent to the NSW Department of Planning and Environment for a favourable Gateway Determination

ITEM 5 (continued)

ATTACHMENT 1

Planning proposal

Ryde Baptist Church - Northcross Christian School

ATTACHMENT 1

Population Trends and Statistics (Source: id the Population Specialists, ABS statistics and Ryde City Council web site)

Australia

Australian fertility rate has been relatively stable since 2007 but births are higher than long-term averages. In summary:

- Fertility reversed its long-term decline in 2002.
- It rose until 2007 and since then has remained relatively stable.
- There are 50,000 more children born each year in Australia than the long-term average. This is due to there being greater numbers of women of childbearing age.

Starting in 2008, there has been a peak in the number of children born in Australia with 20% more children than long-term averages being born each year to 2015. In 2011 this wave of additional children arrived at Australian primary schools. From 2018 the first of these children will be ready for high school.

This is the first major increase in the school age population for 60 years, since the post World War II 'baby boom' reached our schools in the 1950s.

By 2026 there will be 705,000 more children in Australian schools than there were in January 2016 (id Small Area Forecast information).

In addition, at the recent Independent Schools Consultative Committee 16/2/16 Education Minister Piccolli joined the committee and discussed planning for predicted growth in school students in NSW. He agreed to considering a proposal to remove enrolment caps from local councils and standardising DA conditions across the state. He also discussed strategies under consideration for co-locating schools and high-rise school structures.

Ryde Local Government Area (LGA)

Ryde LGA's population is forecast to rise from 114996 to 135508 by 2031. This is an increase of 17.84% (source: Ryde Council). The average annual growth rate from 2011 to 2026 is forecast to be 1.20%.

Specifically in the 0-4 year age bracket, an increase of 1542 babies will be born during that time (6628-7901) i.e. 6.1% growth. An ongoing rate of around 6% is forecast to prevail in this group until 2031. This is reflective of the nation-wide statistics discussed earlier.

Note: Assuming parents want their children schooled close to home, demand for local school facilities such as the Northcross Christian School will increase during the forecast period (2016-2031).

6 TOP RYDE / NORTH RYDE CENTRES PEDESTRIAN ACCESS AND MOBILITY PLAN 2016

Report prepared by: Senior Coordinator - Environment
File No.: GRP/09/6/9 - BP16/831

REPORT SUMMARY

The Top Ryde and North Ryde Centres Pedestrian Access and Mobility Plan 2016 (Top Ryde/ North Ryde Centres PAMP) is submitted to Council for adoption. This Plan describes a framework and provides a strategic list of actions for developing safe and convenient pedestrian routes and fostering improvements in pedestrian mobility in the Top Ryde Centre and the Cox's Road and Blenheim Road Small Centres.

The Top Ryde/ North Ryde Centres PAMP (**ATTACHMENT 1**) has prioritised pedestrian facilities such as footpath renewals, new footpath construction, kerb ramp renewals and new kerb ramp construction over the short (0-5 years), medium (5-10 years) and long-term (10-25 years) to meet existing needs, to cater for emergent demand through forecasted population and development growth, and to meet the global challenge in sustainable design.

Council spends a significant amount of money each year on public domain improvements and this plan will help guide the priority of improvements to pedestrian access and mobility in the Top Ryde precinct and Cox's Road and Blenheim Road Small Centres. The Plan will also enable access to greater grant funding opportunities to help fund implementation of key works.

Stakeholder and targeted community consultation was undertaken using a suite of approaches including surveys, presentations and through public exhibition from 20 April 2016 to 17 May 2016. The Ryde Access Committee has been actively involved in the development of this PAMP.

The staged implementation of the high and medium priority actions listed in the Plan will be considered in future Delivery Plans of Council. Other actions will be considered as other funding sources become available.

RECOMMENDATION:

- (a) That Council adopts the Top Ryde and North Ryde Centres Pedestrian Access and Mobility Plan 2016 as a guide to future prioritisation of capital works relating to Access and Mobility in Top Ryde, Cox's Road and Blenheim Road Small Centres.
- (b) That resourcing of high and medium priority actions listed in the Top Ryde /North Ryde Centres PAMP 2016 be considered through future Delivery Plans of Council.

ITEM 6 (continued)

- (c) That resourcing of remaining actions listed in the Top Ryde/ North Ryde Centres PAMP 2016 be subject to the other external funding sources becoming available and a separate report to Council.

ATTACHMENTS

- 1** Top Ryde Pedestrian Access Management Plan (PAMP) - FINAL July 2016
- 2** Top Ryde Pedestrian Access Management Plan (PAMP) - Executive Summary

Report Prepared By:

Kylie McMahon
Senior Coordinator - Environment

Report Approved By:

Sam Cappelli
Manager - Environment, Health and Building

Liz Coad
Acting Director - City Strategy and Planning

ITEM 6 (continued)

Discussion

The Top Ryde Centre and North Ryde Centres Pedestrian Access and Mobility Plan 2016 (Top Ryde/ North Ryde Centres PAMP) were prepared by consultants Bitzios with oversight by a Project Reference Group (consisting of various Council staff and representatives from The Roads and Maritime Services).

The completed PAMP 2016 is attached (**ATTACHMENT 1**) and an Executive Summary is also attached (**ATTACHMENT 2**).

The process included:

- The identification of key pedestrian issues, concerns and hazardous locations through an in-depth stakeholder consultation process.
- Site observations of the study area by Bitzios.
- The development of a pedestrian route hierarchy by examining the existing available information and analysing feedback received from stakeholders throughout the process.
- Conducting a physical and photographic field audit to confirm the path and access issues along high priority routes.
- Analysis of site specific audit data to develop categories of issues based on severity and importance.
- Development of a recommended PAMP works program based on the findings of the study.

Stakeholder and community consultation was undertaken using a range of methods including through survey, requesting feedback on various issues and a workshop advertised to the community through Council's website, City of Ryde newsletter, Civic Centre poster promotion, Ryde Business and Planning Centre, 'Have your say' and advertisements in local newspaper and online via Facebook and Twitter.

The representatives from the Ryde Access Committee were actively involved in the site audits conducted in the preparation of this PAMP.

The following issues from the PAMP are highlighted:

- Pedestrian facilities in Top Ryde and North Ryde are in general functional. However, a large number of minor defects which can hinder movement by pedestrians with mobility issues exist. In total over 450 locations were identified as having some level of defects which may hinder pedestrian movement to some extent. Approximately 7% of the defects identified have been classified as high priority for rectification.
- The condition of pedestrian facilities within close proximity to major pedestrian generators and attractors, such as shopping centres and schools were generally of a higher standard.

ITEM 6 (continued)

- Facilities along connecting routes to these centres are of a lower standard. The roads with the greatest shortcomings in existing infrastructure are Cox's Road, Devlin Street, Lane Cove Road, and Victoria Road.
- The most common issues identified throughout the auditing process were cracked footpaths that hinder pedestrian movement and kerb ramps that are non-compliant or lack connectivity.
- The most common problems on footpaths audited in Top Ryde and North Ryde were cracks and raised joints. There were minor incidences of narrowed footpaths and missing links.
- Many kerb ramps, although functional for most, are difficult to use for pedestrians with mobility issues. The main defects include; vegetation growth, alignment issues, and various obstacles.
- Bus stop facilities in and around the major centres were found to be of a higher standard while those away from a major centres commonly lack seats and paved access to the kerbside. Tactile Ground Surface Indicators are rarely applied. Generally however, bus stop facilities within each precinct are largely inconsistent and many do not comply with DDA Guidelines.
- The vast majority of signage issues relate to pedestrian crossings and shared paths. Most pedestrian crossings and shared paths lack updated pedestrian crossing signage with few displaying new fluorescent signs.
- The shared footpath along Cox's Road is poorly marked and the shared path along Blaxland Road towards Top Ryde lacks signs indicating the beginning and end of the path.
- The highest priority issue is located on Pope Street to the east of the Pope Street/Smith Street intersection where a small school zone sign without flashing lights is located.
- Facilities provided for pedestrians at intersections to cross roads in Top Ryde and North Ryde have poor quality or non-existent infrastructure.
- The City of Ryde has erected a range of fencing around the Top Ryde Shopping Centre to improve pedestrian safety. Some sections of fencing have been damaged and their effectiveness has been compromised.

Each of the measures recommended in the PAMP has been prioritised into High (short-term works 0-5 years) Medium (medium-term work 5-10 years) and Low (long-term works 10-25 years) priorities.

Overall cost estimates for works identified for the Ryde LGA total: \$504,569. This is made up of the Top Ryde/ North Ryde PAMP works of \$224,094 and North Ryde PAMP works of \$280,475. High priority works in both precincts account for approximately \$154,793, medium priority works account for \$242,096 and low priority works account for \$107,680. The delivery by the consultant of concept designs will assist in progressing works in three areas recommended by the PAMP.

ITEM 6 (continued)

Notwithstanding, the actions under the this PAMP are non-binding on Council and will always be subject to the priorities, funding and resources of Council under its normal four year service delivery planning and budgetary processes.

The completed PAMP does however provide the opportunity to deliver more cost effective outcomes and the ability to qualify for substantial grant funding to carry out approved works.

The adoption of the PAMP will enable Council to apply for 50:50 funding for selected pedestrian infrastructure items under RMS' block funding allocation.

The implementation of the PAMP will improve pedestrian access and safety within the study area.

Financial Implications

The Top Ryde/ North Ryde Centre PAMP cost \$51,714.30 (including GST) and were funded from the 2015/16 Operational Budget. This expenditure covered the preparation and production, printing and advertising and exhibition costs for this PAMP.

The anticipated financial implications in future financial years are summarised below for Council to consider. Should Council adopt the Top Ryde/ North Ryde Centres PAMP 2016, the implementation of the high and medium actions will occur via the normal project bid process and be incorporated in future Service Delivery Plans of Council. Where appropriate this PAMP will also inform the existing capital works program and associated budget expenditure to improve service delivery and ensure benefits are maximised and efficient.

Completion of the lower priority actions will be subject to availability of external funding sources and a future report to Council as opportunities present themselves.

ITEM 6 (continued)

Table 1: Top Ryde/ North Ryde Centres PAMP 2016 Work Program - Indicative Cost Summary

Area	Total	Priority		
		High	Medium	Low
Top Ryde	\$224,094.06	\$46,021.84	\$137,041.22	\$41,031.00
North Ryde	\$280,475.20	\$108,771.00	\$105,055.00	\$66,649.20
Sub-Total	\$504,569.26	\$154,792.84	\$242,096.22	\$107,680.20

Each of the measures recommended in the PAMP has been prioritised into High (short-term works 0-5 years) Medium (medium-term work 5-10 years) and Low (long-term works 10-25 years) priorities.

Table 1 works are split into High, Medium and Low to be read in conjunction with the above estimate of times.

Consultation with relevant external bodies

The following key stakeholders in the area consulted were:

Ryde Public School,
North Ryde Public School,
Holy Spirit Primary School,
Bike North,
Top Ryde Shopping Centre Owners,
Ryde Business Owners,
Guide Dog Association,
Top Ryde Early Learning Centre,
Early Childhood Health Centre,
Lilypad Early Learning Centre,
KU North Ryde Preschool,

The City of Ryde Access Advisory Committee has been involved throughout the consultation process to create the PAMP and were actively involved in a route audit of the Top Ryde/ North Ryde PAMP 2016.

ITEM 6 (continued)

Internal consultation

A Project Reference Group was formed to provide input into the development of the PAMP. This group consisted of a representative from the following Council Departments and Units:

- City Strategy and Planning:
 - Strategic City Department
 - Environment Unit
 - Culture and Social Planning Unit
- City Works and Infrastructure:
 - Asset Systems Department
 - Traffic Transport and Development Unit.

Options

1. Council does not adopt the Top Ryde/ North Ryde Centres PAMP. This option is not recommended. There would be the risk that if the PAMP is not adopted that stakeholders and members of the community will feel that the issues they have raised to improve pedestrian access and mobility within the study area has been ignored by Council and the issues of concern will remain. In addition, opportunities for grant funding for capital works could be denied and Council would be required to expend twice as much to provide equivalent infrastructure items. Failure to endorse would also provide barriers for the plan to incorporate into future delivery plans for works.

ITEM 6 (continued)

ATTACHMENT 1

**TOP RYDE CENTRE
AND NORTH RYDE SMALL CENTRES
PEDESTRIAN ACCESS AND MOBILITY PLAN (PAMP)**

**FOR
CITY OF RYDE**



BITZIOS CONSULTING			
Gold Coast Suite 26, 58 Riverwalk Avenue Robina QLD 4226 P: (07) 5562 5377 W: www.bitziosconsulting.com.au	Brisbane Level 2, 428 Upper Edward Street Spring Hill QLD 4000 P: (07) 3831 4442 E: admin@bitziosconsulting.com.au	Sydney Studio 203, 3 Gladstone Street Newtown NSW 2042 P: (02) 9557 6202	
Project No: P2320	Version No: 003	Issue date: 8 July 2016	

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres Pedestrian Access and Mobility Plan	
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DOCUMENT CONTROL SHEET


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P2320 003R Top Ryde PAMP.doc	F. Lau, C. Wills	D. Bitzios	T. Wheatley	08/07/2016	Kylie McMahon, City of Ryde

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ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres Pedestrian Access and Mobility Plan		
CONTENTS		
		Page
1. INTRODUCTION.....		1
1.1	BACKGROUND	1
1.2	STUDY OBJECTIVES	1
1.3	PAMP METHODOLOGY	2
1.4	STRUCTURE OF THIS REPORT	3
2. CHARACTERISTICS OF THE STUDY AREA.....		4
2.1	GEOGRAPHY	4
2.2	POPULATION AND DEMOGRAPHICS DATA	7
2.3	PEDESTRIAN USER GROUPS	8
2.4	JOURNEY TO WORK DATA	8
2.4.1	Precinct 1	8
2.4.2	Precinct 2	10
2.4.3	Precinct 3	11
2.5	PLANNING FOR PEOPLE WITH A DISABILITY	12
2.6	TRANSPORT FACILITIES	13
2.6.1	Existing Pedestrian Facilities	13
2.6.2	Public Transport	13
2.6.3	Road Hierarchy	18
2.6.4	Cycling Routes	19
3. RESEARCH REVIEW AND DATA COLLECTION.....		22
3.1	LITERATURE REVIEW	22
3.1.1	Australian Government Department of Infrastructure and Regional Development Pedestrians and Road Safety	22
3.1.2	New South Wales Government, Development and Active Living – Designing Projects for Active Living (2010)	22
3.1.3	Transport for NSW Disability Action Plan 2012-2017	23
3.1.4	City of Ryde Development Control Plan (2014)	23
3.1.5	City of Ryde Local Environmental Plan (2014)	23
3.1.6	City of Ryde Integrated Transport and Land Use Strategy (2007)	23
3.1.7	Ryde Town Centre Public Domain Plan 2006	24
3.1.8	City of Ryde Bike Plan 2014	24
3.1.9	Parsons Brinckerhoff Feasibility Study for Access Changes in Ryde Town Centre – Traffic and Transport Review (2007)	25
3.2	DESIGN STANDARDS	26
3.3	FUTURE DEVELOPMENT APPLICATION APPROVALS	26
3.4	PROPOSED AND CURRENT WORKS	28
3.4.1	City of Ryde Four Year Delivery Plan 2015-2019	28
3.4.2	Cycling Routes	30
4. DATA COLLECTION AND REVIEW.....		34
4.1	PEDESTRIAN TRIP GENERATORS AND ATTRACTORS	34
4.2	PEDESTRIAN-RELATED CRASH AND INJURY DATA	36
5. PAMP ROUTES.....		40
5.1	PRIORITY ROUTE SELECTION	40
5.2	ROUTE PRIORITY	40
5.3	INITIAL SITE VISIT AND OBSERVATIONS	42
5.3.1	General Audit Findings	44
5.3.2	Footpath Audit Findings	44
5.3.3	Kerb Ramp Audit Findings	48
5.3.4	Bus Stop Audit Findings	50
5.3.5	Lighting Audit Findings	51
5.3.6	Signage / Line Marking Audit Findings	51
5.3.7	Crossing Audit Findings	53
5.3.8	Safety Infrastructure Audit Findings	54
6. COMMUNITY CONSULTATION.....		56
6.1	OVERVIEW	56
6.2	IDENTIFICATION OF KEY STAKEHOLDERS	56
6.2.1	Identification and Contact	56
6.2.2	Responses from Stakeholders	58
6.3	ACCESS COMMITTEE PARTICIPATION IN SITE AUDITS	58
6.4	ONLINE COMMUNITY SURVEY	58
6.4.1	Methodology	58

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres Pedestrian Access and Mobility Plan		BITZIOS consulting
6.4.2	Interaction with Small Businesses in North Ryde	59
6.4.3	Pedestrian Origin	59
6.4.4	Purpose of Pedestrian Trips	59
6.4.5	Pedestrian Satisfaction	60
6.4.6	Pedestrian Facilities	61
6.4.7	Desired Improvements	61
6.4.8	Location Specific Feedback	63
6.5	STAKEHOLDER WORKSHOP	63
6.6	PUBLIC EXHIBITION	63
7.	DETAILED RECOMMENDED WORKS PROGRAM	64
7.1	WORKS PRIORITY	64
7.2	COST ESTIMATES	64
7.3	EXAMPLES OF KEY UPGRADES	68
7.3.1	Lane Cove Road between Kent Road and Twin Road	68
7.3.2	Cowell Street Intersection	69
7.3.3	Kerb Ramp Alignment across Culler Parade at Blenheim Road Shopping Centre	70
8.	FUNDING SOURCES	71
8.1	ROADS AND MARITIME SERVICES	71
8.2	SECTION 94 CONTRIBUTIONS	71
8.3	VOLUNTARY PLANNING AGREEMENTS (VPAs)	71
8.4	CONDITIONS OF CONSENT	71
9.	IMPLEMENTATION AND MONITORING PROGRAM	72
10.	CONCLUSIONS AND RECOMMENDATIONS	73
	GLOSSARY OF TERMS AND ACRONYMS	74
Tables		
Table 2.1:	Bus Services and Frequency for Precinct 1	
Table 2.2:	Bus Services and Frequency for Precinct 2	
Table 2.3:	Bus Services and Frequency for Precinct 3	
Table 2.4:	Average Daily Traffic Volumes along State Road A3	
Table 2.5:	Average Daily Traffic Volumes along State Road A40	
Table 2.6:	Road Classifications	
Table 3.1:	Planned Works for City of Ryde 2015-2019	
Table 3.2:	Classification of Relevant Upgrade Works	
Table 3.3:	Schedule of Relevant Upgrade Works	
Table 4.1:	Summary of Pedestrian Crashes in Each Precinct in 2009-2013	
Table 5.1:	PAMP Route Priority System	
Table 5.2:	Criteria for Creating Priority Scores for Site Audit Photographs	
Table 5.3:	Works Priority Scores Based on Criteria for Site Audit Photographs	
Table 6.1:	Key Stakeholders Contacted for Comment on Pedestrian Facilities	
Table 6.2:	Community Survey Location Specific Issues	
Table 7.1:	Indicative Unit Costs	
Table 7.2:	Cost Estimate Summary by Priority of Issues	
Table 7.3:	Top Ryde High Priority Issues, Recommended Treatments, and Estimated Costs	
Table 7.4:	North Ryde High Priority Issues, Recommended Treatments, and Estimated Costs	

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres
Pedestrian Access and Mobility Plan

BITZIOS
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Figures



Figure 1.1:	PAMP Development Methodology
Figure 1.2:	PAMP Study Precincts
Figure 2.1:	City of Ryde LGA and Ward Boundaries
Figure 2.2:	Precinct 1 Area
Figure 2.3:	Precinct 2 and Precinct 3 Areas
Figure 2.4:	City of Ryde Population Breakdown by Suburb (2014)
Figure 2.5:	Age Profile of the Study Area, compared with Greater Sydney
Figure 2.6:	Journey to Work Mode Share – Persons Employed in Precinct 1
Figure 2.7:	Journey to Work Mode Share – Residents of Precinct 1
Figure 2.8:	Journey to Work Mode Share – Persons Employed in Precinct 2
Figure 2.9:	Journey to Work Mode Share – Residents of Precinct 2
Figure 2.10:	Journey to Work Mode Share – Persons Employed in Precinct 3
Figure 2.11:	Journey to Work Mode Share – Residents of Precinct 3
Figure 2.12:	Train Lines in Operation in the City of Ryde LGA
Figure 2.13:	Bus Routes and Stops in the Study Precincts
Figure 2.14:	Shop Ryder Routes through Top Ryde Precinct 1
Figure 2.15:	Precinct 1 Existing Bicycle Facilities
Figure 2.16:	Precinct 2 Existing Bicycle Facilities
Figure 2.17:	Precinct 3 Existing Bicycle Facilities
Figure 3.1:	Future Development Application-Approved Sites
Figure 4.1:	Pedestrian Generators Precinct 1
Figure 4.2:	Pedestrian Generators Precinct 2
Figure 4.3:	Pedestrian Generators Precinct 3
Figure 4.4:	Number of Crashes Involving Pedestrians, Cyclists and Motorcyclists 2009-2013
Figure 4.5:	Crash Locations in Precinct 1
Figure 4.6:	Crash Locations in Precinct 2
Figure 4.7:	Crash Locations in Precinct 3
Figure 5.1:	Precinct 1 Priority Routes
Figure 5.2:	Precinct 2 & 3 Priority Routes
Figure 5.3:	Location of Footpath Issues Precinct 1
Figure 5.4:	Location of Footpath Issues Precinct 2 & 3
Figure 5.5:	Site Audit Issue Locations Precinct 1
Figure 5.6:	Site Audit Issue Locations Precinct 2 & 3
Figure 6.1:	Pedestrian Origin
Figure 6.2:	Reasons for Walking
Figure 6.3:	Pedestrian Satisfaction
Figure 6.4:	Main Barriers to Walking
Figure 6.5:	Desired Improvements to Pedestrian Facilities
Figure 7.1:	Lane Cove Road Footpath Upgrades
Figure 7.2:	Cowell Street Intersection Pedestrian Facility Alterations
Figure 7.3:	Cutler Parade Kerb Ramp Alignment

Appendices

Appendix A:	Design Standard
Appendix B:	Community Consultation Results
Appendix C:	Schedule of Works – Top Ryde
Appendix D:	Schedule of Works – North Ryde
Appendix E:	High Priority Work Concept Designs

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres Pedestrian Access and Mobility Plan		
1.	INTRODUCTION	
1.1	BACKGROUND	
	<p>The City of Ryde (CoR) is exploring ways to identify a continuous and comprehensive integrated pedestrian network across the key centres of Ryde and small centres such as Coxs Road and Blenheim Road shopping centres. <i>Pedestrian Access and Mobility Plans (PAMPs)</i> have been developed in recent years for a few key centres, namely:</p> <ul style="list-style-type: none"> ▪ Eastwood; ▪ Macquarie Park; and ▪ Gladesville. <p>A PAMP is a comprehensive document which identifies pedestrian policies and provides the actions plan to progress to building pedestrian facilities. It aims to coordinate investment in safe, convenient and connected pedestrian routes by providing a framework for developing or improving pedestrian routes or pedestrian areas identified by the community as being needed to improve safety, convenience and mobility.</p> <p>These PAMPs are developed in accordance with the Ryde Integrated Transport Strategy and Council is continuing to develop PAMPs for the remaining key centres and selected small centres that PAMPs have not yet been created for. To support these initiatives, Bitzios Consulting has been commissioned by CoR to develop PAMPs for Top Ryde Centre, Coxs Road small centre and Blenheim Road small centre.</p> <p>This report presents the findings of the study and contains:</p> <ul style="list-style-type: none"> ▪ An assessment of the existing situation, pedestrian desire lines and activity centres; ▪ Deficiencies in the existing pedestrian network; ▪ Community consultation and stakeholder issues; ▪ An audit of identified pedestrian routes; and ▪ A list of recommendations to detail further projects for Council to implement. 	
1.2	STUDY OBJECTIVES	
	<p>The aim of a PAMP is to provide a plan to improve pedestrian safety and to promote walking within the study area. Key objectives of Top Ryde Centre, Coxs Road small centre and Blenheim Road small centre PAMPs are to:</p> <ul style="list-style-type: none"> ▪ Facilitate sustainable improvements in the level of pedestrian access and priority, particularly in areas of pedestrian concentration; ▪ Reduce access severance and enhance safe and convenient crossing opportunities on major roads; ▪ Identify and propose resolutions to any pedestrian "crash clusters"; ▪ Facilitate improvements in the level of personal mobility and safety for pedestrians with disabilities and older persons, through pedestrian infrastructure and facilities which cater for all pedestrians; ▪ Provide links with other transport services to achieve an integrated network of transport facilities that comply with best practice technical standards; ▪ Develop a guiding policy and strategy for the key and small centres, linking Council's existing plans in a coordinated manner, (for example: Bike Plans, City of Ryde LEP/DCP, Footpath maintenance and upgrade programs); ▪ Ensure that pedestrian facilities remain appropriate and relevant to the surrounding land use and pedestrian user groups; ▪ Enable pro-active infrastructure planning from all available funding sources, and identifying required partnerships with other government agencies; ▪ Further Council's obligations under the Commonwealth Disability Act (1996) with particular focus on the requirements for DDA compliant bus stops; and ▪ Establish a prioritised works program that includes works schedules, maintenance and upgrade programs to integrate into the City of Ryde Council's four-year plan. 	
Project No: P2320		Version: 003
		Page 1

ITEM 6 (continued)

ATTACHMENT 1

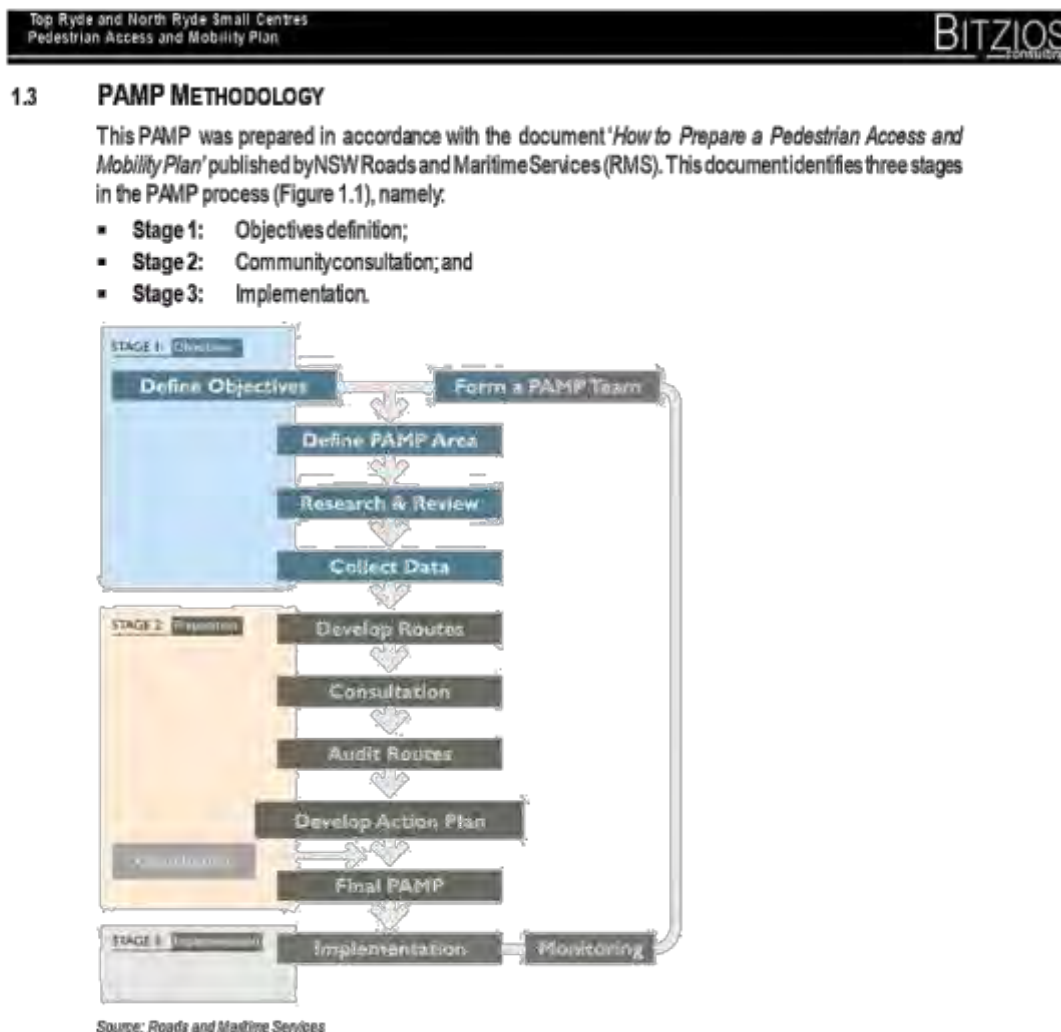


Figure 1.1: PAMP Development Methodology

This PAMP study focuses on one key centre (Top Ryde Centre) and two small centres (Coxs Road and Blenheim Road). These areas are shown in Figure 1.2.

ITEM 6 (continued)

ATTACHMENT 1

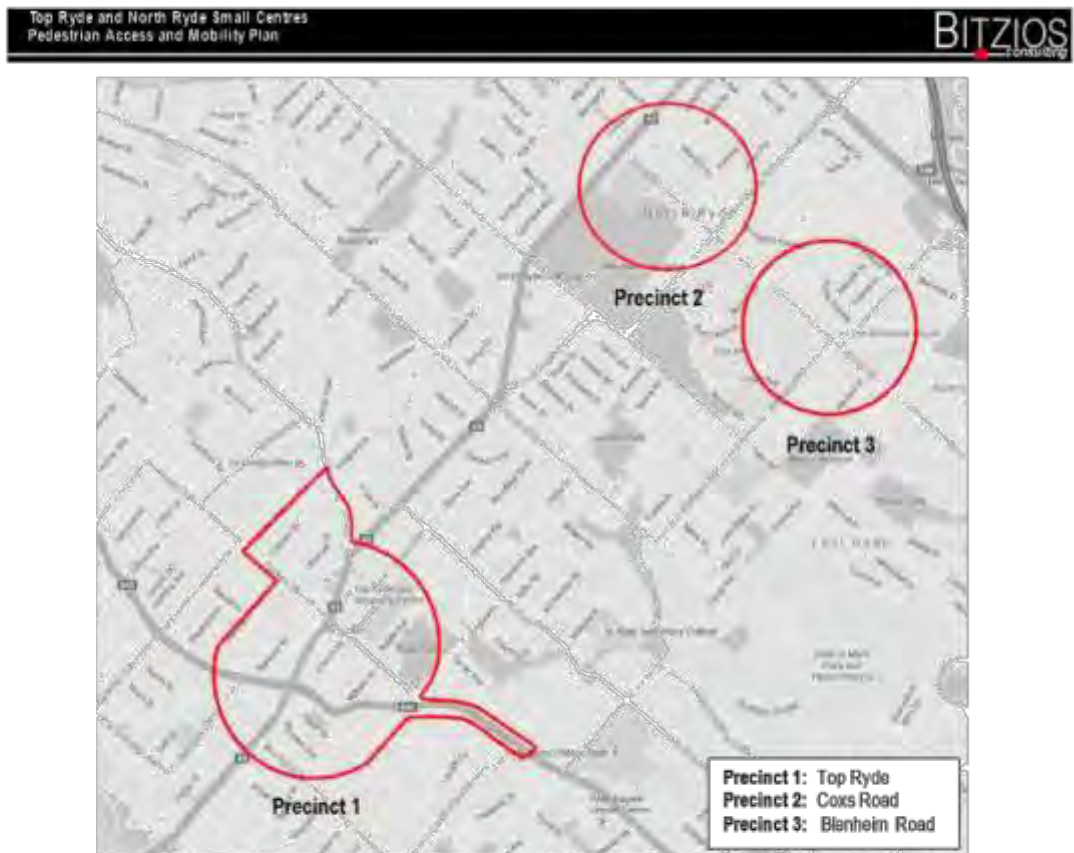


Figure 1.2: PAMP Study Precincts

A review of current Council plans and other relevant documents, as well as an analysis of existing community survey and pedestrian crash data was conducted to identify candidate PAMP routes. These routes were then prioritised based on a range of criteria, as discussed in this report. Following community consultation and feedback from CoR, a recommended works program and suggested implementation program was established to improve and/or maintain the pedestrian facilities observed during the audit.

1.4 STRUCTURE OF THIS REPORT

This report has been structured to provide:

- Background on the study area such as demographics and existing public transport facilities;
- A review of relevant documentation, crash data, or previous studies in the area;
- The findings of the study investigations, route audits, and stakeholder responses; and
- Recommendations to improve pedestrian facilities and encourage walking within the study area.

ITEM 6 (continued)

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Pedestrian Access and Mobility Plan

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2. CHARACTERISTICS OF THE STUDY AREA

2.1 GEOGRAPHY

The City of Ryde is a Local Government Area (LGA) located 12km northwest of the Sydney CBD and has an area of 40,651 km². The LGA is bounded by Terry's Creek, Epping and Marsden Road to the west, Parramatta River to the south, Lane Cove River to the north and Pittwater Road and Lane Cove River to the east. Development is spread evenly throughout the area with 16 suburbs contained within the boundaries and with typically low density residential development with pockets of infrastructure and public recreation areas. The topography of the area is lower in the south-east, south and north-east along Parramatta and Lane Cove Rivers and generally slopes upward towards the west and north-west, peaking in Eastwood and Denistone West. For the purpose of this study, three precincts have been outlined to focus upon.

Precinct 1 is located around Top Ryde, the major town centre of the LGA. Top Ryde is built on a plateau with only gentle gradients in the immediate vicinity. *Precinct 2* and *Precinct 3* are located around the small business centres along Coxs Road in North Ryde. North Ryde slopes gently from the south-east to the north-west along Coxs Road with no major undulations.

The LGAs split into three wards; namely:

- West Ward: Melrose Park to Macquarie Park
- Central Ward: Meadowbank to Macquarie Park
- East Ward: Putney/Tennyson Point to Macquarie Park

Figure 2.1 shows the LGA and ward boundaries.



Source: City of Ryde

Figure 2.1: City of Ryde LGA and Ward Boundaries

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres
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The three precincts chosen by CoR for the PAMP study are located within the Central and East Wards and revolve around centres with high pedestrian generating potential such as schools, shopping centres and public transport hubs.

Precinct 1 is located in the areas surrounding the Top Ryde Shopping Centre with the area determined by a reasonable walking journey to and from the shopping centre. It contains the following land uses which also act as generators of pedestrian activity:

- Top Ryde Shopping Centre;
- Ryde Public School;
- Ryde Park; and
- Bus Interchange.

The location of *Precinct 1* is shown in Figure 2.2.



Source: City of Ryde Council

Figure 2.2: Precinct 1 Area

Victoria Road and Church Street form a major intersection in *Precinct 1*, with Victoria Road connecting the City with Parramatta, and Church Street connecting Strathfield with North Ryde. Other intersections of note include the intersection of Devlin Street and Blaxland Road and the intersection of Devlin Street, Blaxland Road and Lane Cove Road.

ITEM 6 (continued)

ATTACHMENT 1

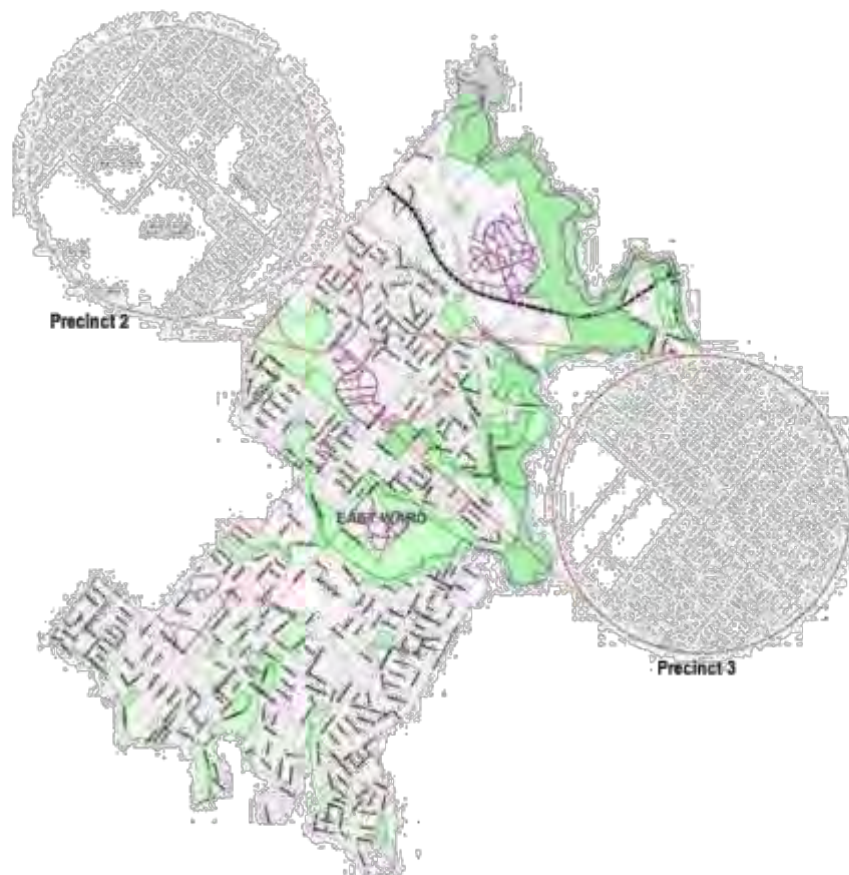
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Pedestrian Access and Mobility Plan

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Precinct 2 and Precinct 3 are located in the areas surrounding the Cocks Road shops and Blenheim Road shops respectively, along Cocks Road, with *Precinct 2* in the west and *Precinct 3* in the East. They contain the following land uses which also act as generators of pedestrian activity:

- North Ryde Public School
- North Ryde Golf Course
- Cocks Road Shops
- Holy Spirit Catholic Primary School
- Blenheim Road Shopping Centre
- Religious establishments

The location of *Precinct 2* and *Precinct 3* is shown in Figure 2.3.



Source: City of Ryde Council

Figure 2.3: Precinct 2 and Precinct 3 Areas

Cocks Road intersects with Lane Cove Road in what is the major intersection in *Precinct 2* and *Precinct 3*, with Cocks Road connecting Lane Cove Road and Pittwater Road, and Lane Cove Road connecting North Ryde to Strathfield. Cocks Road also intersects with other significant intersections at Wicks Road, Badajoz Road and Blenheim Road.

ITEM 6 (continued)

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2.2 POPULATION AND DEMOGRAPHICS DATA

The City of Ryde LGA has a total population of 114,598 (Australian Bureau of Statistics (ABS) Estimated Resident Population, 2014) across 16 suburbs. It is characterised by predominantly low density residential development with public recreation areas, infrastructure, shopping centres and a band of national park in the north.

The suburbs with the highest populations in the City of Ryde based on the 2011 Census Data (ABS) are Ryde (21%), West Ryde (12%), North Ryde (10%) and Macquarie Park (6%). Eastwood and Gladesville also provided a large portion of the population of Ryde but their full impact is difficult to evaluate as they are spread over two LGAs. The density of Ryde is an average is 28.32 persons per hectare that varies between 0.70 and 187.91 persons per hectare. Areas of Ryde, West Ryde, Eastwood and Meadowbank experience the highest population densities. The composition of the population spread in the City of Ryde is shown below in Figure 2.4.

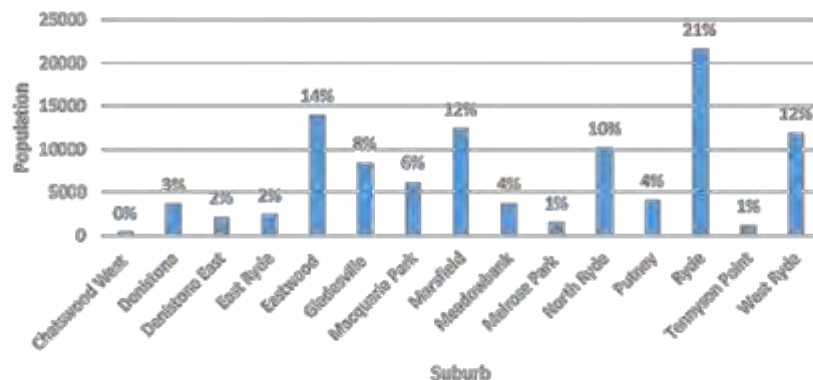


Figure 2.4: City of Ryde Population Breakdown by Suburb (2014)

Precinct 1 covers a very similar area to the region defined as Top Ryde with an approximate population of 5000 people (ABS ERP, 2014). It is characterised by low density residential development, mixed use, high density residential development, public recreation areas and shopping centres. The population density for Top Ryde is 42.03 people per hectare (profile.id, City of Ryde), with some variance between the public spaces and high density residential areas.

Precinct 2 is located towards the western edge of North Ryde with an approximate population of 1500 (atlas.id, City of Ryde). It is characterised by low density residential development, educational facilities, a golf club, a community centre and shopping centre. The population density for this area is approximately 27 people per hectare (atlas.id, City of Ryde) with variance between the residential and community, shopping, recreational and education centres.

Precinct 3 is located in central North Ryde with an approximate population of 1200 (atlas.id, City of Ryde). It is characterised by low density residential development, religious and community services, medical grounds, and a shopping centre. The population density of this precinct is approximately 30 people per hectare (atlas.id, City of Ryde) with variance between the residential and medical, religious, shopping and community centres.

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres
Pedestrian Access and Mobility Plan

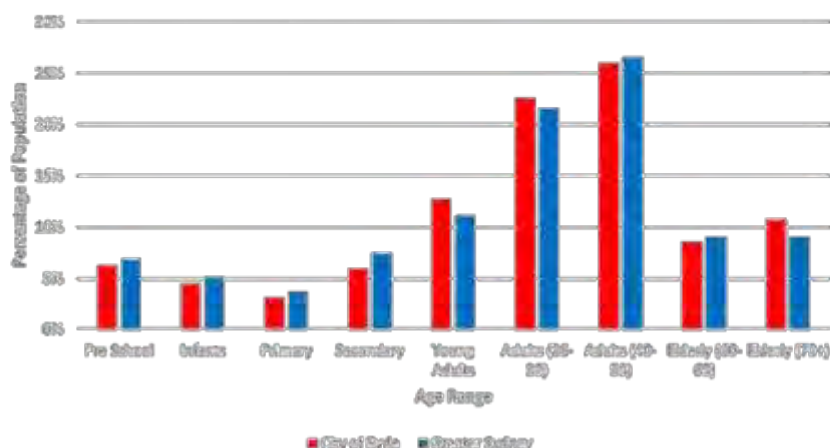
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2.3 PEDESTRIAN USER GROUPS

Pedestrian planning considers a number of pedestrian facility user groups based on age and assumed capabilities. The ranges are classified as the following:

- Pre-school (ages 0-4)
- Infants (ages 5-8)
- Primary (ages 9-11)
- Secondary (ages 12-17)
- Young Adults (ages 18-25)
- Adults (aged 26-59)
 - Adults (a) from 26-39 years old
 - Adults (b) from 40-59 years old
- Elderly (aged 60+)
 - Elderly (a) from 60-69 years old
 - Elderly (b) 70+ years of age)

The age profile for the City of Ryde LGA is presented in Figure 2.5 below. In comparison to the Greater Sydney area, the City of Ryde LGA has a higher proportion of 20 to 39 year olds and 70+ years residents. Subsequently there are lower proportions in the City of Ryde in all other age ranges with the most significant disparity occurring in the 10-19 years range. With the exception of having noticeably higher proportions of residents in the 20-29 years range and lower proportions of residents in the 10-19 years range, the two samples are comparable with only small differences.



Source: ABS 2011 Census of Population and Housing

Figure 2.5: Age Profile of the Study Area, compared with Greater Sydney

2.4 JOURNEY TO WORK DATA

The Australian Bureau of Transport Statistics (BTS) 2011 Census Journey to Work data provides an indication of popular origins, destinations, as well as the typical mode share for commuters moving from and into the study areas.

2.4.1 Precinct 1

One third of workers within the Top Ryde area travel from within the Ryde and Hunters Hill areas (33%) with another third of workers travelling from non-neighbouring regions (31%) to the Precinct 1. Other workers to the Top Ryde area come from neighbouring areas, such as Parramatta, Canada Bay and Carlingford among others, in very similar volumes (100-200 workers per day).

ITEM 6 (continued)

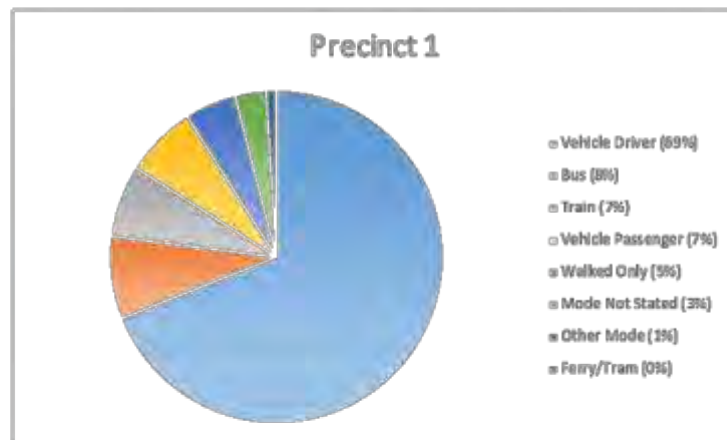
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In addition, one third of persons employed within the City of Ryde LGA (33%) also resided within the area with a large number also travelling to Sydney Inner City (19%) and non-neighbouring areas (18%). Other areas with a reduced commuter volume from the City of Ryde include Chatswood (8%), North Sydney (4%), Canada Bay (4%) and Parramatta (3%). Overall the data shows that there are a higher volume of non-local journeys to work with similar levels of inbound and outbound commuter trips.

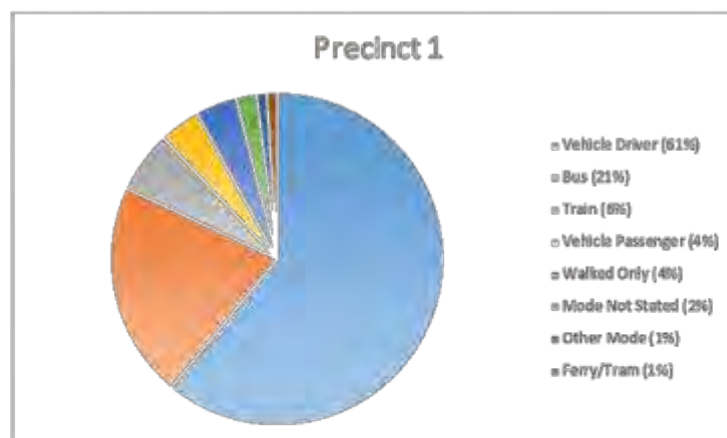
Of the journeys to work to Top Ryde by commuters the overwhelming majority are undertaken by private vehicles with 76% of trips made involving a commuter driving or acting as a passenger. Public transport accounts for 15% of trips which is above the average Sydney Greater Metropolitan Area (defined by Bureau of Transport Statistics as including the Illawarra and Newcastle statistical divisions) public transport mode split of 9%, based on the 2010/11 Household Travel Survey. Walking journeys also make up a relatively high 5% of journeys to work. The mode share for persons employed within Precinct 1 is shown in Figure 2.6.



Source: Australian Bureau of Statistics (ABS) 2011 Journey to Work (JTW) Data

Figure 2.6: Journey to Work Mode Share – Persons Employed in Precinct 1

Of the journeys to work from Top Ryde by commuters residing in Precinct 1 the overwhelming majority are undertaken by private vehicles with 65% of trips made involving a commuter driving or acting as a passenger. Public transport accounts for 27% of trips which is three times the average Sydney Greater Metropolitan Area public transport mode split of 9%, based from the 2010/11 Household Travel Survey. Walking journeys also make up a relatively high 4% of journeys to work. The mode share for persons residing within Precinct 1 is shown in Figure 2.7.



Source: ABS 2011 JTW Data

Figure 2.7: Journey to Work Mode Share – Residents of Precinct 1

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres
Pedestrian Access and Mobility Plan

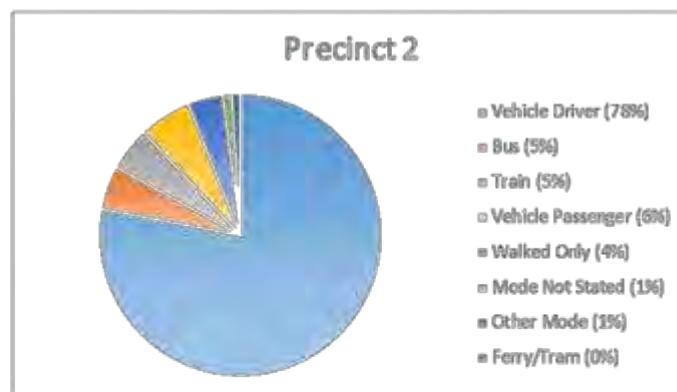
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2.4.2 Precinct 2

Of the people working in Precinct 2 nearly half live within the Ryde and Hunters Hill area (45%) with non-neighbouring regions (19%) providing the next most workers. Only small proportions of residents travelled from neighbouring areas such as Baulkham Hills (6%), Parramatta (4%) and Hornsby (2%). Overall the data shows that there are a similar quantity of local and non-local journeys to work with similar levels of inbound and outbound commuter trips.

One third of the residents of Precinct 2 travel locally to work in the Ryde and Hunters Hill area (33%). Additionally non-neighbouring regions (18%), Sydney Inner City (16%) and Chatswood (12%) make up the bulk of trips by workers from Precinct 2. A small number of workers from Precinct 2 also travel to neighbouring areas, such as Parramatta, North Sydney and the Eastern Suburbs.

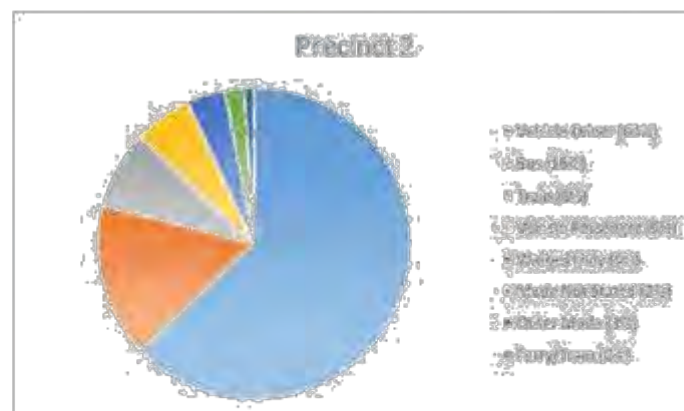
Of the journeys to work to Precinct 2 by commuters the overwhelming majority are undertaken by private vehicles with 84% of trips made involving a commuter driving or acting as a passenger. Public transport accounts for 10% of trips whilst walking journeys make up 4% of journeys to work. The mode share for persons employed within Precinct 2 is shown in Figure 2.8.



Source: ABS 2011 JTW Data

Figure 2.8: Journey to Work Mode Share – Persons Employed in Precinct 2

Of the journeys to work from Precinct 2 by commuters residing in Precinct 2 the overwhelming majority are undertaken by private vehicles with 69% of trips made involving a commuter driving or acting as a passenger. Public transport accounts for 14% of trips and walking journeys also make up 4% of journeys to work. The mode share for persons residing within Precinct 2 is shown in Figure 2.9.



Source: ABS 2011 JTW Data

Figure 2.9: Journey to Work Mode Share – Residents of Precinct 2

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres
Pedestrian Access and Mobility Plan

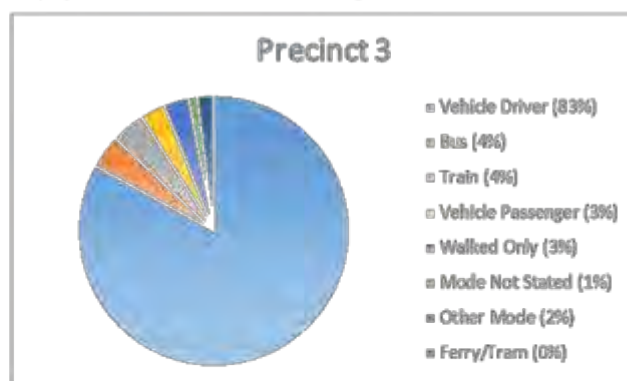
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2.4.3 Precinct 3

Of the people working in Precinct 3 the majority come from within the Ryde and Hunters Hill area (29%) and non-neighbouring regions (35%). Only small proportions of residents travel from neighbouring areas such as Carlingford (6%), Baulkham Hills (5%), Parramatta (4%) and Chatswood (4%). Overall the data shows that there are a similar quantity of local and non-local journeys to work with more people working in the area than living in the area (greater AM inbound traffic and greater PM outbound traffic).

Around one third of the residents of Precinct 3 travel locally to work in the Ryde and Hunters Hill area (35%). Additionally Sydney Inner City (18%), non-neighbouring regions (15%), and Chatswood (11%) make up the bulk of trips by workers from Precinct 3. A small number of workers from Precinct 3 also travel to neighbouring areas, such as Parramatta, North Sydney and Ku-ring-gai.

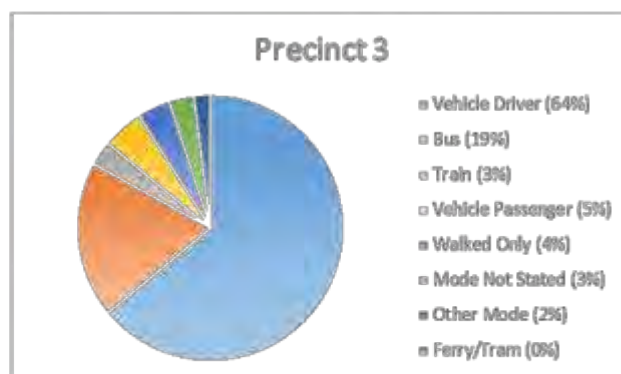
Of the journeys to work to Precinct 3 by commuters the overwhelming majority are undertaken by private vehicles with 86% of trips made involving a commuter driving or acting as a passenger. Public transport accounts for 8% of trips whilst walking journeys make up 3% of journeys to work. The mode share for persons employed within Precinct 3 is shown in Figure 2.10.



Source: ABS 2011 JTW Data

Figure 2.10: Journey to Work Mode Share – Persons Employed in Precinct 3

Of the journeys to work from Precinct 3 by commuters residing in Precinct 3 the overwhelming majority are undertaken by private vehicles with 69% of trips made involving a commuter driving or acting as a passenger. Public transport accounts for 22% of trips and walking journeys also make up 4% of journeys to work. The mode share for persons residing within Precinct 3 is shown in Figure 2.11.



Source: ABS 2011 JTW Data

Figure 2.11: Journey to Work Mode Share – Residents of Precinct 3

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres
Pedestrian Access and Mobility Plan

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Of the categories presented in the data it is expected that public transport journeys (bus and train) will provide additional walking journeys in the precincts. In each precinct the mode share of buses by residents travelling to work is very high which in turn suggests that pedestrian traffic to and from bus stops will be high, highlighting the need to prioritise that bus stops are well connected and serviced by pedestrian facilities. Additionally each precinct has a relatively high rate of walking to work journeys (5% in most cases) which provides an elevated need, along with the high public transport use, for high quality pedestrian facilities in each precinct. Cycling to work by workers of the precincts and workers residing in the precincts is not well represented with approximately 1-2% of commuters travelling by this method.

2.5 PLANNING FOR PEOPLE WITH A DISABILITY

Careful consideration is required when assessing the condition and future implementation of pedestrian facilities to ensure that the needs and requirements of all users of any facility are considered. The accessibility of those with disabilities along with the connectivity of relevant services and facilities such as public transport, medical facilities and shopping centres, is a vital component of assessing the level of service provided and to be designed pedestrian facilities. The benefits of considered design are not limited to the disabled as all lines of pedestrian transport including walking, running and cycling are aided by thoughtfully planned pedestrian facilities. A lack of consideration in phases of the design process can result in a pedestrian network which excludes or reduces the ability of key user groups to effectively utilise the facilities.


Increasingly, design codes and standards, such as the Building Codes of Australia (BCA) and Australian Standards, are stringently considering the needs of the less mobile and implementing requirements for new developments. The impending final implementation of the National Disability Insurance Scheme will allow for the disabled to increase their activities and movement in the community and therefore it is increasingly important that public and pedestrian facilities are designed and constructed accordingly. For this reason, it may be important in some instances for designs of new facilities to extend from the minimum required standards to better meet the surrounding conditions and built environment to cater for disabled access and reduce the potential work and cost associated with retrofitting or removal and replacement of aspects of the pedestrian facilities.

Whilst it is not possible to provide pedestrian facilities that allow for all possible user groups to be catered for it is necessary to ensure that priority routes considered are suitable for the maximum number of people from all likely user groups within available budgets and other restrictions. The *Disability Discrimination Act 1992* (DDA) states that it is unlawful to disregard disability standards. Additionally, all new infrastructure is to meet updated Australian Standards, such as AS1428, and BCA that set out specific guidelines and requirements for physical access.

The City of Ryde outlines in its *2025 Community Strategic Plan* that a high priority for the future development of the city is to "To improve connectivity between and accessibility to our suburbs, centres, open spaces and places". The Top Ryde Pedestrian Access and Mobility Plan and its consideration and implementation will play a part in ensuring the council is successful in their stated goals.

ITEM 6 (continued)

ATTACHMENT 1

<p>Top Ryde and North Ryde Small Centres Pedestrian Access and Mobility Plan</p>		
<p>2.6 TRANSPORT FACILITIES</p>		
<p>2.6.1 Existing Pedestrian Facilities</p>		
<p>Pedestrian accessibility and safety for the maximum amount of user groups are the main targets of a successful PAMP. Particular consideration should be provided to users with restricted mobility, children, sensory and intellectual impairments and the elderly to ensure that facilities cater for safe and easy use and movement for all. Important factors that play a role in affecting pedestrian movement include:</p>		
<ul style="list-style-type: none"> ▪ Vehicle movement and speeds ▪ Notification and signposting of desired pedestrian paths ▪ Condition and access of footpaths ▪ Adequate crossing provisions (at midblock, roundabouts, intersections, signals etc.) ▪ Lighting and other safety infrastructure 		
<p>In the City of Ryde LGA it has been a typical focus to increase the vehicular capacity of intersections to reduce congestion, especially in peak times, and travel time for vehicles. As a result intersections are often left with reduced or minimal pedestrian crossing opportunities. For example, some signalised intersections along Victoria Road, Devlin Street and Lane Cove Road do not provide pedestrian crossing facilities on all approaches. However, past improvements such as midblock crossing provisions, including pedestrian refuges and signalised pedestrian crossings, along with pedestrian bridges have improved accessibility for pedestrians.</p>		
<p>Generally pedestrian access around major pedestrian generators and attractors in the precincts such as the shopping centres include footpaths on both sides of the road and a variety of crossing provisions including signalised intersections/crossings, pedestrian refuges, zebra crossings and/or pedestrian bridges. However, the condition of the facilities do not encourage pedestrian movement. Many footpaths along high prioritised routes such as Victoria Road, Devlin Street, Parkes Street and Coss Road contain cracking and raised lips between segments that pose trip hazards for less mobile pedestrians. Other barriers to movement are overgrown trees and plants that restrict footpath access in a number of areas, along with bus stops lacking DDA infrastructure such as hardstands and tactile ground surface indicators (TGSIs) to assist less mobile bus users, and pedestrian refuges often missing safety handrails.</p>		
<p>2.6.2 Public Transport</p>		
<p>Trains</p>		
<p>The City of Ryde contains a train line through the south-western corner of the area with stations at Eastwood, Denistone, West Ryde and Meadowbank, and an underground train line across the north of the area with stations at Macquarie University, Macquarie Park and North Ryde. However, neither train line has reasonable impact on the pedestrian activity of the three study precincts and is therefore not considered in the PAMP. The locality of the train lines in relation to the outlined precincts is shown in Figure 2.12.</p>		
<p>Project No: P2320</p>	<p>Version: 003</p>	<p>Page 13</p>

ITEM 6 (continued)

ATTACHMENT 1



Figure 2.12: Train Lines in Operation in the City of Ryde LGA

Buses

The bus services connecting the City of Ryde to connecting other areas of Sydney are provided by the State Transit Authority (STA) for Transport for New South Wales (TfNSW). The services and their frequencies alter for each precinct and are shown in Table 2.1-Table 2.3. Service frequencies vary by route, with some routes running exclusively in the morning, afternoon or late night, but in general most routes provide a half hourly or hourly service outside peak periods and a quarter hourly or half hourly service during peak periods. Frequencies on Sundays and Public Holidays are generally every hour. The bus services and the associated stops for each precinct are shown in Figure 2.13.



Figure 2.13: Bus Routes and Stops in the Study Precincts

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres
Pedestrian Access and Mobility Plan



Table 2.1: Bus Services and Frequency for Precinct 1

Route Number	Destination	Number of Services (2 hours peak hour)	
		AM Peak (7-9am)	PM Peak (4-6pm)
287	Ryde	0	3
	Milsons Point	4	0
459	Macquarie University	3	3
	Strathfield Station	3	4
500	Ryde	2	0
	City	0	0
501	Ryde/West Ryde	6	10
	Railway Square	11	6
507	Macquarie University	3	5
	City	3	3
510	Ryde	0	0
	City	1	0
515	Eastwood	5	2
	City	5	4
518	Macquarie University	3	5
	City	7	4
520	Parramatta	0	0
	City	0	0
524	West Ryde	0	0
	Parramatta	0	0
533	Chatswood/North Ryde	0	4
	Olympic Park	7	0
534	West Ryde	0	4
	Chatswood	8	3
M41	Macquarie Park	12	17
	Hurstville	12	11
M52	Parramatta	12	13
	City	22	11
X00	City to Ryde	0	3
X15	City to Eastwood	0	2
X18	City to Denistone East	0	2
Total Services		126	109

Source: Sydney Buses Timetables

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres
Pedestrian Access and Mobility Plan



Table 2.2: Bus Services and Frequency for Precinct 2

Route Number	Destination	Number of Services (2 hours peak hour)	
		AM Peak (7-9am)	AM Peak (7-9am)
286	Denistone East	0	4
	Milsons Point	3	0
287	Ryde	0	3
	Milsons Point	4	0
288	Epping	4	3
	City	5	4
297	Denistone East	4	0
	City	0	7
459	Macquarie University	3	3
	Strathfield Station	3	3
506	Macquarie University	4	4
	City	4	4
533	Chatswood/North Ryde	0	4
	Olympic Park	7	0
534	West Ryde	0	4
	Chatswood	8	3
M41	Macquarie Park	12	17
	Hurstville	13	12
Total Services		74	75

Source: Sydney Buses Timetables

Table 2.3: Bus Services and Frequency for Precinct 3

Route Number	Destination	Number of Services (2 hours peak hour)	
		AM Peak (7-9am)	AM Peak (7-9am)
286	Denistone East	0	4
	Milsons Point	3	0
287	Ryde	0	3
	Milsons Point	4	0
288	Epping	4	3
	City	5	4
297	Denistone East	4	0
	City	0	7
506	Macquarie University	4	4
	City	4	4
534	West Ryde	0	4
	Chatswood	8	3
Total Services		36	36

Source: Sydney Buses Timetables

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres
Pedestrian Access and Mobility Plan

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A free public bus services exists, named the Shop Ryder, with two routes. Route 1 operates between Meadowbank and West Ryde and Route 2 operates between Top Ryde and Eastwood. The Shop Ryder routes operate on Wednesday through Saturday with buses operating on a designated 10 stop schedule, but the buses are able to be caught from any STA bus stop along the route. Buses operate five times on the days of operation with the first bus leaving at 8:30 am and the last leaving at 1:00 p.m., generally with an hourly interval. The Shop Ryder bus routes are shown in Figure 2.14.

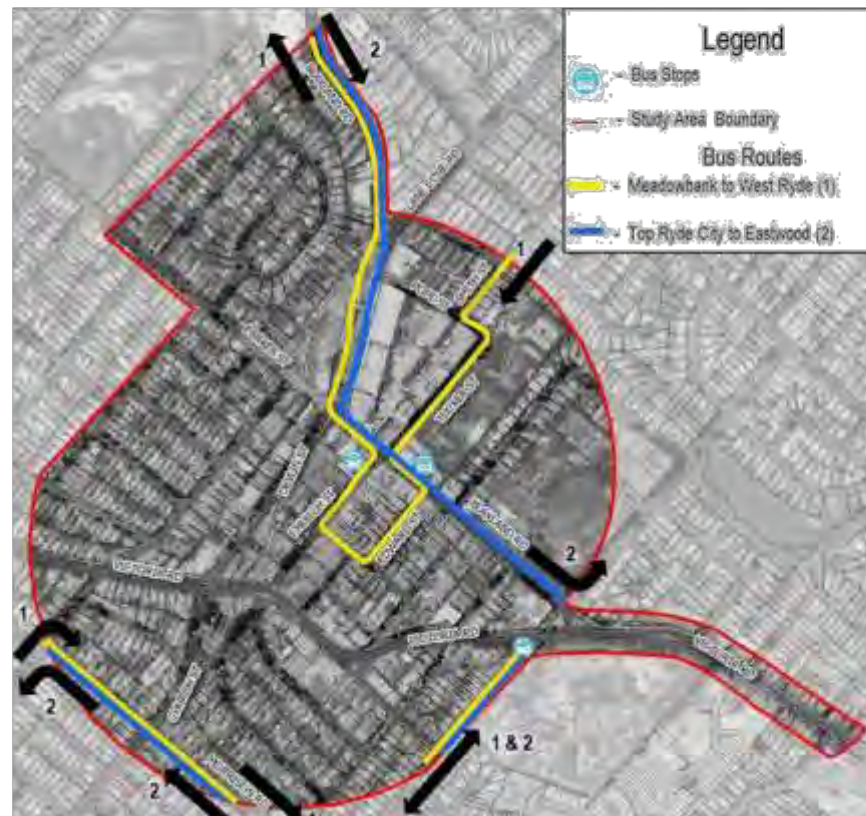


Figure 2.14: Shop Ryder Routes through Top Ryde Precinct 1

Disabled Access

Sydney Buses have developed four policies to aid the safety, accessibility and ease of use of disabled customers. They are as follows:

- MobilityAid Specifications
- Rules for Wheelchairs
- Obligations of the Bus Operator
- Obligations of Other Passengers

The policies outline the weight and size restrictions of mobility aids that buses are safely designed to accommodate along with the general rules of practice for disabled customers and their carers. Accompanying the specifications and rules are the obligations of the bus operator and passengers that outline expected behaviours and actions to ensure that all customers are catered for in a safe, respectful and timely manner.

Disabled access buses are used on many routes throughout each precinct and information is provided online, in printed timetables and at bus stops as to whether a service is suitable for disabled access. Online guides and tips are also there for customers to assist in successfully planning a safe journey on the bus.

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres
Pedestrian Access and Mobility Plan

BITZIOS
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Overall, bus stops in and around the main shopping precinct of Top Ryde and along Coxs Road are equipped with hardstands, adequate timetable information and seats with shelters included in some locations. Tactile Ground Surface Indicators (TGSIs) to assist the visually impaired and other users of bus services are lacking for the overwhelming majority of bus stops in all locations though. Other issues that arose when undertaking the site audits were the lack of hardstands at bus stops, in particular along Wicks Road which is classed as a Regional Route. The lack of a hardstand reduces the amount and groups of people that can access bus service from that stop whilst increasing the dangers to users who opt to still use the facilities provided. All bus stops in the Top Ryde and North Ryde precincts should be equipped with hardstands to ensure all users are able to access bus services from their most convenient bus stop.

2.6.3 Road Hierarchy

The City of Ryde Local Government Area primarily consists of an interconnected series of local roads, in line with the majority of the land use being classed as low density residential development, with two major metropolitan arterial routes responsible for providing vital connection to various regions of Greater Sydney.

The A3 Main Road is a state owned road that connects Mona Vale in the north and Blakehurst in the south, providing the most direct route between the northern beaches and the St George and Sutherland regions of Sydney. The route runs in a north-south orientation and is a two-way road with sections of two lanes, four lanes and six lanes along its length. The top speed limit of the route is 90km/h along Mona Vale Road in the north, but generally the speed limit is either 60 km/h or 70 km/h. The A3 runs through Precinct 1 and Precinct 2 incorporating Church Street, Devlin Street and Lane Cove Road, and forms major intersections in Precinct 1 with Victoria Road and Blaxland Road. The traffic flows along the A3 with relevance to the study areas are shown in Table 2.4 and are captured to the south of Precinct 1 at Concord Road (between Averill Street and Denham Street) and to the south of Precinct 2 at Lane Cove Road (300m south of Bridge Road).

Table 2.4: Average Daily Traffic Volumes along State Road A3

Location	Station ID	Direction	All Days	Weekdays	Weekends
Concord Road	29005	Northbound	47500 (362) ¹	50000 (202)	43400 (103)
		Southbound	48100 (362)	50900 (200)	44000 (104)
Lane Cove Road	51234	Northbound	28500 (349)	30500 (201)	25000 (99)
		Southbound	28100 (351)	29700 (201)	25500 (100)

Source: RMS Annual Average Daily Traffic (AADT) Data 2012

¹ – Number presented in brackets represents the number of days traffic volumes were counted to obtain the average

The traffic volume data along the "A3" indicate high traffic volumes, especially heading northbound into Precinct 1 in the direction of the intersections between Church Street and Victoria Road, and Devlin Street and Blaxland Road. As a result the A3 is likely to be highly sensitive to any alterations to the movement, flow and vehicle capacity and therefore this will be taken into consideration as part of the PAMP.

The "A40" Main Road is a state owned road that connects Rozelle in the east with Seven Hills in the north-west, providing a heavily used commuter route for vehicles travelling between Parramatta and Sydney. The route runs in an east-west orientation and is one of Sydney's longest sections of road. It is a two-way road with sections of four and six lanes with dedicated bus lanes incorporated in sections to cater for the high volume of bus routes travelling on the A40. The speed limit is generally 60km/h or 70 km/h. The A40 runs through Precinct 1 along Victoria Road forming a major intersection with Church Street and Devlin Street. The traffic flows along Victoria Road with relevance to the study areas are shown in Table 2.5 and are captured in Precinct 1 on Victoria Road (between Shephard Street and Belmore Street).

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres
Pedestrian Access and Mobility Plan

BITZIOS
Consulting

Table 2.5: Average Daily Traffic Volumes along State Road A40

Location	Station ID	Direction	All Days	Weekdays	Weekends
Victoria Road	29005	Westbound	25500 (264) ¹	27500 (142)	22500 (76)
		Eastbound	29200 (315)	31900 (169)	25000 (91)

Source: RMS Annual Average Daily Traffic (AADT) Data 2012

¹ – Number presented in brackets represents the number of day's traffic volumes were counted to obtain the average

The traffic volume data along Victoria Road indicates relatively high traffic volumes. As a result the A40 is likely to be highly sensitive to any alterations to the movement, flow and vehicle capacity and therefore this will be taken into consideration as part of the PAMP.

Wicks Road, which runs through Precinct 2, is classed as being a regional route by RMS although it is still a council owned road. A summary of the classification of all roads in the City of Ryde is shown in Table 2.6.

Table 2.6: Road Classifications

Classification	Identified Roads within Study Precincts		
	Precinct 1	Precinct 2	Precinct 3
State Highway	-	-	-
State Road	Church Street Devlin Street Blaxland Road Lane Cove Road Victoria Road	Lane Cove Road	-
Regional Road	-	Wicks Road	-
Local Road	All Other Roads	All Other Roads	All Other Roads

Source: RMS Schedule of Classified Roads and Unclassified Roads

2.6.4 Cycling Routes

The City of Ryde currently has in place a series of major bicycle routes along with supplementary off road cycling paths and children's cycling tracks to cater for a wide variety of bicycle user groups. Each of the three precincts included in this study contains bicycle infrastructure of different quality, purpose and nature.

Precinct 1

Precinct 1 contains one major cycling route which provides a link for cyclists between major centres in the City of Ryde LGA and beyond. The infrastructure on such routes varies at points depending upon the nature of the adjoining road and surrounding environment. The existing major route in Precinct 1 is:

- West East Link – Ermington to Gladesville

This route runs along Morrison Road, providing access across the busy Church Street and an east/west link that does not require any travel through the busy Top Ryde area. The trip along Morrison Road is undertaken along an informal on-road bicycle lane.

Also contained within Precinct 1 is a children's bicycle track through Ryde Park that is designed to allow a safe and enjoyable environment for children and families to develop their bicycle skills and other bicycle routes not classed as major routes. The layout of bicycle facilities is shown in Figure 2.15.

ITEM 6 (continued)

ATTACHMENT 1

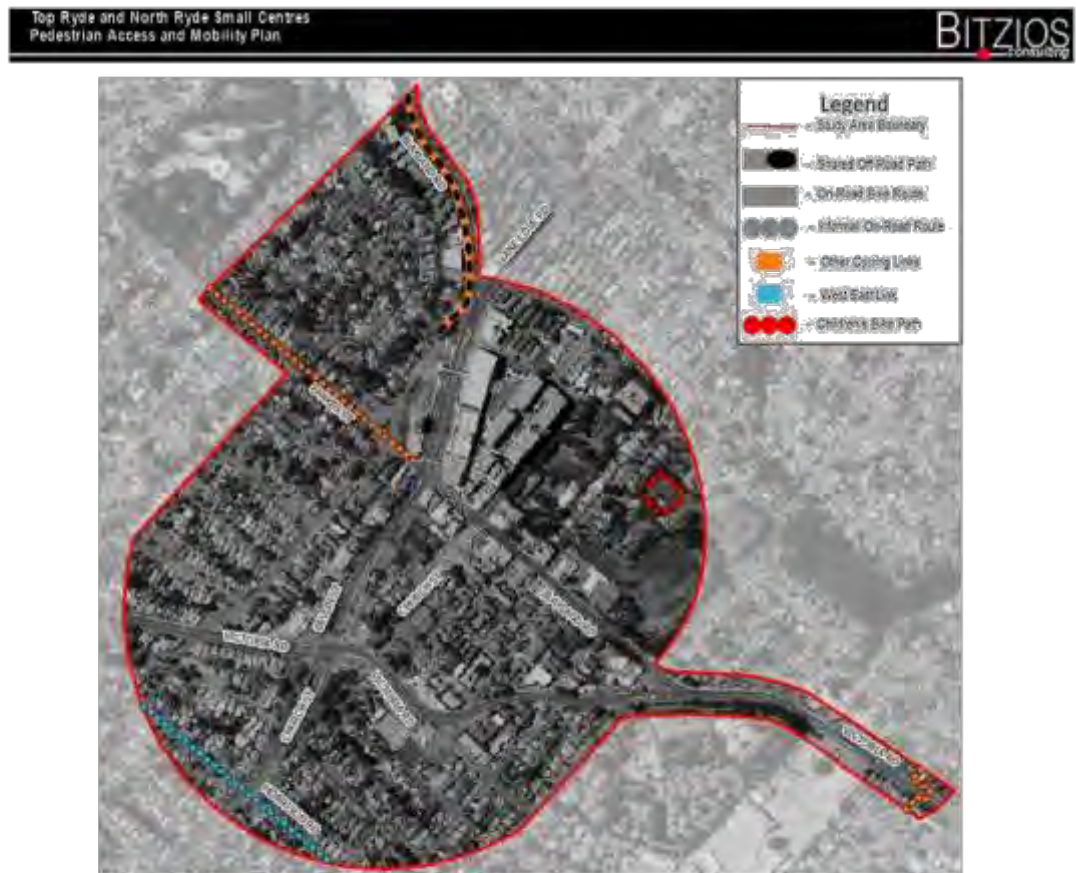


Figure 2.15: Precinct 1 Existing Bicycle Facilities

Precinct 2

Precinct 2 features a major route along commonly used roads with a connected link along local roads. The major route is a connector between the east and north western region of the City of Ryde whilst the link acts as a safe route with minimal exposure for cyclists to vehicles in between local centres in North Ryde. The existing infrastructure is as follows:

▪ **East - West Northern Link – North Ryde Epping and Hills**

This route utilises the commonly used roads in North Ryde, running along Coxs Road, Lane Cove Road and Kent Road. For the majority of Coxs Road the route is an informal on-road cycling lane. However, for the 110m shop frontage at the Coxs Road shops there is a dedicated on-road cycling lane which is painted green. This provides extra protection for cyclists and awareness of potential cyclists to motorists. Signage and line markings exist in the lead up to the cycling lane and on parking spots that immediately join the cycling lane. The route continues as informal on-road cycling on Kent Road and Lane Cove Road. Bicycle parking is also available at Coxs Road Shopping Centre.

▪ **Local Link – Coxs Road Shopping Centre to Avon Road Shopping Centre**

Connected to the major route that runs along Coxs Road is a local link connecting Coxs Road Shopping Centre and Avon Road Shopping Centre in North Ryde. The link runs between Coxs Road and Kathleen Street along a shared alleyway before continuing along Kathleen Street to the end of the link as an on-road cycling lane.

Precinct 2 also has other bicycle routes that are not classed as major routes. The layout of bicycle facilities is shown in Figure 2.16.

ITEM 6 (continued)

ATTACHMENT 1



Figure 2.16: Precinct 2 Existing Bicycle Facilities

Precinct 3

Precinct 3 does not contain any major cycling routes but does have informal on-road cycling lanes exist along Coxs Road, Blenheim Road and Cressy Road. Bicycle parking is available at Blenheim Road Shopping Centre. The layout of bicycle facilities is shown in Figure 2.17.

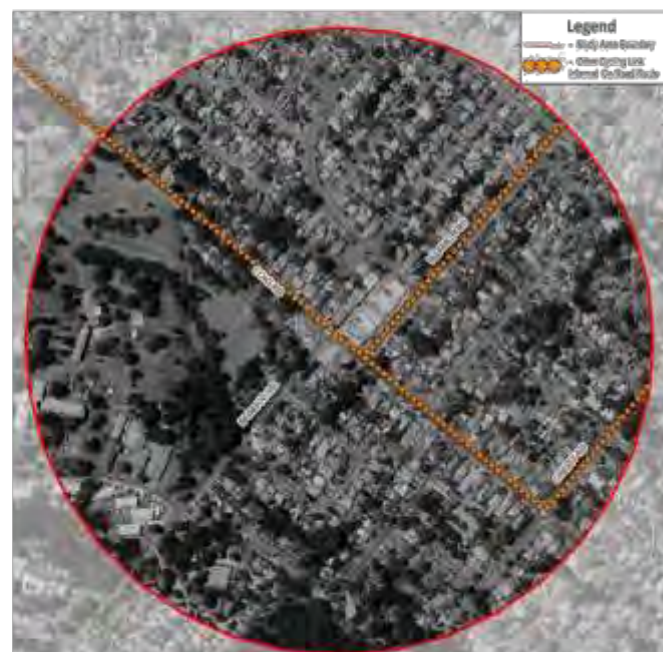



Figure 2.17: Precinct 3 Existing Bicycle Facilities

ITEM 6 (continued)

ATTACHMENT 1

<p>Top Ryde and North Ryde Small Centres Pedestrian Access and Mobility Plan</p>		
<p>3. RESEARCH REVIEW AND DATA COLLECTION</p>		
<p>3.1 LITERATURE REVIEW</p>		
<p>3.1.1 Australian Government Department of Infrastructure and Regional Development; Pedestrians and Road Safety</p>		
<p>The analysis provides a statistical overview of the crashes involving pedestrians over time in Australia to establish and monitor trends to assist in future planning to reduce incidents. The key statistics and trends identified are as follows:</p>		
<ul style="list-style-type: none"> ▪ From 1995 to 2014 there has been 62% reduction in pedestrian fatalities across Australia; ▪ NSW has highest number of pedestrian fatalities and second highest per capita pedestrian fatality rate (per 100,000 people) between 2005-2014; ▪ Pedestrians over 75 are heavily over represented in statistics for pedestrian injuries and fatalities; ▪ Male pedestrians are twice as likely to be fatally injured in road crashes for all ages except 65+; ▪ Cities have higher numbers of crashes involving pedestrians but lower crash rates per capita; ▪ 60% of fatalities occur at 50 or 60 km/h posted speed zones, with the lowest rate of fatality incurred where posted speed zones are between 0 and 40 km/h; ▪ The peak times for crashes involving pedestrians are 6pm to 9pm on weekdays and 12am to 3am on weekends; ▪ From 2009 to 2013 pedestrians have been 2.5 times more likely to be involved in a fatal crash at non intersection locations when compared to intersection crashes; and ▪ Alcohol, drug and mobile device use of pedestrians has not been included in the data collection. 		
<p><i>PAMP Implications: The key statistics outlined above provide clear areas that must be addressed by any PAMP to ensure that people, locations and times of day that experience heightened levels of crashes are addressed, in order to reduce the likelihood of further incidents.</i></p>		
<p>3.1.2 New South Wales Government; Development and Active Living – Designing Projects for Active Living (2010)</p>		
<p>This document outlines the role that new developments play in supporting and encouraging modes of transport that involve physical activity. By integrating the principles of active living into a proposed development, pedestrian movement is encouraged which benefits the development and surrounding area. The five principles of active living as set out by the New South Wales Government are:</p>		
<ul style="list-style-type: none"> ▪ Walkability and Connectivity: providing easy, attractive and accessible routes for pedestrians to take between pedestrian generators; ▪ Active Travel Alternatives: viable transport options to and from the development aside from vehicle use should be promoted and integrated into any design; ▪ Legibility: the ability of the surrounding environment to inform pedestrians of their location and possible destinations utilising existing facilities; ▪ Quality Public Domain: providing an environment that is attractive and has a high level of service and priority for pedestrians; and ▪ Social Interaction and Inclusion: promote and provide facilities that supply opportunities for a diverse range of people, including all ages, ethnicities and activity levels, to engage in the environment physically. 		
<p><i>PAMP Implications: The PAMP outcomes will remain consistent with the principles set out by the New South Wales Government in attempting to reduce the reliance on vehicles in town centres by increasing the attractiveness of travelling by means of physical activity. Connectivity, inclusion, alternatives, quality and legibility are all key components of the desired outcomes.</i></p>		
<p>Project No: P2320</p>	<p>Version: 003</p>	<p>Page 22</p>

ITEM 6 (continued)

ATTACHMENT 1

3.1.3 Transport for NSW Disability Action Plan 2012-2017

The accessibility of transport facilities is an increasing priority to ensure the services are able to be utilised by as many people as possible. As a result, the facilities provided for pedestrians on their journey to and from transport facilities require attention to allow for access by all user groups. Transport for NSW has dedicated programs that provide funding for the installation of pedestrian facilities that are likely to be heavily used by pedestrians and cyclists and will improve overall accessibility and safety of journeys to transport facilities.

PAMP implications: The PAMP is able to evaluate certain recommendations and assess whether there is reason to apply to Transport for NSW to fund some of the work identified in this PAMP.

3.1.4 City of Ryde Development Control Plan (2014)

The *City of Ryde Development Control Plan (DCP) 2014* provides the planning controls for developments in the City of Ryde Council Area. The aim of the plan is to ensure that development is consistent and aligns with the natural and cultural heritage values of the City of Ryde while providing for members of the community. The DCP covers all three study areas outlined.

Several sections of the Plan are relevant to this study, including those concerning:

- Ryde Town Centre Part 4.4: Ch 3.1 Pedestrian Access + Through Site Links – with reference to the safe, direct, accessible and efficient pedestrian links in the Ryde Town Centre;
- Blaxland Road (283-289) Ryde Part 6.4: Ch 2.4 Streetscape, Ch 2.7 Access & Ch 2.10 Tree Preservation – with reference to vegetation presentation, streetscape consistency, landscape treatments and access to the development;
- Construction Activities Part 8.1: Ch 3 Existing Footpath Crossings & Ch 4.1 Safety of Pedestrians and Traffic – with reference to the protection, restoration and safety of footpath facilities;
- Driveways Part 8.3: Ch 3 Damages in the Road and Footway – with reference to the use of existing and disused footways for driveway construction; and
- Public Civil Works Part 8.5: Ch 2.2 Construction Standard for Footways, Ch 2.3 Design of Footpath Paving & Ch 2.4 Design of Kerb and Gutter – with reference to the design and construction of footpaths, kerbs and kerb ramps.

PAMP implications: the objectives of the DCP are able to be taken into consideration by the PAMP when making recommendations to ensure all outcomes are feasibly in line with Council's future plans. Of particular note is the aim to improve and identify the direct, safe and accessible routes for pedestrians to, from and around the Ryde Town Centre. Other considerations of note include the desired footpath, kerb and gutter designs and the consistency of streetscapes.

3.1.5 City of Ryde Local Environmental Plan (2014)

The *City of Ryde Local Environmental Plan (LEP) 2014* provides a framework for the development of land within the City of Ryde. The LEP aims to support ecologically sustainable development, that is, development which improves quality of life while maintaining vital ecological processes. The objectives of the plan are to ensure the social needs of residents are met and to promote safe and sustainable access opportunities.

The City of Ryde is primarily a low density residential area with pockets of business parks, light industrial, commercial and recreational areas. The LEP covers all three precincts outlined.

PAMP implications: it is important that the PAMP provides solutions and recommendations that are for the betterment of pedestrians in a social, physical and sustainable context in the precincts outlined in the City of Ryde. The existing environment and land use of the precincts form an important component when assessing and delivering recommendations.

3.1.6 City of Ryde Integrated Transport and Land Use Strategy (2007)

The *City of Ryde Integrated Transport and Land Use Strategy 2007 (ITLUS)* incorporates, among other documents, Ryde Town Centre Public Domain Plan, City of Ryde DCP (2006) and the Feasibility Study for Access Changes in Ryde Town Centre – Traffic and Transport Review (2007) to provide increased safety, improved facilities, management of through traffic and economic prosperity. The ITLUS accompanies the

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres
Pedestrian Access and Mobility Plan



City Wide Integrated Transport and Land Use Strategy but is relevant to the three outlined study areas covered in this report.

Recommendations from the report with relevance to pedestrian and cyclist welfare include:

- Improved safety at pedestrian crossings;
- Upgraded footpath links;
- Additional pedestrian crossings;
- Improved lighting of pedestrian access ways;
- Separation of vehicle and pedestrian signalised green times; and
- Improved and upgraded safety features such as barriers and guard rails.

PAMP implications: The ITLUS provides key focus areas relevant to the precincts that the PAMP must address. By understanding the existing facilities that in need of improvement the PAMP is able to provide a focused and more thorough analysis of measures to improve each item.

3.1.7 Ryde Town Centre Public Domain Plan 2006

The Ryde Town Centre Public Domain Plan (2006) aims to provide an attractive and safe place for people to live, work and visit. A diverse array of spaces that allow for commercial opportunities as well as various public spaces will seek to reinforce Ryde Town Centre as a civic and commercial hub of the City of Ryde. Pedestrian provisions and access ways play an important role in the future planning of Ryde Town Centre. These include:

- Equitable access for pedestrians and vehicles;
- Selection of attractive, consistent, reliable and safe paving materials for footpaths;
- Promotion of pedestrian links and open areas through increased presence of strategic landscaping;
- Improve pedestrian access to Ryde Town Centre from Devlin Street including widening of footpaths and safe access to shopping centre;
- Including pedestrian links between key sites in Ryde Town Centre to promote pedestrians to access a variety of sites safely and with ease of access;
- Changes to traffic movement to increase the safety and ease of access for pedestrians along with improved bicycle facilities; and
- Improvement of pedestrian amenities in general to ensure safety is upheld.

Some provisions recommended in the Ryde Town Centre Public Domain Plan (2006) have already been implemented, such as pedestrian bridges allowing safe pedestrian access from the western side of Devlin Street to Top Ryde Shopping Centre.

PAMP implications: When assessing the Town Centre and necessary improvements the PAMP has specific outcomes that the City of Ryde aim to implement into the future. By considering the vision of the CoR the PAMP will seamlessly fit with other developments and future developments.

3.1.8 City of Ryde Bike Plan 2014

The City of Ryde Bike Plan (2014) proposes to reduce the reliance of car use for short trips (trips of less than approximately 5km) by improving bicycle facilities and promoting bicycle use in the Ryde area with the assistance of targeted education programs and events. The plan aims to promote and provide access for bicycle use for a variety of uses including riding to work and school, for a variety of bicycle users. Outlined in the plan is the need to improve the environment and safety for cyclists, to increase the participation of females in cycling and to promote the benefits of cycling in a bid to increase bicycle use and reduce car use. The timeframe for establishing a new and improved network is 5 years, with liaison between key local cycling groups and Council parties key to securing the best plan for the future.

Routes have been separated in regional routes (RR), local routes (LR) and local links (LL) to distinguish between the focus on connecting Ryde with its surrounds and providing quality connections within the existing precincts in Ryde. The following cycling routes within the prescribed study zones are planned to undergo upgrades as part of the plan:

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres
Pedestrian Access and Mobility Plan

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- RR04 Chatswood to Burwood – Upgrades are proposed to Badajoz Road, Coxs Road and Blenheim Road;
- RR09 – Upgrades are proposed to Coxs Road and Cressy Street;
- LR06 – Upgrades are proposed to Argyle Avenue, Blaxland Road and Church Street;
- LR12 – Upgrades are proposed to Blaxland Road;
- LR14 – Upgrades are proposed to Parkes Street;
- LR15 – Upgrades are proposed to Morrison Road;
- LL13 Coxs Road Shops to Blenheim Road Shops – Upgrades are proposed to Kathleen Reserve Laneway, Kathleen Street and Cutler Parade; and
- LL16 Top Ryde Link – Upgrades are proposed to Tucker Street and Smith Street.

In addition to the upgrades to routes, increased provisions are to be introduced into selected areas to increase the priority, availability, quality and safety of bicycle parking. The following areas within the prescribed study zones will receive additional bicycle parking facilities to promote bicycle use to train stations and bus stops as part of the plan:

- Top Ryde Shopping Centre bus stops (Devin Street and Blaxland Road). This is a high importance project, on par with upgrades to Eastwood, Macquarie Park and Macquarie University train stations.

The following areas within the prescribed study zones will receive public domain priority areas for bicycle parking to promote bicycle use as part of the plan:

- Top Ryde Shopping Centre;
- Coxs Road Shopping Centre; and
- Blenheim Road Shopping Centre.

PAMP Implications: When assessing further improvements to cycling access in the City of Ryde the PAMP has a reference to cycling facilities in place and what is planned for the future. This reduces the risk of conducting unnecessary and contradictory work in relation to bicycle facilities.

3.1.9 Parsons Brinckerhoff Feasibility Study for Access Changes in Ryde Town Centre – Traffic and Transport Review (2007)

The basis of the report was to assess the options surrounding the pedestrian phasing at Devin Street/Blaxland Road signalised intersection. However, as this has project has been resolved and implemented with the installation of pedestrian bridges across Devin Street there is little relevance in the bulk of the document. What was established and reinforced though is the general peak pedestrian times of the day. They are as follows:


- Morning Peak: 8:00 am to 9:00 am
- Midday: 12:00 pm to 1:00 pm
- Afternoon Peak: 3:00 pm to 4:00 pm

These peaks were formalised in the *Transport and Master Plan Study* undertaken by PPK (now Parsons Brinckerhoff) in 1998 and were found not to have changed in 2006 when further investigation was taken.

PAMP Implications: The PAMP is able to assess pedestrian flows at peak and non-peak times to understand the existing volumes and the issues these present without having to further count and evaluate pedestrian activity. This reduces the time required on site and analysing data, which can then be focussed on other tasks in the PAMP.

ITEM 6 (continued)

ATTACHMENT 1

<p>Top Ryde and North Ryde Small Centres Pedestrian Access and Mobility Plan</p>	<p></p>
<p>3.2 DESIGN STANDARDS</p> <p>The design standards adopted include a combination of Australian Standards, Austroads Guides and local RMS technical directions and model drawings (see Appendix A for details). Some of the reference documents used include:</p> <p>Footpaths and Kerb Ramps:</p> <ul style="list-style-type: none"> ▪ Australian Standard AS 1428.4.1 – 2009: Design for Access and Mobility; ▪ Austroads Guide to Road Design Part 6A, Pedestrian and Cycle Paths; and ▪ NSW Bicycle Guidelines (RTA2005). <p>Crossings:</p> <ul style="list-style-type: none"> ▪ RMS model drawings MDR173.B01.A1; ▪ Austroads Guide to Road Design Part 4, Intersections and Crossings; ▪ Australian Standard AS 1428.1 – 2009: Design for Access and Mobility; ▪ Australian Standard AS 1742.10: Pedestrian Control and Protection; ▪ RMS Technical Direction TDT 2002/12b (Stopping and Parking Restrictions at Intersections and Crossings); ▪ RMS Technical Direction TDT 2011/01a (Pedestrian Refuges); and ▪ Australian Standard AS 1158.4. <p>Bus Stops:</p> <ul style="list-style-type: none"> ▪ Disability Standards for Accessible Public Transport 2002. <p>A full list of references is included in Appendix A</p>	
<p>3.3 FUTURE DEVELOPMENT APPLICATION APPROVALS</p> <p>The development applications approved for the near future are an essential inclusion in the PAMP to effectively evaluate the entire pedestrian network to be taken into consideration when developing recommended improvements to pedestrian facilities. Each development application requires individual and collective consideration applied to the likely pedestrian attraction, generation and journeys to capture the potential pedestrian activity concentration. Where new and/or elevated pedestrian activity concentrations occur as a result of new developments improved and/or increased levels of pedestrian facilities may be required. The future development applications with potential impact on the precincts outlined are as follows:</p> <ol style="list-style-type: none"> 1. 86-94 Blaxland Road (LDA2012/0259): Mixed Use Development containing 24 apartments and ground floor commercial space. <p>With increased rates of residence and attraction and generation of pedestrians due to the new commercial space, this development is likely to increase the pedestrian activity in the surrounding area. The signalised intersection with pedestrian crossing provisions on each approach between Blaxland Road and Church Street / Tucker Street is likely to see increased pedestrian activity as a result of the development as this is the main access point from the already busy areas found to the north-west of the development site.</p> <ol style="list-style-type: none"> 2. 7-11 Smith Street (LDA2014/378): Residential Flat Building containing 35 apartments. 3. 8-10 Smith Street (LDA2013/448): Residential Flat Building containing 16 apartments. <p>With increased rates of residence this development is likely to increase the pedestrian activity in the surrounding area. The signalised intersection with pedestrian crossing provisions on the western approach along Pope Street and the northern approach along Smith Street is likely to see increased pedestrian activity as a result of the development as this is the only route to Top Ryde Shopping Centre and connecting public transport services.</p> <ol style="list-style-type: none"> 4. 35-37 Devlin Street (LDA2014/362): Mixed Use Development containing 24 apartments and ground floor commercial suites. 	

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres
Pedestrian Access and Mobility Plan

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With increased rates of residence and attraction and generation of pedestrians due to the new commercial space this development is likely to increase the pedestrian activity in the surrounding area. The signalised intersection with pedestrian crossing provisions on the Western approach along Victoria Road and the northern and southern approach along Devlin Street is likely to see increased pedestrian activity as a result of the development. Other areas that may see increased pedestrian activity include the pedestrian crossings on each slip lane between Victoria Road and Devlin Street, the pedestrian crossings and island across Church Street and the footpaths along both sides of Devlin Street.

5. 684-686 Victoria Road (LDA2013/179): Residential Flat Building containing 18 apartments.

With increased rates of residence this development is likely to increase the pedestrian activity in the surrounding area. The footpath on the southern side of Victoria Road may experience more pedestrian traffic travelling east to the signalised intersection to cross Victoria Road and Blaxland Road towards Top Ryde Shopping Centre and public transport facilities.

6. 46 Gladstone Avenue (LDA2013/173): Residential Flat Building containing 12 apartments.

With increased rates of residence this development is likely to increase the pedestrian activity in the surrounding area. The alleyway access between Gladstone Avenue and Victoria Road is likely to experience increased pedestrian activity. Additionally the footpath on the southern side of Victoria Road may experience more pedestrian traffic travelling east to the signalised intersection to cross Victoria Road and Blaxland Road towards Top Ryde Shopping Centre and public transport facilities.

7. 734 Victoria Road (LDA2014/449): Mixed Use Development containing 26 apartments and 2 commercial suites.

With increased rates of residence and commercial appeal this development is likely to see increased pedestrian activity in the surrounding area. The mid-block signalised crossing to the east across Victoria Street is likely to experience more pedestrian traffic as will footpaths along Church Street as residents and workers move towards the Top Ryde Shopping Centre and Public Transport facilities.

8. 55 Blaxland Road (LDA2014/412): Boarding House containing 91 rooms.

With increased rates of residence and commercial appeal this development is highly likely to see increased pedestrian activity in the surrounding area as boarding houses are considered low cost housing which generally produces more pedestrian trips per occupant. The mid-block signalised crossing to the north across Tucker Street is likely to experience more pedestrian traffic as will the signalised intersection with pedestrian crossing provisions on each approach between Blaxland Road and Church Street / Tucker Street as residents and workers move towards the Top Ryde Shopping Centre and Public Transport facilities.

9. 52 Blaxland Road (LDA2013/113): Boarding House containing 20 rooms.

With increased rates of residence and commercial appeal this development is highly likely to see increased pedestrian activity in the surrounding area as boarding houses are considered low cost housing which generally produces more pedestrian trips per occupant. The signalised intersection with pedestrian crossing provisions on each approach between Blaxland Road and Church Street / Tucker Street as residents and workers move towards the Top Ryde Shopping Centre and Public Transport facilities.

Overall the key intersections that need to be considered for increased pedestrian movements are the signalised intersections at Pope Street and Smith Street, and Blaxland Road and Tucker Street / Church Street. These intersections have the most significant quantity of developments, increased levels of occupancy, developments likely to generate pedestrian activity and lie along access routes to Top Ryde Shopping Centre and public transport hubs. The location of the future developments and intersections which are likely to experience increased pedestrian traffic flows are shown in Figure 3.1.

ITEM 6 (continued)

ATTACHMENT 1



Figure 3.1: Future Development Application-Approved Sites

3.4 PROPOSED AND CURRENT WORKS

3.4.1 City of Ryde Four Year Delivery Plan 2015-2019

The *City of Ryde Four Year Delivery Plan 2015-2019* provides a comprehensive overview of all planned works and the budgeting strategies for upgrades to a wide variety of assets in the LGA. Included in the plan are a number of works, shown in Table 3.1, that have direct relation to the three precincts included in the PAMP which are as follows:

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres
Pedestrian Access and Mobility Plan



Table 3.1: Planned Works for City of Ryde 2015-2019

	Period	Base Budget	Special Rate Variation Budget
Road Surface Renewal	2015/16		Church Street (Wandoo Ave - Willandra St)
	2016/17	Church Street (Wandoo Ave - Willandra St) Belmore Street (Victoria Rd - Willandra St)	Culter Parade (Edmondson St - Chauvel St) Belmore Street (Victoria Rd - Willandra St)
	2017/18	Culter Parade (Edmondson St - Chauvel St)	Kathleen Street (#11 - Beatrice St) Marilyn Street (Amelia St - Folkard St) Dunbar Street (Samuel St - Samuel St)
	2018/19	Cooney Street (Cul De Sac (S) - Folkard St) Kathleen Street (#11 - Beatrice St) Marilyn Street (Amelia St - Folkard St) Willandra Street (#14 - Cul De Sac (N))	Wicks Road (Ent2 Maq Hos - Farrington Pde) Kent Road (Lane Cove Rd - Pindari St)
Road Kerb Renewal	2015/16		
	2016/17	Kent Road (Pindari Street - Gibb Street)	Kent Road (Pindari Street - Gibb Street)
	2017/18	Badajoz Road (Coxs Rd - Twin Rd)	Badajoz Road (Coxs Rd - Twin Rd)
	2018/19	Coxs Road (Wicks Rd - Lane Cove Rd) Belmore Street (Parkes St - Primrose Ave) Princes Street (Turner Ave - Blaxland Rd)	Coxs Road (Wicks Rd - Lane Cove Rd) Belmore Street (Allen Ave - Primrose Ave) Princes Street (Turner Ave - Blaxland Rd)
Footpath Construction - Expansion	2015/16	Samuel Street (#39 Samuel St - opposite)	Samuel Street (#39 Samuel St - opposite)
	2016/17	Jopling Street (Coxs Rd to Blenheim Rd)	Jopling Street (Coxs Rd to Blenheim Rd)
	2017/18	Tobruk Street (Culter Pde - Edmondson St)	Tobruk Street (Culter Pde - Edmondson St)
	2018/19	Amelia Street (Marilyn St - Lorna Ave)	Amelia Street (Marilyn St - Lorna Ave)

Other important works that are outlined in the document include:

- 741 Victoria Road: this site will be redeveloped and will comprise residential, commercial and retail mixed use spaces. This is likely to have an increased pedestrian generation and attraction rate on completion. It is also likely that new pedestrian facilities will be installed surrounding the property as a result of the development.
- 33-41 Blaxland Road: City of Ryde Council is in the process of exploring its options to convert the existing empty spaces to provide additional retail, commercial and/or residential space. This is likely to have an increased pedestrian generation and attraction rate on completion. It is also likely that new pedestrian facilities will be installed surrounding the property as a result of the development.
- Cycle ways Construction Expansion
- Shop Ryde Community Bus Service
- Road Safety Plan
- New Bus Stop Shelters and Seats and Bus Stop DDA Compliance
- Traffic Calming Devices and Traffic Facilities Renewal
- Shared Path Signage
- Coxs Road Neighbourhood Centre Renewal

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres
Pedestrian Access and Mobility Plan

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3.4.2 Cycling Routes

The City of Ryde has developed a masterplan that will oversee the upgrade of existing infrastructure and installation of new infrastructure with the intention of increasing bicycle usage over the next 10 years. The cycling routes are separated into three different categories to provide facilities for cyclists of all levels of ability and for varied purposes of cycling. The bicycle routes and their objectives are set out as below:

- **Regional routes:** identified as high priority routes that aim to provide high quality and unhindered travel between major centres located in the City of Ryde. The maintenance standard of such routes is to be in line with regional road standards to allow for operational speeds of 30 km/h or greater. The route is separated between dual on road and off road travel paths with prioritised linkage to major transport nodes. The regional cycling routes are designed for allowing for bicycle movement as the first priority and accessibility as a secondary priority.
- **Local Routes and Links:** identified as medium priority routes that aim to provide a quality linkage between residential streets and regional bicycle routes. The pavement maintenance standard is to be in line with local road standards to allow for operational speeds of between 20 and 30 km/h. Each local route or link is designed with equal priority to bicycle movement and accessibility.
- **Bicycle-friendly Streets and Neighbourhoods:** identified as low priority routes that aim to provide local residences short and easy local access in low stress environments. The pavement maintenance is dependent upon the traffic volumes experienced by the street and the location of the street with relation to the probability of use by bicycles. The design operational speed of trips along local streets is to be below 20 km/h with particular attention paid to access rather than movement.

Precinct 1

Precinct 1 contains a variety of cycling options for cyclists whilst eliminating exposure of routes to Victoria Road and minimising the exposure to Church Street/Devlin Street/Blaxland Road. Existing bicycle infrastructure and routes are as follows:

- **Regional Routes (RR):** the only regional route to intercept Precinct 1 is RR04. The route runs along Charles Street before crossing Victoria Road at a signalised crossing on the Eastern approach and continuing along Providence Street via an access alley from Victoria Road. This route acts as a link between Chatswood and Burwood.
- **Local Routes (LR):** Precinct 1 is intercepted by three Local Routes.
 - **LR06 - Macquarie Park to Putney:** The route runs from Ryde Park in a series of paths and alleys before intercepting Argyle Avenue which provides informal on road facilities. The route continues as informal on road cycling along Blaxland Road before moving south along Church Street and utilising the signalised intersection to cross Victoria Road. From there the route makes use of a path through a park to connect to local street Wandoo Avenue and continues along Gladstone Street and Morrison Road.
 - **LR12 - Eastwood to Top Ryde:** The intercepted area of LR12 and Precinct 1 occurs entirely along the western side of Blaxland Road. The route is accessed via a shared path between cyclists and pedestrians with centre and lane markings provided to ensure users interact safely.
 - **LR14 - West Ryde to Top Ryde:** Informal on road cycling along Parkes Street which merges with LR12 at the intersection with Devlin Street provides the access for LR14.
- **Local Links (LL):** LL16 (Top Ryde Link) runs along Tucker Street before continuing along Pope Street and then Smith Street. This acts as a link between LR12 where Church Street becomes Tucker Street and RR09 where Smith Street intercepts with Buffalo Road. A footpath separated from the road by a pedestrian fence exists on the eastern side of Tucker Street before continuing along the outlined route, ensuring cyclists are not required to ride on the road.

Precinct 2

Precinct 2 features direct bicycle facilities which predominantly follow the main roads and public transport routes to provide access to Coxs Road shops. Existing bicycle infrastructure and routes are as follows:

- **Regional Route (RR):** A route connecting Epping and Lane Cove (RR08) passes through Precinct 2, utilising Kent Road and Coxs Road. Lane Cove Road is used briefly to access the signalised crossing provisions at the intersection between Lane Cove Road and Coxs Road. The route is an informal on

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres
Pedestrian Access and Mobility Plan

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road cycling route except for a 110 metre dedicated on road cycling lane along the Northern side of Cocks Road in front of the Cocks Road shops.

- **Local Route (LR):** LR06 uses Wicks Road and Truscott Avenue as access between Marsfield and East Ryde. This route is suggested as off road path adjacent to the road along Wicks Road and informal on road cycling along Truscott Street.
- **Local Links (LL):** the following local links exist within Precinct 2:
 - **LL11 – Shrimpsons Creek to Cocks Road:** This link connects RR08 with LR10 (Parramatta Valley Cycleway) before continuing to connect with RR03 (Mona Vale to West Ryde). The link continues from RR08 along the footpaths provided on the western side of Lane Cove Road before becoming informal on road cycling along the length of Truscott Road.
 - **LL13 – Cocks Road Shops to Blenheim Road Shops Link:** The outlined route provides a quieter and safer alternative linking Cocks Road shops with the Blenheim Road Shopping Centre. It connects RR08 firstly with LL12 by accessing the alleyway from Cocks Road to Kathleen Street before continuing along Beatrice Street. The link continues where it intercepts LR06 along Ryrie Street before reaching RR04 and Blenheim Road Shopping Centre via Edmondson Street and Cutler Parade. The link is informal on road cycling, apart from the initial access to Kathleen Street by an alleyway from Cocks Road.

Precinct 3

Precinct 3 bicycle paths are as follows:

- **Regional Routes (RR):**
 - **RR04 – Chatswood to Burwood:** The route runs along Badajoz Road before utilising an existing pedestrian refuge to cross Cocks Road and then continue along Blenheim Road.
 - **RR08 – Epping to Lane Cove:** The route continues through Precinct 3 along only Cocks Road.
- **Local Link (LL):** The link in Precinct 3 is LL13, connecting Blenheim Road Shopping Centre with Cocks Road shops and providing a safer access than along Cocks Road. The link's layout and characteristics are described in the Precinct 2 bicycle cycling route description.

The classification and schedule of work to be undertaken is shown in Table 3.2 and Table 3.3.

Table 3.2: Classification of Relevant Upgrade Works

Ref	Location	Description	Design Details
S01	On-road	Separated two-way on-road cycleway	Separated two-way cycleway along one side of roadway. Special bent out treatments at intersections
S03A	On-road	Shared path	Two-way shared path 3.0m wide
S03B	Off-road	One-way pair of off-road bicycle paths	One-way pair bicycle paths on footpath with bent-in intersection treatments
S04	On-road	Bicycle lanes	9.0m road - 2 x 1.5m bicycle lanes, 2x 3.0m traffic lanes
S07	On-road	Mixed Traffic	Wide or narrow profile

Source: CoR Bike Plan 2014

ITEM 6 (continued)

ATTACHMENT 1

Table 3.3: Schedule of Relevant Upgrade Works

Route Segment	Location	Treatment Details and Recommendations
REGIONAL ROUTES		
RR04	Chatswood to Burwood (\$1,688,322)	Via Blenheim Road, Coxs Road, Providence Street, Charles Street
3	Blenheim Road and Badajoz Road, from Pittwater Road to Twin Road	Standard Treatment S04
8	Providence Road	Standard Treatment S07. Includes ramp at southern end
9	Charles Street (Victoria Road to Kenneth Road)	Standard Treatment S03B with bent in intersection treatments. Add pedestrian crossing on western leg of Victoria Road.
RR08	Epping to Lane Cove (\$924,580)	Via Kent Road, Coxs Road
6	Kent Road	Standard Treatment S04
7	Lane Cove Road	Standard Treatments 03A. Includes signal adjustments at Coxs Road
8	Coxs Road - Wicks Road to Kathleen Street Pathway Link	Standard Treatment S01. Special bent-in treatments at intersections
9	Coxs remainder	Standard Treatment S03A
LOCAL ROUTES		
LR06	Macquarie Park to Putney (\$558,052)	Via Wicks Road, Ryde Park, Argyle Avenue, Blaxland Road, Church Street, Wandoo Avenue, Gladstone Avenue, Morrison Road
3	Wicks Road	Standard Treatment S03A
4	Blaxland Road, Church Street, Wandoo Avenue	Standard Treatment S07. Includes allowance for minor civil and traffic works. Includes new section of shared path along Blaxland Road
5	Morrison Road	Standard Treatment S03B with bent in intersection treatments.
6	Victoria Crossing	Signal phasing adjustments, new crossing, bike lamps
LR12	Eastwood to Top Ryde (\$427,220)	Via Blaxland Road
4	Blaxland Road to Parkes Street	Standard Treatment S03B with bent in intersection treatments.
LR14	West Ryde to Top Ryde (\$11,421)	Via Parkes Street

ITEM 6 (continued)

ATTACHMENT 1

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Route Segment	Location	Treatment Details and Recommendations
1	Parkes Street	Standard Treatment S07. Includes shared path signage for Blaxland Road and bike lamps at signals at Blaxland Road / Park Street.
LL	LOCAL LINKS	
LL11	Shrimptons Creek to Coks Road Link	Via Lane Cove Road, Trevitt Road
1	Trevitt Road and Lone Cove Road path	Standard Treatment S07.
LL13	Coks Road Shops to Blenheim Road shops Link	Via Kathleen Reserve, Kathleen Street, Wicks Road, Edmondson Street, Cutler Parade
1	Pathway from shops to Kathleen Reserve, Kathleen Street, Wicks Road, Edmondson Street, Cutler Parade	Standard Treatment S07.
LL16	Top Ryde Link	Via Tucker Street, Smith Street
1	Tucker Street and Smith Street	Standard Treatment S07

Source: G&R Bike Plan 2014

ITEM 6 (continued)

ATTACHMENT 1

4. DATA COLLECTION AND REVIEW

4.1 PEDESTRIAN TRIP GENERATORS AND ATTRACTORS

The focal point of pedestrian activity in Precinct 1 is the Top Ryde Shopping Centre. Additional pedestrian attractors and generators exist within close proximity to the Top Ryde Shopping Centre in the form of Ryde Public School, Ryde Park, churches and early learning centres. Apart from the residential areas, the main land use is the commercial and retail sector including and surrounding Top Ryde Shopping Centre classed as mixed use. The majority of the remaining area in Precinct 1 is low density residential with small pockets of high density residential area as well. The identified pedestrian generators for Precinct 1 are shown in Figure 4.1.



Figure 4.1: Pedestrian Generators Precinct 1

The greatest generator of pedestrian movement in Precinct 2 is the Coxs Road Shopping Centre. Located within a close proximity of the shopping centre is North Ryde Public School and Holy Spirit Catholic Primary School North Ryde which both generate significant pedestrian activity around starting and finishing times. Additional pedestrian attractors and generators in Precinct 2 include the North Ryde Library, Community Centre, churches and early learning centres. The majority of the remaining area in Precinct 2 is low density residential. The identified pedestrian generators for Precinct 2 are shown in Figure 4.2.

ATTACHMENT 1

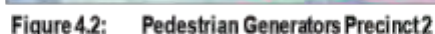


Figure 4.3: Pedestrian Generators Precinct 3

ITEM 6 (continued)

ATTACHMENT 1

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Pedestrian Access and Mobility Plan

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4.2 PEDESTRIAN-RELATED CRASH AND INJURY DATA

The crashes involving pedestrians, cyclists and motorcyclists were analysed for the three designated precincts in the City of Ryde LGA for the years 2009-2013. Due to new reporting policies implemented in 2014 and after analysis of these results it was determined the data was minimal and negligible in comparison to the previous reporting procedures and thus 2014 was excluded from the analysis to maintain consistency in data presentation. It should be noted that crashes involving pedestrians are generally underreported and actual incidence rates may be higher than represented in official statistics. The number of crashes and the severity is shown in Figure 4.4.

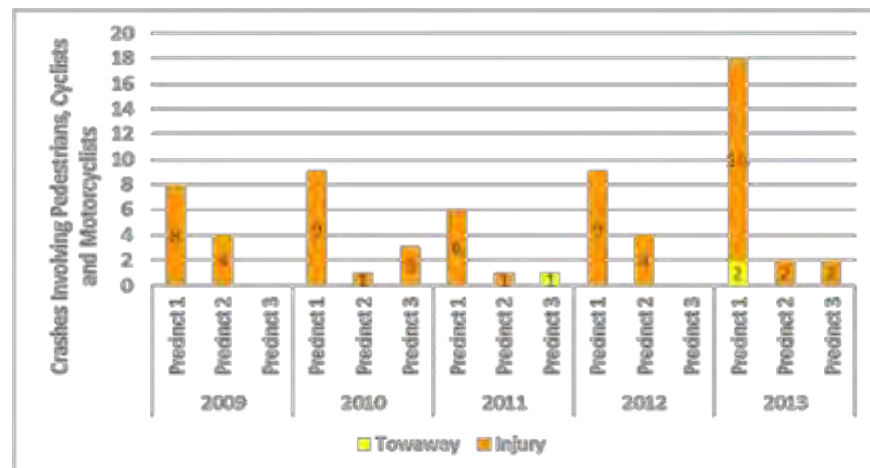


Figure 4.4: Number of Crashes Involving Pedestrians, Cyclists and Motorcyclists 2009-2013

The key outcomes from the crash data analysis of each Precinct for crashes involving pedestrians, cyclists and motorcyclists include:

- A total of 68 crashes were reported between 2009 and 2013 in the Precincts designated for study. Of these crashes 30 involved motorcycles, 7 involved pedal cycles and 33 involved pedestrians (some accidents involved motorcycles and/or pedestrians and/or pedal cyclists).
- Of the 68 crashes observed 66 resulted in injuries (97%).
- Crashes involving pedestrians totalled 33 which is 49% of the total for the categorised crashes analysed.
- The crashes were generally spread along the main traffic corridors of Victoria Road, Blaxland Road, Coxs Road and Lane Cove Road/Devlin Street/Church Street.
- Of the reported pedestrian category crashes 41 (60%) were located at an intersection.
- The spread of crashes throughout the day is relatively as expected with fewer crashes between 7 p.m. and 7 a.m. and more crashes between 10 a.m. and 7 p.m. The AM Peak period (7 a.m. to 10 a.m.) had half of the crashes as observed in the PM Peak (3:00 p.m. to 7 p.m.).

Of the 33 crashes involving pedestrians all incidents resulted in a reported injury. The breakdown of each of these crashes is presented in Table 4.1.

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres
Pedestrian Access and Mobility Plan

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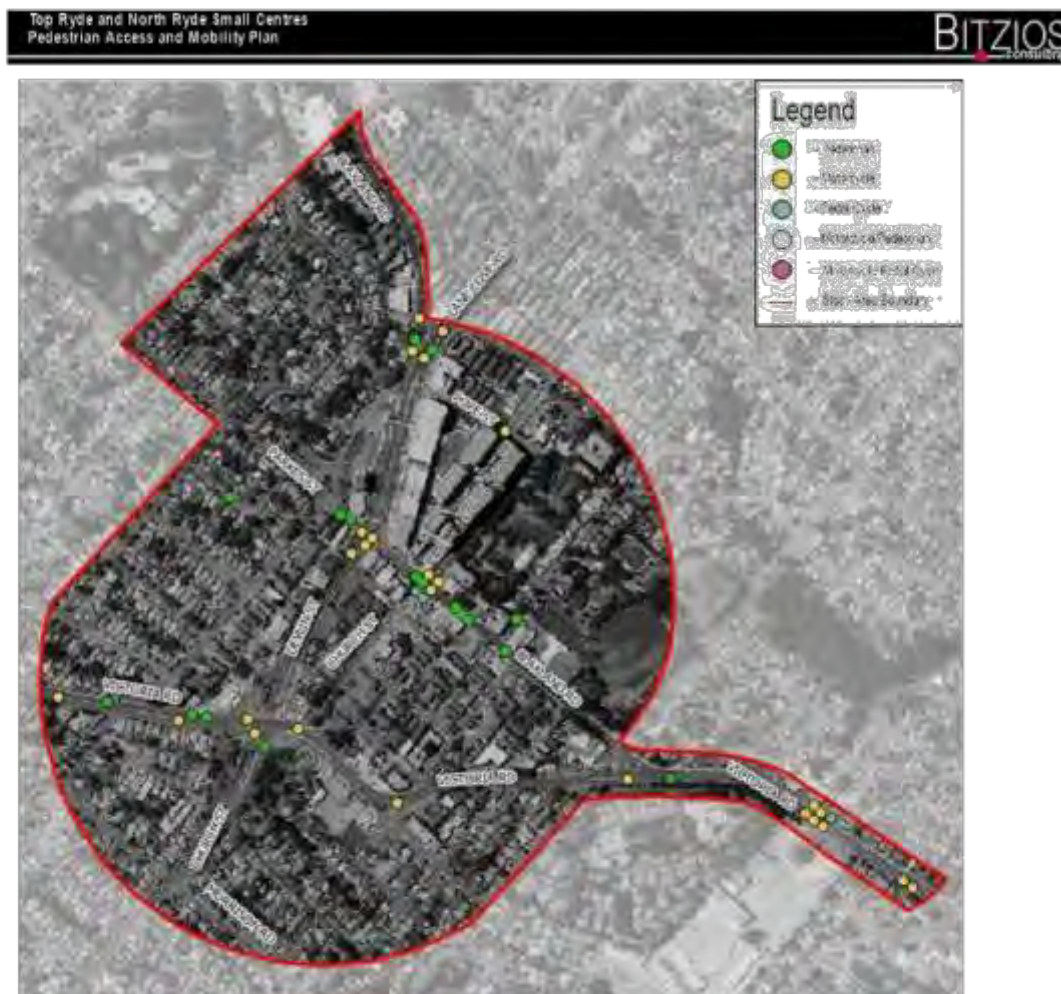
Table 4.1: Summary of Pedestrian Crashes in Each Precinct in 2009-2013

Precinct	Location	Cross Street or Nearby Feature	Pedestrian Crash Type	Time and Date of Crash
1	VICTORIARD	70m East of BLAXLAND RD	5: Facing Traffic	22:00 on 15/09/2010
1	EDWARD ST	1m South of BLAXLAND RD	1: Emerging	21:55 on 20/03/2012
1	BLAXLAND RD	190m East of DEVLIN ST	4: Walking with Traffic	20:40 on 09/06/2011
1	BLAXLAND RD	On the Spot of BELMORE LANE	3: On Carriageway	17:18 on 26/11/2009
1	BLAXLAND RD	20m West of EDWARD ST	2: Far Side	16:35 on 06/03/2012
1	NICOLL AVE	On the Spot of NUMBER 8 HN	Near Side	16:10 on 13/10/2013
1	BLAXLAND RD	On the Spot of CHURCH ST	1: Emerging	15:50 on 18/11/2009
1	ARGYLE AVE	50m North of BLAXLAND RD	3: On Carriageway	15:30 on 18/04/2009
1	SMITH ST	1m North of POPE ST	3: On Carriageway	15:00 on 19/12/2012
1	VICTORIARD	30m West of BELMORE ST	703: Unknown	14:35 on 18/09/2013
1	BLAXLAND RD	50m North of LANE COVE RD	1: Emerging	13:00 on 11/04/2009
1	VICTORIARD	100m West of DEVLIN ST	7: Driveway	12:50 on 13/08/2013
1	BLAXLAND RD	75m East of CHURCH ST	Emerging	12:45 on 01/02/2010
1	DEVLIN ST	80m South of VICTORIARD	1: Emerging	12:40 on 16/07/2009
1	BLAXLAND RD	30m West of DEVLIN ST	1: Emerging	11:30 on 10/03/2009
1	VICTORIARD	110m West of DEVLIN ST	7: Driveway	11:30 on 18/09/2012
1	BLAXLAND RD	On the Spot of TUCKER ST	Emerging	11:30 on 13/06/2012
1	PARKES ST	On the Spot of BELMORE LANE	1: Emerging	10:55 on 27/09/2011
1	LANE COVE RD	15m North of BLAXLAND RD	1: Emerging	10:00 on 22/10/2010
2	LANE COVE RD	1m South of COXS RD	3: On Carriageway	19:15 on 15/02/2010
2	LANE COVE RD	On the Spot of TREVITT ST	1: Emerging	19:00 on 23/07/2013
2	LANE COVE RD	30m South of FORD ST	603: Unknown	18:15 on 28/04/2012
2	WICKS RD	On the Spot of COXS RD	1: Emerging	17:47 on 21/07/2011
2	LANE COVE RD	15m North of COXS RD	8: Unknown	15:45 on 12/05/2009
2	WICKS RD	On the Spot of COONEY ST	1: Emerging	15:35 on 14/11/2012
2	WICKS RD	2m South of COXS RD	3: On Carriageway	14:00 on 20/09/2009
2	WICKS RD	On the Spot of COXS RD	1: Emerging	11:10 on 01/07/2013
2	LANE COVE RD	2m South of COXS RD	1: Emerging	09:06 on 01/09/2009
2	LANE COVE RD	2m North of COXS RD	1: Emerging	07:00 on 01/04/2009
2	WICKS RD	1m North of COXS RD	1: Emerging	06:55 on 24/07/2012
3	BADAJOZ RD	Unknown	1: Emerging	18:00 on 14/05/2013
3	BLENHEIM RD	20m North of COXS RD	1: Emerging	08:45 on 03/03/2010
3	BADAJOZ RD	On the Spot of COXS RD	3: On Carriageway	08:45 on 12/06/2013

The location of the crashes in each Precinct by user group involved are shown in Figure 4.5-Figure 4.7.

ITEM 6 (continued)

ATTACHMENT 1



ITEM 6 (continued)

ATTACHMENT 1

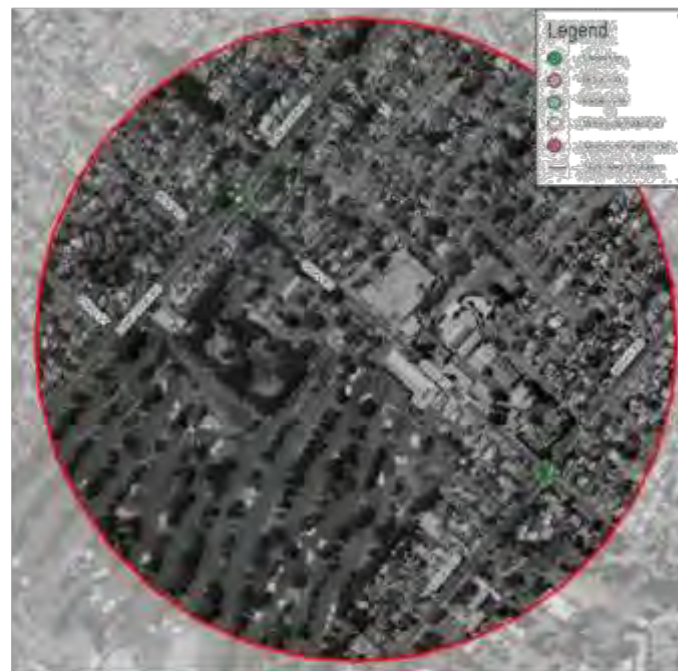


Figure 4.6: Crash Locations in Precinct 2

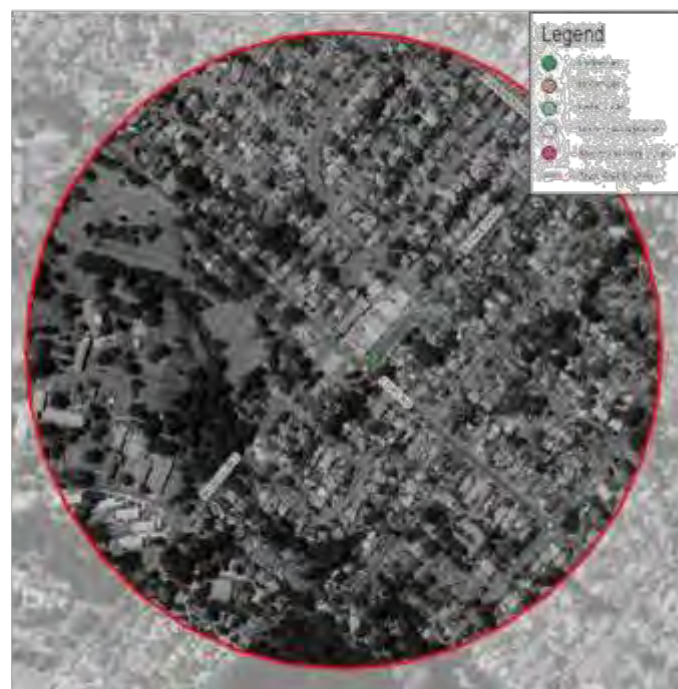



Figure 4.7: Crash Locations in Precinct 3

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres
Pedestrian Access and Mobility Plan



5. PAMP ROUTES

5.1 PRIORITY ROUTE SELECTION

The PAMP routes were initially selected based on the following criteria:

- Proximity to pedestrian trip attractors and generators (such as major bus interchange and shopping centres);
- Location of pedestrian crashes;
- Concerns from community feedback; and
- Relationship to road hierarchy: routes that were closer to major roads, such as the Victoria Road, Blaxland Road and Lane Cove Road, were selected as priority routes over local streets.

5.2 ROUTE PRIORITY

The PAMP routes were prioritised, either as high, medium or low based on the same criteria used for selecting the routes. Higher priority was given to routes within major town centres and key pedestrian links to bus stops, schools and aged care facilities. The route prioritisation system is shown in Table 5.1.

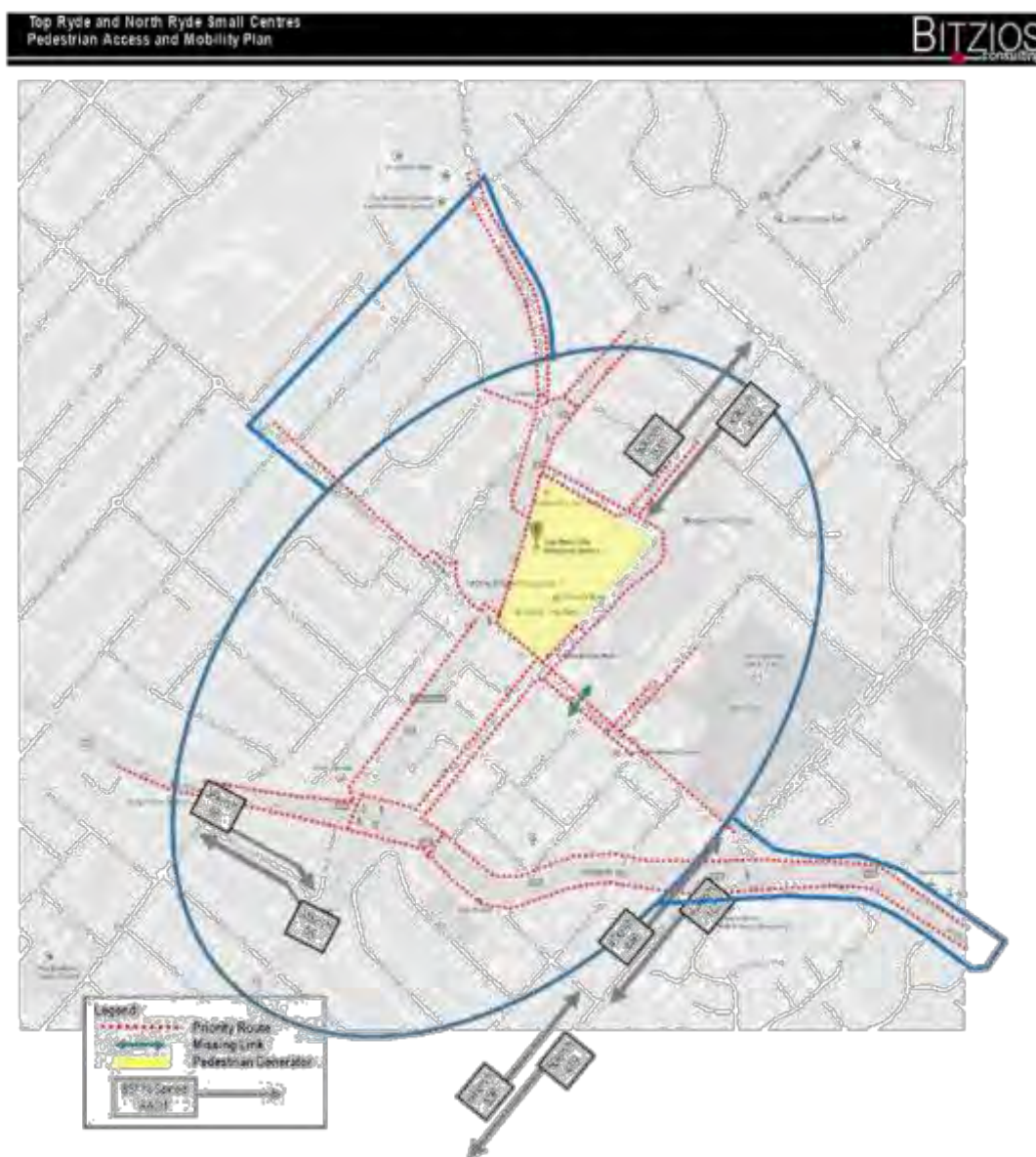
Table 5.1: PAMP Route Priority System

Criteria	Major Town Centre	Minor Town Centre	Local Residential Area
Primary link to pedestrian attractors/ generators	High	High	Medium
Secondary link to pedestrian attractors/ generators	High	Medium	Low
Location of pedestrian crashes	High	Medium	Low
Concerns from community feedback	High	High	Medium
Relation to road hierarchy	High	Medium	Low

By implementing the route prioritisation system a number of routes were identified in the Top Ryde and North Ryde Precincts. In addition to identifying pedestrian routes that were of high importance a number of missing links that would benefit pedestrian movements were also recognised. The priority routes and missing links are presented in Figure 5.1 and Figure 5.2.

ITEM 6 (continued)

ATTACHMENT 1



ITEM 6 (continued)

ATTACHMENT 1

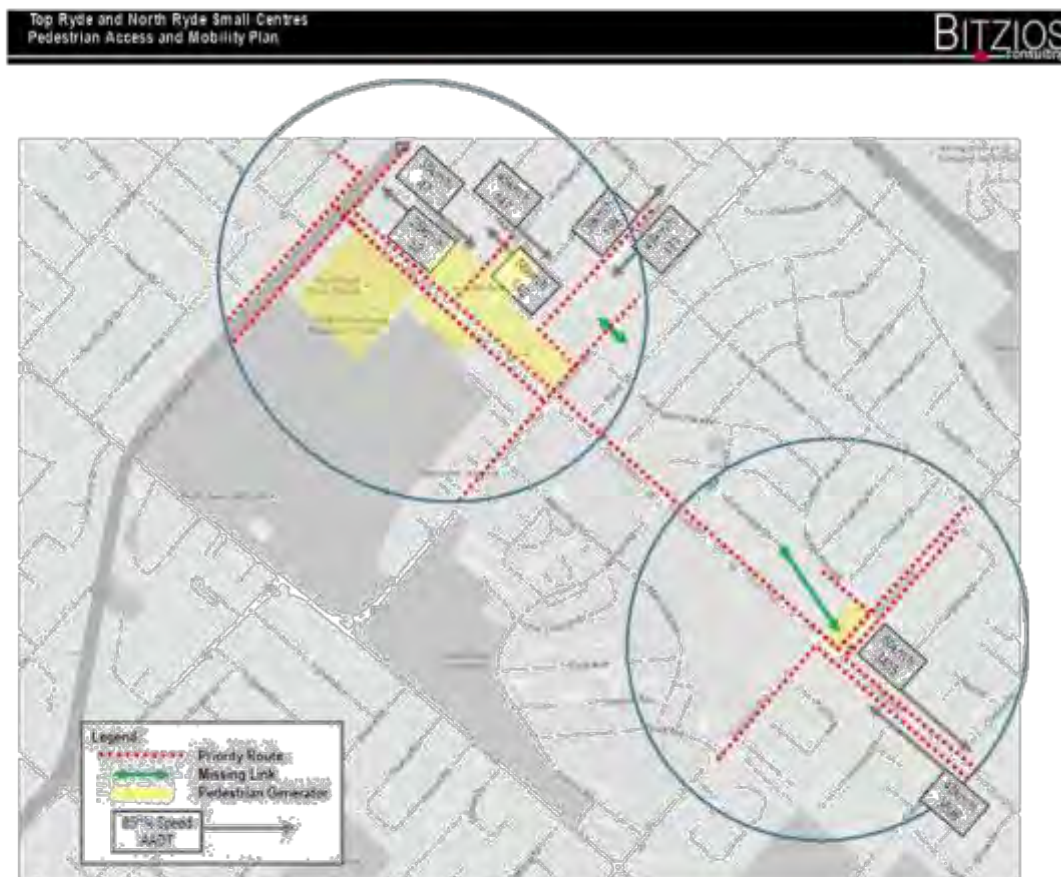


Figure 5.2: Precinct 2 & 3 Priority Routes

5.3 INITIAL SITE VISIT AND OBSERVATIONS

Site audits were conducted in and around the shopping centres located at Top Ryde and North Ryde along Coxs Road and Blenheim Road by Bitzios Consulting Staff in the company of Hazel Myers of the Ryde Access Committee to evaluate the existing conditions of pedestrian facilities and propose upgrades to improve the level of accessibility and connectivity. The audit checklist was created with relevant Australian Standards guidelines, such as AS1428.1, AS1428.2, AS1428.1 and Austroads Standards.

Precinct 1

An audit was conducted of the priority routes surrounding the Top Ryde Shopping Centre in Precinct 1 on Monday 18th January 2016 between the hours of 9:00 am and 1:00 pm. The findings of the audit revealed that there are a number of connectivity and accessibility issues particularly along Victoria Road. Many kerb ramps along Victoria Road are not well aligned, causing a greater and therefore more dangerous path of travel for pedestrians looking to cross side streets. Sections of footpath along Victoria Road and Devlin Street in particular are uneven, degraded and/or blocked, which increases the likelihood of pedestrians sustaining injuries. Other notable observations were pedestrian path worn into the grass between Blaxland Road and Parkes Street and the reduced size and lack of flashing warning lights for the school zone located along Pope Street.

Precincts 2 & 3

An audit was conducted of the priority routes identified in North Ryde in Precinct 2 and 3 on Thursday 21st January 2016 between the hours of 9:00 am and 1:00 pm. The findings of the audit revealed that there are connectivity and accessibility issues particularly along Lane Cove Road between Twin Road and Coxs Road.

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres
Pedestrian Access and Mobility Plan

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The majority of this stretch has no footpath to connect the signals at Twin Road and the footpath that extends from Coxs Road to Kent Road to two bus stops. Along the length of this section there is a heavily worn pedestrian path through the grass, indicating this path is used frequently by pedestrians. At some locations throughout the North Ryde Precincts the quality of the footpath subsided as did the kerb ramps and their alignment. Of further note was the poor condition of the line marking and lack of associated signage for prescribed bicycle routes around the signals where Lane Cove Road meets Kent Road and Coxs Road, and the lack of safety handrails installed at pedestrian refuges. Many bus stops in the area also were lacking in key DDA compliant infrastructure.

Priority Criteria

Once the photographs of the observed issues during the site audit were taken, sorted and analysed criteria were generated, with reference to the RMS document *How to Prepare a Pedestrian Access and Mobility Plan*, to categorise the issues into levels of severity and importance. By evaluating each photograph against set criteria across a range of categories, a consistent and balanced approach to identifying the issues that require more immediate attention is developed. The criteria and score ranking system are shown in Table 5.2 and Table 5.3.

Table 5.2: Criteria for Creating Priority Scores for Site Audit Photographs

ID	Scoring Criteria	Score
C1	Connectivity to pedestrian generator/attractor	new primary link
		new secondary link
		existing links
C2	Pedestrian crash history	>3 reported per year
		3 reported per year
		2 reported per year
		1 reported per year
		0 reported
C3	Concerns from community feedback	5 or more responses
		less than 5 responses
C4	Relation to road hierarchy	state road
		collector road
		local street
C5	Land Use	school / aged care
		commercial / retail
		residential
C6	Pedestrian Safety	essential
		desirable
		little impact
C7	Pedestrian Desire Lines	strong desire line
		medium usage
		very little use

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres
Pedestrian Access and Mobility Plan

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Table 5.3: Works Priority Scores Based on Criteria for Site Audit Photographs

Score	Works Priority
>34	High
25-34	Medium
<25	Low

5.3.1 General Audit Findings

The audits of Top Ryde and North Ryde showed that the pedestrian facilities in general are functional with a large quantity of minor deficiencies which can hinder the movement of less mobile pedestrians. In total over 450 locations were identified to have some level of impairment to pedestrian movement with approximately 7% of the deficiencies classed as high priority to repair or alter. The condition of pedestrian facilities within close proximity to major pedestrian generators and attractors, such as shopping centres and schools were generally of the highest standard whilst facilities along connecting routes to these centres are of reduced quality. The roads that possess the highest rate of deficiencies in the existing infrastructure are Cox's Road, Devlin Street, Lane Cove Road, and Victoria Road.

The most common issues identified throughout the auditing process were footpaths containing cracks that hinder pedestrian movement and kerb ramps that are non-compliant or lack connectivity.

5.3.2 Footpath Audit Findings

Deficiencies identified in footpaths audited in Top Ryde and North Ryde were the most common problem along all routes. Of these issues cracks in footpath sections and raised joins in the footpath were the most prevalent with small incidence rates of narrowed footpaths and missing links. Examples of identified deficiencies include:

- Incomplete footpaths;
- Missing footpaths where there are paths worn in the grass due to regular pedestrian movements;
- Cracked, uneven and raised footpaths presenting trip hazards arising from issues such as:
 - Service location covers
 - Deteriorated footpath segments
 - Tree roots and soil movement
- Patch work from previous repair work; and
- Narrow footpath widths due to vegetation;

as shown in the examples below.



ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres Pedestrian Access and Mobility Plan			BITZIOS Consulting	
LRE184	Lane Cove Road East	No Footpath Despite Worn Path in Grass		
PSN164	Blaxland Road (Parkes Street North)	Well Worn Pedestrian Path in Grass		
AAW230	Argyle Avenue West	Trip Hazard - Uneven Footpath		
Project No: P2320			Version: 003	Page 45

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres Pedestrian Access and Mobility Plan			BITZIOS Consulting
BLWD41	Blenheim Road West across Blenheim Road	Trip Hazard - Uneven Footpath	
			
VRS120	Victoria Road South	Footpath Restricted by Overgrown Vegetation	
			
VRS120	Victoria Road South	Footpath Restricted by Overgrown Vegetation	
			
Project No: P2320			Version: 003
			Page 46

ITEM 6 (continued)

ATTACHMENT 1



The locations of footpath related issues are presented in Figure 5.3 and Figure 5.4.

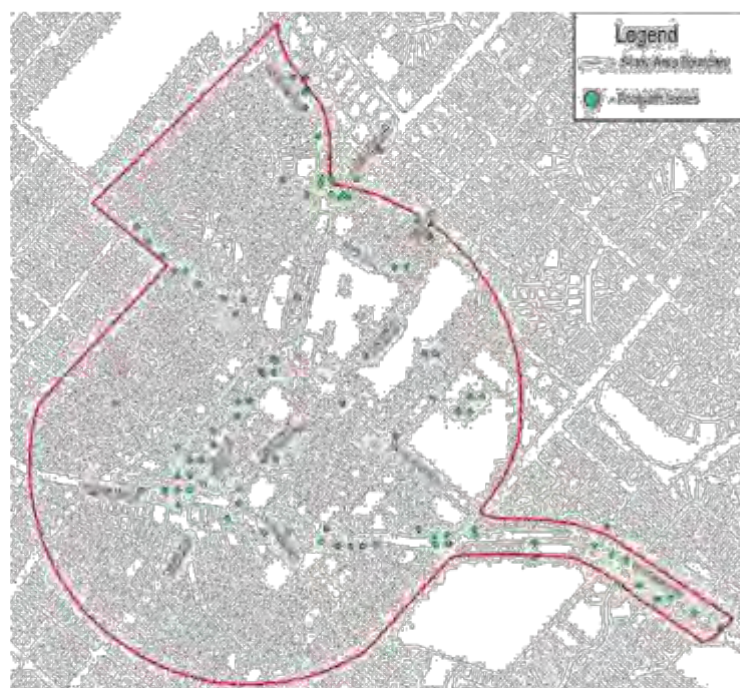


Figure 5.3: Location of Footpath Issues Precinct 1



Figure 5.4: Location of Footpath Issues Precinct 2 & 3

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres
Pedestrian Access and Mobility Plan

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5.3.3 Kerb Ramp Audit Findings

Many footpaths observed in the auditing process in Top Ryde and North Ryde contained kerb ramps that, although functional for most pedestrian user types, restrict the access for less mobile pedestrians. Kerb ramps provide a vital link between footpaths that assists pedestrians to move out of conflict zones on roadways effectively and easily. However, issues identified such as vegetation growth, alignment issues, missing kerb ramps and obstacles, in many places prevent effective use of kerb ramps. Examples of identified deficiencies include:

- Steep kerb ramp;
- Raised kerb lip;
- Poor kerb ramp alignment;
- Missing kerb ramp; and
- Deteriorated kerb ramp;

with examples provided as follows:

PSS167	Parkes Street South / Belmore Lane West	Trip Hazard - Steep Ramp Section with no Hand Rails
		
VRN036	Victoria Road North / Little Church Street East	Trip Hazard - Elevated Kerb Lip
		

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres Pedestrian Access and Mobility Plan			BITZIOS Consulting
VRN051	Victoria Road North / Hailon Street East	Trip Hazard - No Kerb Ramp Installed at Intersection	
			
CXN129	Coxs Road North / Ryrie Street West	Kerb Ramp Alignment	
			
VRS117	Victoria Road South / Devlin Street	Trip Hazard - Kerb Lip Deterioration	
			
Project No: P2320		Version: 003	Page 49

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres
Pedestrian Access and Mobility Plan

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5.3.4 Bus Stop Audit Findings

Bus stop facilities within each Precinct are largely inconsistent, with a large number of non-conformities to the DDA guidelines for bus stops. Facilities in and around the major centres, such as at the shopping centres, are of the highest quality and contain a seat, plinth, hardstand and in some cases shelters. Away from the major centres of each Precinct, bus stop facilities would often consist of a single sign with no seat or paved access to the kerb to board or alight the bus. Tactile Ground Surface Indicators (TGSIs) to aid the visually impaired are applied to extremely few bus stops with some instances along Lane Cove Road and Cocks Road where recent upgrades have been performed. Examples of identified deficiencies include:

- No hardstand;
- No Tactile Ground Surface Indicators (TGSIs);
- No seat; and
- Unsafe hardstand;

with examples provided below.

WRW236	Wicks Road West	DDA Non-Compliant - No Hard Stand
		
CSW026	Church Street West	DDA Non-Compliant - No TGSIs
		
WRW240	Wicks Road West	DDA Non-Compliant - No Hard Stand /Seat
		
CXN104	Cocks Road North	DDA Non-Compliant - Stairs Used as Access to Bus
		

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres
Pedestrian Access and Mobility Plan

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5.3.5 Lighting Audit Findings

The audits of Top Ryde and North Ryde were conducted during daylight hours. As a result the effectiveness and working order of the lighting of pedestrian facilities cannot be commented on. However, the lighting facilities in place in the Precincts appeared to be sufficient with regular and evenly spaced lighting of the walkways in Ryde Park a noticeable standout for assistance to pedestrians walking through the park in the later hours. The pedestrian paths between Coxs Road to Kathleen Street and Lane Cove Road to Pindari Street, along with the access to Ryde Park from east-west oriented leg of Argyle Avenue, do not contain lighting provisions which may act as a deterrent to pedestrians from the twilight period until sunrise. Examples of identified deficiencies include:

RYP217	Ryde Park	No Lighting Along Path
		

5.3.6 Signage / Line Marking Audit Findings

A limited range of signage issues were identified during the site audit phase of which the vast majority relate to pedestrian crossings and shared paths. Most pedestrian crossings in Top Ryde and North Ryde are not accompanied by the updated pedestrian crossings signage with very few displaying the new fluorescent signs. The footpath along Coxs Road in North Ryde that allows bicycle movements is poorly marked with almost non-existent line markings and supporting signage whereas the shared path along Blaxland Road towards Top Ryde does not have signage to indicate the start and end of the shared path and to warn cyclists of pedestrians entering from the access path to Samuel Street. The highest priority issue identified is located along Pope Street just to the east of the Smith Street / Pope Street intersection where a small school zone sign is located without flashing warning lights. This sign is not able to be effectively viewed and is in a busy area.

Examples of identified deficiencies include:

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres
Pedestrian Access and Mobility Plan

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PSN002	Pope Street North	School Zone Sign is Small and Lacks Flashing Warning Lights
		
VRN032	Pedestrian Crossing at Victoria Road North across Church Street	Non - Compliant Signage and Incorrect Sign Facing Direction
		
LRW206	Lane Cove Road West	Shared Path Line Marking Faded
		

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres
Pedestrian Access and Mobility Plan

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5.3.7 Crossing Audit Findings

A number of deficiencies were identified when assessing the facilities provided for pedestrians to cross roads and intersections in Top Ryde and North Ryde. Missing and poor quality crossing infrastructure compromises the safety of pedestrians, especially the less mobile. Examples of identified deficiencies include:

- Uneven pavement;
- No crossing provisions;
- No safety handrails;

With examples provided as follows:

BRS218	Blaxland Road South across William Street	Trip Hazard - Uneven Road Pavement
		
CXS160	Coxs Road South across Cressy Road	No Pedestrian Crossing Provisions at Roundabout
		
CYE165	Cressy Road East across Coxs Road	No Safety Hand Rails Installed
		

ITEM 6 (continued)




ATTACHMENT 1

Top Ryde and North Ryde Small Centres
Pedestrian Access and Mobility Plan

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5.3.8 Safety Infrastructure Audit Findings

The City of Ryde has implemented a range of pedestrian fencing in locations around the Top Ryde Shopping Centre to enhance the safety of pedestrians. Damage to some sections of this fencing was observed which reduces the effectiveness of the fencing as a safety barrier. Along with damaged fencing and barriers the signalised intersection between Victoria Road and Church Street / Devlin Street was found to be missing push buttons associated with the pedestrian crossing phases. Examples of identified deficiencies include:

TSE003	Tucker Street East	Section Missing in Pedestrian Fencing
		
DSE157	Devlin Street East	Damaged Section of Pedestrian Fencing
		
VRN031	Victoria Road North across Devlin Street	No Push Button or Sound for Signalised Pedestrian Crossing
		

ITEM 6 (continued)

ATTACHMENT 1



The location of all observed issues outside of footpath related issues are presented in Figure 5.5 and Figure 5.6.

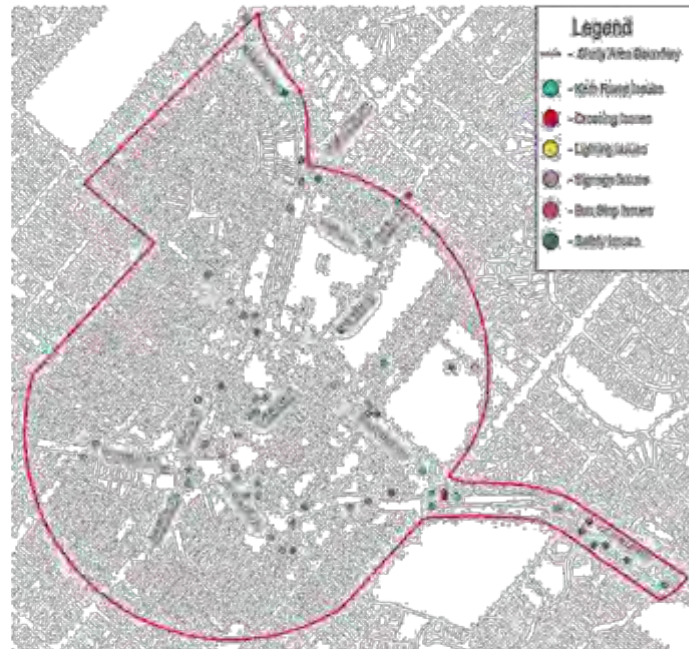


Figure 5.5: Site Audit Issue Locations Precinct 1

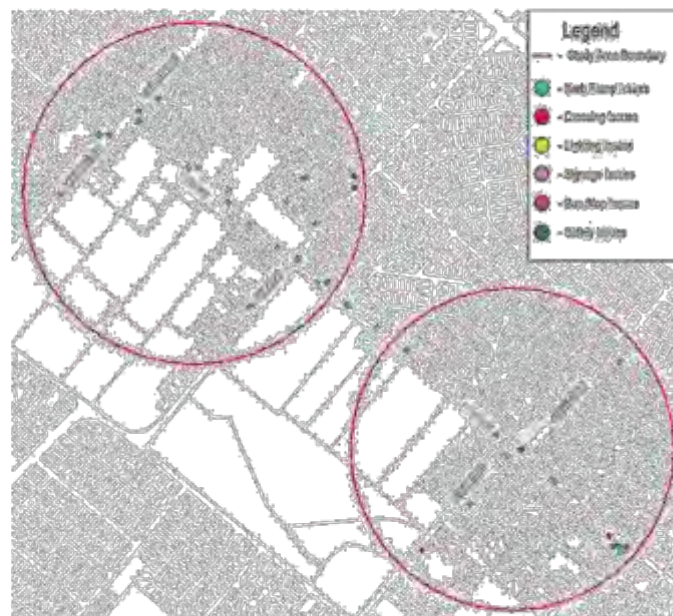



Figure 5.6: Site Audit Issue Locations Precinct 2 & 3

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres Pedestrian Access and Mobility Plan	
6. COMMUNITY CONSULTATION	
6.1 OVERVIEW	
<p>Community consultation is a vital component of establishing a well-informed PAMP for Top Ryde and North Ryde. Encouraging community members to raise issues they encounter each day and listening to the local residents, students, community groups and working population of Top Ryde and North Ryde ensures that the best outcomes are achieved from a technical, operational and communal standpoint. To maximise the exposure to the community to express their concerns and suggestions relating to pedestrian access and mobility and provide comments on the draft PAMP, a range of opportunities were established targeting community involvement. Community consultation opportunities included:</p>	
<ul style="list-style-type: none"> ▪ Inclusion of Access Committee in site audit process; ▪ Identifying and contacting key pedestrian attractors and generators and contacting by telephone and email to provide feedback specific to their purpose; ▪ Establishing an online "survey monkey" survey. The local newspaper and the City of Ryde website provided notification of the survey to the community, and small businesses in North Ryde received flyers to encourage participation; ▪ One workshop was scheduled in Ryde, however was cancelled due to lack of responses; and ▪ Public exhibition of the Draft PAMP encouraging comments from the community. 	
6.2 IDENTIFICATION OF KEY STAKEHOLDERS	
6.2.1 Identification and Contact	
<p>In the initial stages of the PAMP development an effort was made to identify and invite comment from a range of community groups, organisations and businesses in each of the three precincts on the experiences of their staff and customers in relation to the level of accessibility and facilities for pedestrians. A wide variety of stakeholders were contacted via email and telephone to incorporate a diverse and comprehensive cross section of groups and organisations that make up a significant portion of pedestrians. Where possible stakeholders were contacted by telephone within reasonable business hours (i.e. contact was not made within 30 mins of school starting and finishing times) to make initial contact before a follow up email with further details were sent to a suitable email address. Approximately four questions with relevance to the stakeholder's involvement in the community were supplied to assist in the information provided in their responses, along with a general request for any other areas of concern they had. Where insufficient contact was made after two attempts at phone calls an email was then sent to the stakeholder with details of the project and requests for information.</p>	
<p>An email address was created specifically for correspondence from the stakeholders with the City of Ryde (RydePAMP@ryde.nsw.gov.au), along with the option of calling Bitzios Consulting staff directly. The key stakeholders identified and contacted by Bitzios Consulting are shown in Table 6.1:</p>	
Project No: P2320	Version: 003
Page 56	

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres
Pedestrian Access and Mobility Plan



Table 6.1: Key Stakeholders Contacted for Comment on Pedestrian Facilities

Stakeholder	Date	Method	Comments/Feedback
Ryde Public School	7/12/2015	email	<ul style="list-style-type: none"> - Approximately 520 enrolments - Mode of travel for student - 50% by car/bus, 50% by foot - Some students utilise the public buses on Blaxland Road - Approximately 100 attend before and after school care - Staff parking on site approximately 40, most staff drive, access via Pope St and Tucker St gates - Support unit bus, drop off & pick up on site - One small class for special needs, mode of travel small amount by foot - Would require ambulance access via Pope St gate, and hence support unit buses are diverted to the kiss & ride at times of emergency - B double sighted using Pope & Tucker St and struggled to negotiate the corner - Smith St pedestrian signals are too short, school children struggle to complete crossing the road by the end of the flashing period. - Two school children were hit (hit and run), did not suffer serious injury due to drivers filtering pedestrian green and flashing red man - An informal path through the school between Argyle Avenue and Tucker St is used by public to gain access to the shopping centre. The path is not in good condition with uneven surface. - Drivers exiting the new development next to Tucker St gate would have difficulty in seeing the pedestrians on the footpath
North Ryde Public School	9/12/2015	email & phone	No Response
Holy Spirit Primary School	14/12/2015	email & phone	No Response
Bike North	18/12/2015	email	No Response
Top Ryde Shopping Village Owners	18/12/2015	email	Email distributed to businesses within the Shopping District. No further responses received.
Ryde Business Forum	18/12/2015	email	No Response
Guide Dog Association	18/12/2015	email	No Response
Top Ryde Early Learning Centre	11/12/2015	email and phone	No Response
Early Childhood Health Centre	5/01/2016	email & phone	No Response
Lilypad Early Learning Centre	5/01/2016	email & phone	Email distributed to staff and parents of enrolled children. No further responses received.
KU North Ryde Preschool	5/01/2016	email & phone	No Response

ITEM 6 (continued)

ATTACHMENT 1

6.2.2 Responses from Stakeholders

With the exception of Ryde Public School, the stakeholders contacted by Bitzios Staff by telephone and email were generally non-responsive. Top Ryde Shopping Village Owners and Lilypad Early Learning Centre forwarded the email sent by Bitzios to their relevant stakeholders, however no subsequent responses were forthcoming. Other primary schools and pre-schooling facilities were did not reply to phone calls or to emails when provided the opportunity to express issues of concern. Similarly, other stakeholders did not reply to emails or phone calls.

Ryde Public School were forthcoming with a range of information, some of which were able to be assessed within the scope of the PAMP and some of which were outside of the scope of the PAMP. The length of the pedestrian crossing time at the Tucker Street mid-block crossing was an issue raised. This was investigated by the study team and was deemed to be sufficient after observing a number of pedestrian crossing cycles and a range of pedestrian types using the facility. Issues surrounding the informal access through the school and the sight distance from the egress for the development at 55-89 Tucker Street were also raised but are outside of the scope of the project as they do not lie on public grounds.

6.3 ACCESS COMMITTEE PARTICIPATION IN SITE AUDITS

The Ryde Access Committee members were invited to participate in the site audit process. Their involvement in identifying issues along the priority routes allowed the professional experience of Bitzios Consulting staff to be assisted by experienced individuals with local knowledge and an understanding of pedestrians with mobility challenges. A member of the Access Committee was present on each of the site audit days and provided advice on the challenges each issue presented to elderly and less able pedestrians, as well as identifying a range of issues.

6.4 ONLINE COMMUNITY SURVEY

6.4.1 Methodology

An online survey using *SurveyMonkey* was set up by Bitzios Consulting, seeking responses from small businesses and residents of the three precinct areas about their experiences as a pedestrian. Notification was provided to small businesses in the Coxs Road and Blenheim Road Shopping Centres in the form of flyers delivered by a Bitzios Consulting staff member. At this time there was also an opportunity for business owners and staff to air any concerns or ask questions of the processes, face to face. An advertisement was placed in the local newspaper, *The Northern District Times*, as well as appearing on the City of Ryde website. The survey was made available from mid-January to mid-February 2016. A total of 17 responses were received.

The community questionnaire addressed the following topics:

- pedestrian trip journey origin;
- purpose of trips made by foot within the study area;
- issues with existing crossings, footpaths and kerb ramps; and
- desired upgrades to pedestrian facilities with regards to crossings, kerb ramps, streetscape, directional signage, accessibility, and safety and security.

The Community Questionnaire responses are provided in Appendix B.

The key survey responses are summarised below. It should be noted that there was a strong response by residents, shoppers and workers of Precinct 2 (areas surrounding Coxs Road Shopping Centre), with 59% of the survey respondents identifying this as their place of work, shopping or residence. This is significant as by the population statistics this area contributes only 20% of the combined population of the three precincts. In contrast, Precinct 1 contributes 65% of the combined population but only 12% of the responses to the survey.

ITEM 6 (continued)

ATTACHMENT 1

6.4.2 Interaction with Small Businesses in North Ryde

As part of the online community survey small businesses in the Coxs Road Shopping Centre and Blenheim Road Shopping Centre were provided with flyers delivered by Bitzios Consulting staff. The flyer provided brief details of the project with directions on how to complete the online community survey on Survey Monkey and contact names and number for Bitzios Consulting. An opportunity was also provided for the owners, staff and/or customers to engage with Bitzios staff to seek clarification of the project and to voice any concerns they had or raise any issues they had witnessed.

The response to this approach was positive with many business owners or staff showing an interest in the online survey. No new "in scope" issues were raised and there was a consistent appraisal of the surrounding pedestrian provided. Of note was that customers, staff and businesses owners of the Coxs Road Shopping Centre consistently raised the issue of Macquarie Hospital patients harassing and threatening customers and workplaces, especially within in the vicinity of the banks and liquor stores, although this is not something able to be specifically dealt with in the PAMP.

6.4.3 Pedestrian Origin

Respondents were asked to identify their origin of Precinct, with specific interest to Top Ryde Commercial Precinct, Coxs Road Small Business Precinct, Blenheim Road Small Business Precinct and others not specified as shown in Figure 6.1.

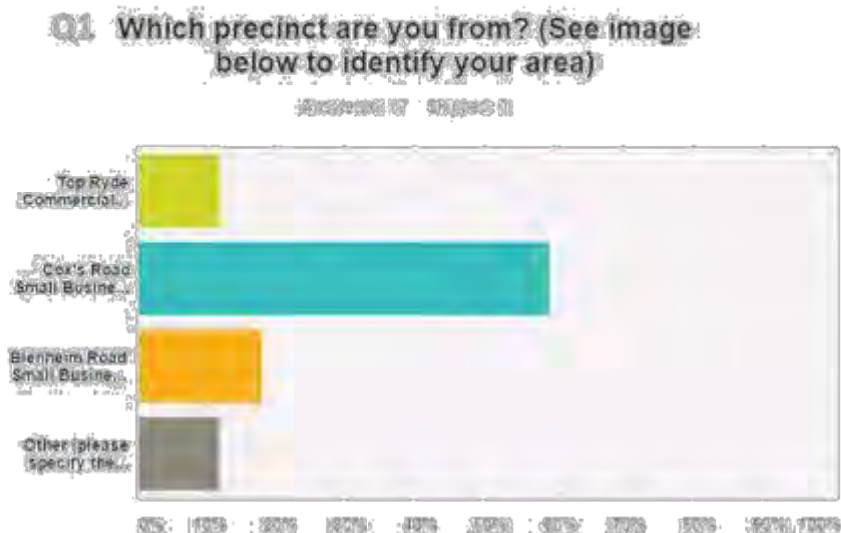


Figure 6.1: Pedestrian Origin

The vast majority of respondents identified with Coxs Road Small Business Precinct as their precinct of interest. As a result the SurveyMonkey data is more applicable to the Coxs Road Small Business Precinct than other precincts and other areas that received very few responses. All respondents answered this question. Areas represented by the "Other" option were Meadowbank and Marsfield.

6.4.4 Purpose of Pedestrian Trips

Respondents were asked to identify the purpose of common trips taken by foot within the study area. As shown in Figure 6.2, the most frequently cited purposes for walking were for leisure/health, followed by access to shops and transport facilities.

ITEM 6 (continued)

ATTACHMENT 1

Q2 What are your main reasons for walking?

Answers: 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

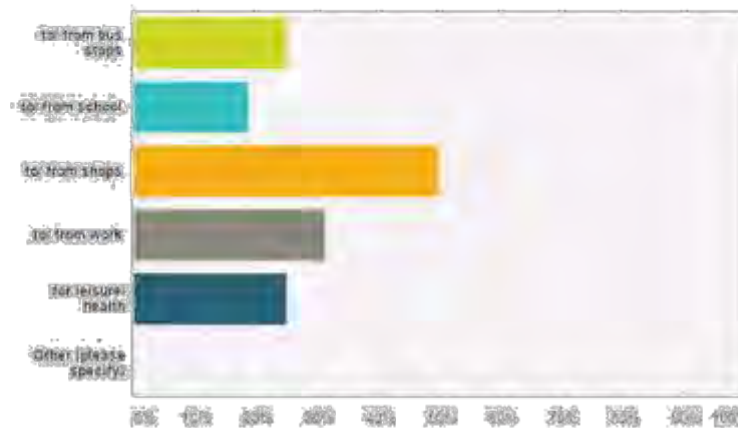


Figure 6.2: Reasons for Walking

The results show that half of the respondents use pedestrian facilities to access shopping centres or local shopping precincts. The other methods of travel, including to school, public transport services, work and for leisure purposes, are split fairly evenly in their use. Please note that multiple options were able to be selected for this question and one of the 17 respondents chose not to answer this question.

6.4.5 Pedestrian Satisfaction

Respondents were asked to identify whether they were satisfied with the existing footpaths, kerb ramps and pedestrian facilities. The results are shown in Figure 6.3

Q3 Are you satisfied with the footpaths and kerb ramps in your area?

Answers: 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100



Q4 In general, are you satisfied with the pedestrian facilities in your area?

Answers: 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100



Figure 6.3: Pedestrian Satisfaction

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres
Pedestrian Access and Mobility Plan

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Overall respondents were pleased with the existing condition of footpaths with 86% of respondents expressing satisfaction with existing infrastructure in place. Of the respondents who were not satisfied three issues were raised, which included the lack of footpaths on both sides of the road, the uneven nature of footpaths made it difficult to navigate for the less mobile, and footpaths are overgrown with weeds that limit the operating width and trap rubbish.

Similarly the majority of respondents were satisfied with the overall existing condition and infrastructure provided by pedestrian facilities in the three precincts with a satisfaction rating of 71%. Of the respondents who were not satisfied with the pedestrian facilities, issues were raised such as difficulties presented to drivers and pedestrians by the reverse only angled parking at Blenheim Road Shopping Centre and vehicles not giving way at pedestrian crossings near Coxs Road Shopping Centre.

Of the 17 respondents three chose not to answer both Question 3 and Question 4.

6.4.6 Pedestrian Facilities

Respondents were asked to consider the main barriers to walking were in their local Precinct. The results are shown in Figure 6.4.

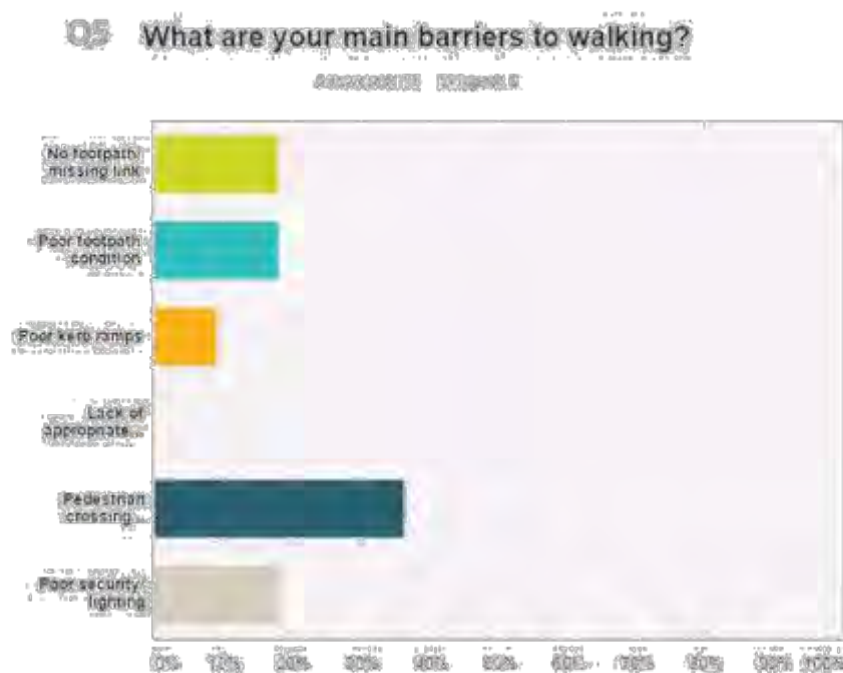


Figure 6.4 Main Barriers to Walking

The main barrier identified by respondents was the lack of pedestrian crossing facilities and the safety of those pedestrians crossing roads, with a response rate of 36%. The lack of paved footpaths, condition of footpaths and kerb ramps and poor security and lighting for pedestrians had a similar response rate. Of the 17 respondents six opted not to answer this question.

6.4.7 Desired Improvements

Respondents were asked about which improvements to pedestrian facilities they would most like to see in their area on a ranking scale system, with 1 being the highest priority and 6 being the lowest priority. The results are shown in Figure 6.5.

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres
Pedestrian Access and Mobility Plan

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**What improvements would you most like to see to pedestrian facilities in your area?
Please rank in order 1 to 6. (1 being the highest, 6 being the lowest)**

Answered: 48 Skipped: 5



Figure 6.5 Desired Improvements to Pedestrian Facilities

In the main, the responses for Question 6 were incomplete, with five respondents opting not to respond to the question all together and only four completing the whole question. Each option also attracted different levels of response rates with most receiving eight or nine answers but the option of "additional/improved kerb ramps" only attracting five responses. As a consequence, the results displayed for this question may not provide a true and representative indication of the improvements pedestrians seek. From the data received, the three options that attracted the most attention from the highest three priority rankings are:

- Additional/Improved Footpaths;
- Improved Lighting and Security; and
- More Accessible Crossings with Audible/Tactile Crossing Facilities for Vision or Hearing Impaired.

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres
Pedestrian Access and Mobility Plan

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6.4.8 Location Specific Feedback

Question 7 of the SurveyMonkey survey allowed respondents to raise any other issues that they may have encountered in the precinct areas outlined. Six responses were received with four specific to the precinct areas and three specific to pedestrian concerns within the precincts. The responses are provided in Table 6.2:

Table 6.2: Community Survey Location Specific Issues

Comment	Location
Coxs Road pedestrian crossing in front of CBA. On a daily basis I am likely to be almost hit by a car that has not given way to me while I am on the pedestrian crossing.	Coxs Road Pedestrian Crossing at Commonwealth Bank
Pedestrian crossing on Coxs Road (outside the Library) on a daily basis I will be on the crossing and a car will fail to stop. Suggest a raised crossing like the ones outside the School or Pharmacy	Coxs Road Pedestrian Crossing at Commonwealth Bank
Overgrown trees, bushes. Weeds, rubbish blocking paths. Car speeding around Ryrie St.	Near Ryrie Street

6.5 STAKEHOLDER WORKSHOP

A stakeholder workshop was set down for the evening of Wednesday 11 May 2016. Extensive levels of notification and advertising of the workshop were coordinated by City of Ryde with advertisements placed on the City of Ryde Council website, in the North Shore Times and City of Ryde Newsletter in addition to notices in the Civic Centre, Ryde Planning and Business Centre and five libraries in the City of Ryde area. Various community groups were also contacted via email by City of Ryde to inform them of the workshop and additional advertising undertaken on Facebook and Twitter prior to the workshop. Bitzios Consulting prepared a detailed presentation to deliver on the night to the workshop and committed two staff members to answer questions, response to queries and document any further issues the community may have that were missed in the initial investigations.

On Tuesday 10 May 2016 City of Ryde made the decision to cancel the stakeholder workshop due to the lack of the responses received from the advertising campaign.

6.6 PUBLIC EXHIBITION

The second version of the Draft PAMP was released to the public via a link in the 'Have Your Say' section of the City of Ryde website seeking comments from the community on the contents of the report. Notification to the public of the report's release was made in the North Shore Times and on notice boards of libraries in the City of Ryde. The report was loaded onto the website on April 20 with submissions closing on May 17, a period of 28 days.

City of Ryde informed Bitzios Consulting on May 17 that no submissions were received in regard to the Top Ryde PAMP despite community input being sought.

ITEM 6 (continued)

ATTACHMENT 1

7. DETAILED RECOMMENDED WORKS PROGRAM

7.1 WORKS PRIORITY

A priority level has been assigned to each recommended action, taking into consideration its contribution to pedestrian safety, ease of accessibility and the amenity of the surrounding environment. Priority levels were assigned as follows:

- **High Priority (H) = Essential for pedestrian safety:**
 - for issues that require short term action (0-5 years);
 - for issues that would likely result in pedestrians having to use heavily trafficked streets due to a lack of footpath, deficient pedestrian facilities, or misleading pavement markings or street signage;
 - for locations where there are high pedestrian volumes as well as high traffic volumes that should maintain/improve the level of pedestrian access and mobility in accordance with design standards;
 - for locations where kerb ramps are missing at pedestrian signal crossings at heavily trafficked roads;
 - for areas such as shopping centre car parks, where traffic directional signage is unclear and likely to impede pedestrian safety;
 - for some locations where there is very limited footpath provision near a major pedestrian attractor or generator;
- **Medium Priority (M) = Desirable for pedestrian safety, convenience or amenity:**
 - for issues that require medium term works (5-10 years)
 - for issues that would likely result in pedestrians having to use local low-trafficked streets due to a lack of footpath, deficient pedestrian facilities, or misleading pavement marking or street signage;
 - for faded pedestrian crossings or narrow kerb ramps across roads through town centres; and
 - for trip hazards near schools, child care centres, or aged care facilities;
- **Low Priority (L) = Little impact on pedestrian safety, desirable for pedestrian convenience or amenity:**
 - for issues that require longer term works (10-25 years);
 - for minor footpath deficiencies, such as bad lip heights or narrow kerb ramps, in local streets;
 - for outdated symbol signs or faded traffic signs;
 - for minor bus stop deficiencies, such as missing shelters, seating, or bin provision; and
 - for lack of footpath provision in low pedestrian volume streets, where a footpath exists on the other side of the road.

7.2 COST ESTIMATES

The estimated costs of treatments are based on unit rates supplied by Blue Mountains City Council from a recent PAMP undertaken by Bitzios Consulting, in addition to rates used in other PAMP studies for other local councils in NSW. The list of unit costs are shown in Table 7.1. The costs presented are indicative and non-inclusive of labour or associated overhead costs and as such should be used as a guide only.

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres
Pedestrian Access and Mobility Plan



Table 7.1: Indicative Unit Costs

Reference (if applicable)	Item	Unit Cost
	Install new concrete footpath	\$200 per m2
	Install new asphalt footpath	\$150 per m2
AS 1428.4.1 Austroads Part 4 and 6A	Install new kerb ramp	\$5,000 per item
	Install pedestrian (zebra) crossing sign	\$200 per item
	Pedestrian Lighting	\$1,000 per item
	Clear vegetation (brushcutting/mowing 1m either side of footpath)	\$1.10 per m2
	Remove kerb ramps (part of repair/replacement of footpath)	\$182.62 per m2
	Kerb and Gutter	\$85 per m
	Pavement grinding	\$25 per item
AS 1428.4.1	Install TGSi	\$200 per item
	Erect traffic sign	\$200 per item
	Line Marking	\$5 per m
	Bollard	\$300 per item
	Handrails	\$200 per item
	Reflective Paint	\$10 per m
	Pedestrian Fencing	\$225 per m

Based on the preliminary cost estimates, the total cost for all recommended treatments (across priority works and priority routes) is shown in Table 6.2. These cost estimates do not include the additional funding of works from sources outside of the City of Ryde.

Table 7.2: Cost Estimate Summary by Priority of Issues

Area	Total	Priority		
		High	Medium	Low
Top Ryde	\$224,094	\$46,021	\$137,041	\$41,031
North Ryde	\$280,475	\$108,771	\$105,055	\$66,649
Sub Total	\$504,569	\$154,792	\$242,096	\$107,680

Presented below are the recommended treatments that are considered High priority works for the three precincts included in the PAMP. Table 7.3 shows the issues identified in and around Top Ryde (Precinct 1) and Table 7.4 shows the issues identified in North Ryde (Precincts 2 and 3). The full list of inspected priority routes with recommended works for Top Ryde are provided in Appendix C and North Ryde in Appendix D. At the request of the City of Ryde any items incurring a cost of less than \$10 are shown as \$0 in the schedule of work documents.

ITEM 6 (continued)

ATTACHMENT 1

Table 7.3: Top Ryde High Priority Issues, Recommended Treatments, and Estimated Costs

Location	Issue	Priority	Treatment	Cost
Pope Street North	School Zone Sign is Small and Lacks Flashing Warning Lights	High	Install New School Zone Sign	\$200
Tucker Street East	Section Missing in Pedestrian Fencing	High	Replace Damaged Sections of Fence	\$225
Victoria Road North across Devlin Street	No Push Button or Sound for Signalised Pedestrian Crossing	High	Install New Pedestrian Crossing Button	NA
Victoria Road North / Hulton Street East	Trip Hazard - No Kerb Ramp Installed at Intersection	High	Install New Kerb Ramp	\$5,000
Victoria Road North / Hulton Street East	Trip Hazard - No Kerb Ramp Installed at Intersection	High	Covered in VRN051	\$0
Victoria Road North / Arras Parade Easy	No Distinction between Footpath and Roadway / Trip Hazard - Uneven Footpath	High	Install New Kerb Ramp and Kerb and Gutter	\$5,850
Victoria Road North	No Distinction between Footpath and Roadway	High	Install New Kerb Layback	\$1,275
Charles Street East across Victoria Road	Trip Hazard - Overgrown Kerb Ramp	High	Remove Vegetation Restricting Width of Kerb Ramp	\$0
Victoria Road South	Trip Hazard - Incomplete Footpath	High	Install New Footpath, Replace Asphalt Footpath, Remove Vegetation	\$1,200
Victoria Road South across Princes Street West	Kerb Ramp has no Adjacent Kerb Ramp	High	Remove Kerb Ramp	\$183
Victoria Road South across Princes Street East	Kerb Ramp Alignment	High	Replace Kerb Ramp to Align with Adjacent Kerb Ramp	\$5,000
Cowell Street North	Kerb Ramp Alignment / Kerb Ramp Leads to Large Pothole / Stop Line Marking Faded	High	Remove Kerb Ramp and Move Stop Sign (add line marking)	\$383
Cowell Street North	Stop Sign is Hidden / Kerb Ramp Alignment / Kerb Ramp Leads to Large Pothole / Stop Sign Line Faded	High	Install New Kerb Ramps	\$10,000
Cowell Street (facing west)	Conditions of Cowell Street Intersection	High	Replace Asphalt Footpath	\$450
Victoria Road South	Trip Hazard - Overgrown Kerb Ramp	High	Remove Vegetation Restricting Width of Footpath	\$0
Victoria Road South / Devlin Street	Trip Hazard - Kerb Lip Deterioration	High	Replace Kerb Ramp	\$5,000
Church Lane access to Devlin Street West	Trip Hazard - Sleep Ramp Section with no Hand Rails	High	Install Safety Handrails	\$400
Devlin Street West	Trip Hazard - Uneven Footpath	High	Replace Uneven Segments of Footpath	\$2,000
Parfies Street South / Belmore Lane East	Trip Hazard - Elevated Kerb Lip	High	Resurface Concrete Lip to Create Even Transition	\$200
Blaxland Road East	Footpath Blocked Partially by Repair Work	High	Move barriers / Replace Uneven Segments of Footpath	\$400
Blaxland Road East	Footpath Incomplete and Blocked Entirely by Repair Work	High	Move barriers / Replace Uneven Segments of Footpath	\$400
Blaxland Road South across William Street	Trip Hazard - Uneven Road Pavement	High	Replace Uneven Segments of Asphalt	\$2,250
Blaxland Road South / William Street West	Trip Hazard - Elevated Kerb Lip and Deterioration	High	Replace Kerb Ramp	\$5,000
Smith Street / Pope Street South	Lack of Signage to Inform Motorists of Pedestrians and School Zone	High	Watch for Pedestrians and School Zone Signage to be Installed	\$600

ITEM 6 (continued)

ATTACHMENT 1

Table 7.4: North Ryde High Priority Issues, Recommended Treatments, and Estimated Costs

Location	Issue	Priority	Treatment	Cost
Blenheim Road West across Cutler Parade	Kerb Ramp Alignment	High	Re-Align Footpath North of the Intersection and Install New Kerb Ramp	\$5,000
Blenheim Road West across Cutler Parade	Kerb Ramp has no Adjacent Kerb Ramp	High	Covered in BLW042	\$0
Coxs Road North	Footpath Blocked by Overgrown Vegetation / Shared Path Line Marking Faded	High	Re Mark Shared Path Line Marking and Remove Vegetation Restricting Width of Footpath	\$216
Coxs Road North	Trip Hazard - Uneven Footpath / Line Marking	High	Re Mark Shared Path Line Marking and Replace Uneven Segments of Footpath	\$425
Coxs Road North	Shared Path Line Marking Faded	High	Re Mark Shared Path Lines	\$25
Coxs Road North	DDA Non-Compliant - Stairs Used as Access to Bus	High	Install DDA Compliant Ramp, TGSi and Platform	\$1,000
Coxs Road North	Trip Hazard - No Kerb Ramp Installed at Intersection	High	Install New Kerb Ramp	\$5,000
Coxs Road North	Kerb Ramp Alignment	High	Covered in CXN128 & CXN129	\$0
Coxs Road South	Trip Hazard - Elevated Kerb Ramp Lip	High	Replace Kerb Ramp	\$5,000
Coxs Road South	Trip Hazard - Elevated Lip on Kerb at Bus Stop	High	Replace Kerb and Guttering	\$680
Coxs Road South across Badajoz Road	No Pedestrian Crossing Provisions at Roundabout	High	No Treatment Required	\$0
Lane Cove Road East	No Footpath Despite Worn Path in Grass	High	Construct New Footpath	\$90,000
Lane Cove Road East	No Footpath Despite Worn Path in Grass To Bus Stop	High	Covered in LRE179	\$0
Lane Cove Road East	No Footpath Despite Worn Path in Grass To Bus Stop	High	Install TGSi at Bus Stop	\$200
Lane Cove Road East	No Footpath Despite Worn Path in Grass	High	Covered in LRE181	\$0
Lane Cove Road East	No Footpath Despite Worn Path in Grass	High	Covered in LRE182	\$0
Lane Cove Road East	No Footpath Despite Worn Path in Grass	High	Covered in LRE183	\$0
Lane Cove Road East	No Footpath Despite Worn Path in Grass	High	Covered in LRE184	\$0
Lane Cove Road East	No Footpath Despite Worn Path in Grass To Bus Stop	High	Covered in LRE185	\$0
Lane Cove Road East	No Footpath Despite Worn Path in Grass To Bus Stop	High	Install Seat, TGSi, Larger Hardstand and Connecting Footpath	\$1,000
Lane Cove Road East	No Footpath Despite Worn Path in Grass	High	Covered in LRE187	\$0
Lane Cove Road East / Coxs Road South	Trip Hazard - Overgrown Kerb Ramp	High	Covered in LRE192	\$0
Lane Cove Road East / Coxs Road South	Signs to be installed to go With Line Marking	High	Re Mark Shared Path Line Marking and Add Directional Signage	\$225

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres
Pedestrian Access and Mobility Plan

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7.3 EXAMPLES OF KEY UPGRADES

7.3.1 Lane Cove Road between Kent Road and Twin Road

As identified in the site audit conducted on the 21st January 2016 a worn pedestrian path exists along the south eastern side of Lane Cove Road between Kent Road and Twin Road. It is recommended that a footpath be installed that connects the existing footpath along Lane Cove Road to the intersection of Lane Cove Road with Twin Road as shown in Figure 7.1. Additionally, the two bus stops located along this stretch of road require upgrades.

More detailed drawings of the proposed upgrades can be found in Appendix E.



Figure 7.1: Lane Cove Road Footpath Upgrades

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres
Pedestrian Access and Mobility Plan

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7.3.2 Cowell Street Intersection

The intersection at Cowell Street near Victoria Road presents dangers to pedestrians in its existing layout. Pedestrians are directed through the middle of the intersection by a kerb ramp towards the entry and exit driveway laybacks to the Ryde X Club. The intersection also contains large potholes and even road pavement in the direct pedestrian desire line and the stop sign to the left of the northern approach is unsighted due to its current location. A reconfiguration of the intersection is shown in Figure 7.2.

More detailed drawings of the proposed upgrades can be found in Appendix E.



Figure 7.2: Cowell Street Intersection Pedestrian Facility Alterations

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres
Pedestrian Access and Mobility Plan

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7.3.3 Kerb Ramp Alignment across Cutler Parade at Blenheim Road Shopping Centre

The existing kerb ramps to cross Cutler Parade to the Blenheim Road Shopping Centre are not aligned which causes pedestrians to take a longer path of travel across the intersection, increasing the probability of an incident occurring. Sight impaired pedestrians may also struggle in locating the adjacent kerb ramp and accessing the footpath safely. Being an existing access point to Blenheim Road Shopping Centre, it is important that facilities for pedestrians are of a high standard in this vicinity. An initial concept location of the aligned kerb ramps is shown in Figure 7.3.


More detailed drawings of the proposed upgrades can be found in Appendix E.



Figure 7.3: Cutler Parade Kerb Ramp Alignment

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres Pedestrian Access and Mobility Plan	
8. FUNDING SOURCES	
8.1 ROADS AND MARITIME SERVICES	
Generally RMS will fund works on State Roads including crossings and kerb ramps. State Roads are 100% funded by RMS, while works on Regional and Local Roads are funded 50/50 by RMS and BMCC. In the last two cases, RMS contributes funding for road crossing facilities and kerb ramps only.	
Within the study area, the following classifications apply for funding purposes:	
<ul style="list-style-type: none"> ▪ State Roads – Church Street, Devlin Street, Blaxland Road, Lane Cove Road and Victoria Road; and ▪ Regional Roads – Wicks Road (as detailed in Table 2.6). 	
All other roads are considered local roads and are under the jurisdiction of City of Ryde.	
Further details of RMS funding can be found in the "Council Projects Funded by The RTA, Memorandum of Understanding" June 2009. The works that are generally eligible for equal contribution between Council and RMS include:	
<ul style="list-style-type: none"> ▪ Preparation of Pedestrian Access and Mobility Plan ▪ Upgrade of Existing Pedestrian Infrastructure <ul style="list-style-type: none"> - Kerb Ramps - Pedestrian Priority System ▪ New Pedestrian Crossing Treatment and Facilities <ul style="list-style-type: none"> - New signalised pedestrian access points - Shared zone areas - Kerb extensions and blisters - Raised pedestrian crossings 	
8.2 SECTION 94 CONTRIBUTIONS	
The Environmental Planning and Assessment Act 1979 makes allowance for a consent authority to extract money for the provision of public amenity or public services. Should a development increase pedestrian activity or demand then it would be reasonable for Council to seek contribution toward improvements to pedestrian facilities in the area provided a link between the development and facility can be reasonable shown. Section 94 states:	
<i>"Where a consent authority is satisfied that a development, the subject of a development application, will or is likely to require the provision of or increase the demand for public amenities and public services within the area, the consent authority may grant consent to that application subject to a condition requiring:</i>	
<i>(a) The dedication of land free of cost; or (b) The payment of a monetary contribution, or both."</i>	
In relation to the PAMP, Council may consider including some of the works as part of their Section 94 contribution plan.	
8.3 VOLUNTARY PLANNING AGREEMENTS (VPAs)	
VPAs are an agreement between Council and developers that may involve the funding or assistance of pedestrian facility upgrades, expansion, construction or reconstruction. Any VPA is considered on a case by case basis and can become an additional funding source for PAMP Works.	
8.4 CONDITIONS OF CONSENT	
Developments are required to install compliant footpaths, kerb ramps and driveway crossings as part of the Development Approval process with the City of Ryde. Such constructions are required to be compliant with relevant Australian Standards and the City of Ryde's Public Domain Manual.	
Project No: P2320	Version: 003
Page 71	

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres
Pedestrian Access and Mobility Plan



9. IMPLEMENTATION AND MONITORING PROGRAM

The next stages in the PAMP are to:

- organise funding sources to establish a budget and over what timeframe;
- establish an implementation program; and
- monitor implementation of the PAMP and its outcomes.

It is typical to have a monitoring program for the PAMP. This would involve:

- recording of all proposed pedestrian works in a database;
- analysis of crash statistics;
- collection of pedestrian count information; and
- periodic updating of the PAMP every five years.

The monitoring program for the PAMP can include the establishment of an auditing process that assesses and documents the condition of the priority routes established and progress of work recommended in this PAMP regularly. By ensuring a visual audit program is implemented the quality of the routes is able to be maintained and any issues incurred identified and addressed quickly. Assessments of the routes should be conducted by a person or team of professionals with experience in pedestrian facility design and standards to best identify arising issues and develop a suitable course of action. Priority routes should also be reviewed and updated as new Council works are proposed and land uses change.

Project No: P2320

Version: 003

Page 72

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres
Pedestrian Access and Mobility Plan

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10. CONCLUSIONS AND RECOMMENDATIONS

This PAMP presents a plan to improve pedestrian safety and encourage more walking within the Top Ryde Shopping Centre Precinct and the North Ryde Small Shopping Centre Precincts (Coxs Road and Blenheim Road) in the City of Ryde Local Government Area.

Issues affecting pedestrians were discussed with local businesses and community groups although the responsiveness of many of these groups was relatively limited. The key pedestrian issues identified were the lack of connectivity of some footpaths and the complete lack of footpaths in some locations. Other issues included poor surfaces and sub-standard kerb ramps, and poor sign posting.

High Priority PAMP routes were defined, and a comprehensive field audit was conducted to catalogue issues with local footpaths, kerb ramps, bus stops and the walking environment. A number of recommended works were then proposed with indicative costs given for each PAMP route.

The total cost of the improvements identified is approximately \$500,000 excluding GST at an average of approximately \$125,000 p.a. over a 5 year program.

If implemented, the proposed works will help to improve pedestrian safety and amenity across the CoRLGA and encourage residents and employees to undertake walking trips for shopping, work and leisure. It is recommended that these works be implemented as funding becomes available from CoR and RMS. Consideration could also be given to including some items as appropriate in Council's Section 94 contribution plan when it is updated.

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres
Pedestrian Access and Mobility Plan

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GLOSSARY OF TERMS AND ACRONYMS

CoR: City of Ryde

PAMP: Pedestrian Access and Mobility Plan

DDA: Disability Discrimination Act

GIS: Geographic Information System

DCP: Development Control Plan

LEP: Local Environmental Plan

Historical Crash Data: The data are confined to crashes that conform to the national guidelines for reporting and classifying road vehicles crashes. The guidelines include crashes that meet all of these criteria:

- Were reported to the police
- Occurred on a road open to the public
- Involved at least one moving road vehicle
- Involved at least one person being killed or injured or at least one motor vehicle being towed away.

PAMP Route: Key pedestrian routes identified in the study, and prioritised and audited based on their proximity to pedestrian attractors and generators, pedestrian crash clusters, community feedback, and relation to road hierarchy.

Pedestrian: Any person walking including: a person driving a motorised wheelchair that cannot travel at over 10 kilometres per hour (on level ground), a person in a non-motorised wheelchair, a person pushing a motorised or non-motorised wheelchair, a person in or on a wheeled recreational device or wheeled toy.
(Source: *RMS How to Prepare a Pedestrian Access and Mobility Plan*)

TGSI: Tactile Ground Surface Indicators

ITEM 6 (continued)

ATTACHMENT 1



APPENDIX A

DESIGN STANDARDS



ITEM 6 (continued)

ATTACHMENT 1

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DESIGN STANDARDS

Below is a list of links (where applicable) to all design standards and codes referenced in the PAMP. The design standards adopted include a combination of Australian Standards, Austroads Guides and local RMS technical directions and model drawings.

- Australian Standard AS 1158.4:2009: Lighting for Roads and Public Spaces
- Australian Standard AS 1428.4.1 – 2009: Design for Access and Mobility
- Australian Standard AS 1742.10: Pedestrian Control and Protection
- Austroads Guide to Road Design Part 4. Intersections and Crossings
- Austroads Guide to Road Design Part 6A, Pedestrian and Cycle Paths
- Disability Standards for Accessible Public Transport 2002
<https://www.comlaw.gov.au/Details/F2005B01059>
- NSW Bicycle Guidelines (RTA2005).
http://www.rms.nsw.gov.au/business-industry/partners-suppliers/documents/technical-manuals/nswbicyclev12aa_i.pdf
- RMS model drawings MDR173.B01.A1.
<http://www.rms.nsw.gov.au/business-industry/partners-suppliers/design-documents/model-road-drawings/mrd-general-concrete-paving.html>
- RMS Technical Direction TDT 2002/12b (Stopping and Parking Restrictions at Intersections and Crossings)
http://www.rms.nsw.gov.au/traffic-information/downloads/td02_12b.pdf
- RUM Codes (from Definitions and notes to support road crash data, TfNSW June 2014).
<http://roadsafety.transport.nsw.gov.au/downloads/definitions-notes.pdf>

ITEM 6 (continued)

ATTACHMENT 1



APPENDIX B

COMMUNITY CONSULTATION RESULTS



ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres PAMP

Appendix B: Community Consultation Results

Page 1 of 7

Community Consultation

Which Precinct are you from?

Answered	17
Skipped	0

	Response Count	Response Percentage
Top Ryde Commercial Precinct	2	12%
Coxs Road Small Business Precinct	10	59%
Bienheim Road Small Business Precinct	3	18%
Other (Please specify the street and/ or suburb)	2	12%

Number	Response Date	Other
1	27/01/2016 16:14	Stone Street, Meadowbank
2	27/01/2016 11:40	Torrington Drive, Mansfield

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres PAMP

Appendix B: Community Consultation Results

Page 2 of 7

Community Consultation

What are your main reasons for walking?

Answered	16
Skipped	1

	Response Count	Response Percentage
to/from bus stop	4	25%
to/from school	3	19%
to/from shops	8	50%
to/from work	5	31%
For leisure/health	4	25%
Other (please specify)	0	0%

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres PAMP

Appendix B: Community Consultation Results

Page 3 of 7

Community Consultation

Are you satisfied with the footpaths and kerb ramps in your area?

Answered	14
Skipped	3

	Response Count	Response Percentage
Yes	12	86%
No	2	14%

Number	Response Date	Other
1	27/01/2016 16:20	although it would be good to have footpaths on both sides of the road
2	27/01/2016 11:41	I have some mobility disability and there are uneven sections.
3	19/01/2016 9:16	Overgrown with weeds, trapping rubbish...

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres PAMP

Appendix B: Community Consultation Results

Page 4 of 7

Community Consultation

In general, are you satisfied with the pedestrian facilities in your area?

Answered	14
Skipped	3

	Response Count	Response Percentage
Yes	10	71%
No	4	29%

Number	Response Date	Other
1	27/01/2016 22:02	I'm often a pedestrian AND driver ... I park my car outside the shops at Blenheim Road and go about my business there etc. Many, if not ALL, people absolutely hate having to reverse their car into the car spaces. It's difficult to do, especially given cars may be waiting for you to park, and many elderly people cannot park there and drive up to Coas Road instead. They are unable to turn their head enough to be able to negotiate the reversal, which is tight. When our local community meets up for a street party etc they all agree that they experience this problem. Please, please can you make the cars move forward into the car spaces.
2	27/01/2016 16:21	My house fronts busy See Street opposite the TAFE and there is also a school and two kindergartens. we need traffic calming measures as cars speed up See Street.
3	21/01/2016 13:56	On a daily basis i am likely to be almost hit by a car that has not given way to me while i am on the pedestrian crossing
4	21/01/2016 11:16	Patients from the Macquarie Hospital tend to congregate outside our place of business. This can be very intimidating for myself and also our clients.

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres PAMP

Appendix B: Community Consultation Results

Page 5 of 7

Community Consultation

What are your main barriers walking?

Answered	11
Skipped	6

	Response Count	Response Percentage
No footpath/missing link	2	18%
Poor footpath condition	2	18%
Poor kerb ramps	1	9%
Lack of appropriate pedestrian signage	0	0%
Pedestrian crossing safety/ no pedestrian crossing facility	4	36%
Poor security/lighting	2	18%

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres PAMP

Appendix B: Community Consultation Results

Page 5 of 7

Community Consultation

What are your main barriers walking?

Answered	12
Skipped	5

	1	2	3	4	5	6	Total
Additional pedestrian crossing (e.g. traffic signals, zebra crossing, refuge islands)	11.11%	11.11%	22.22%	22.22%	11.11%	22.22%	9
	1	1	2	2	1	2	
Additional/Improved footpaths	25.00%	12.50%	37.50%	0.00%	0.00%	25.00%	8
	2	1	3	0	0	2	
Additional/Improved kerb ramps	0.00%	0.00%	40.00%	20.00%	40.00%	0.00%	5
	0	0	2	1	2	0	
Improved lighting and security	12.50%	50.00%	12.50%	12.50%	12.50%	0.00%	8
	1	4	1	1	1	0	
Improved directional signage	25.00%	0.00%	12.50%	0.00%	25.00%	37.50%	8
	2	0	1	0	2	3	
More accessible crossings with audible/ tactile crossing facilities for vision or hearing impaired pedestrian	11.11%	33.33%	0.00%	11.11%	22.22%	22.22%	9
	1	3	0	1	2	2	

ITEM 6 (continued)

ATTACHMENT 1

Top Ryde and North Ryde Small Centres PAMP

Appendix B: Community Consultation Results

Page 7 of 7

Community Consultation

Are there any particular locations in your local area that you find of concern in regards to pedestrian access and mobility?

Answered	14
Skipped	3

	Response Count	Response Percentage
Yes	10	71%
No	4	29%

Number	Response Date	Other
1	27/01/2016 16:22	See Street opposite TAFE, near the corner of Stone Street needs traffic calming or refuge.
2	27/01/2016 23:43	Agincourt Rd between Beladina Rd and Corns rd - uneven surface.
3	21/01/2016 13:57	Coxs road pedestrian crossing in front of CBA. On a daily basis I am likely to be almost hit by a car that has not given way to me while I am on the pedestrian crossing.
4	21/01/2016 13:39	Pedestrian crossing on Coxs Road (outside Library) on a daily basis I will be on the crossing and a car will fail to stop. Suggest a raised crossing like the ones outside the School or Pharmacy
5	21/01/2016 11:19	Cox's Rd mail. Patients from Macquarie Hospital are intimidating customer's who come to the mail.
6	21/01/2016 9:20	overgrown trees, bushes, weeds, rubbish blocking paths. Cars speeding around Ryrie Street

ITEM 6 (continued)

ATTACHMENT 1



APPENDIX C

SCHEDULE OF WORKS – TOP RYDE



ITEM 6 (continued)

ATTACHMENT 1

Photograph	Location	Issue	Priority	Treatment	Ann	Cost	Item
20160118_123820	Pope Street North	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	0.5	\$160.00	PSN001
20160118_123955	Pope Street North	School Zone Sign is Small and Lacks Flashing Warning Lights	High	Install New School Zone Sign	1	\$200.00	PSN002
DSC_1851	Tucker Street East	Section Missing in Pedestrian Fencing	High	Replace Damaged Sections of Fence	1	\$225.00	TSE003
DSC_1852	Tucker Street West	Damaged Connection in Pedestrian Fencing	Medium	Replace Damaged Sections of Fence	1	\$225.00	TSW004
DSC_1853	Tucker Street West	Damaged Section of Pedestrian Fencing	Medium	Replace Damaged Sections of Fence	1	\$225.00	TSW005
DSC_1854	Tucker Street West	Trip Hazard - Uneven Footpath	Medium	Resurface to Create Even Footpath	1	\$200.00	TSW006
20160118_893622	Church Street East	Jaywalking Prevention	Low	No Treatment Required	0	\$0.00	CSE007
20160118_893644	Church Street East	Trip Hazard - Slip	Low	Apply Reflective Tape/Paint Along Edge	4	\$40.00	CSE008
20160118_893725	Church Street East	Trip Hazard - Uneven Footpath	Low	Resurface to Create Even Footpath	2.5	\$500.00	CSE009
20160118_893633	Church Street East	Kerb Ramp Leads to Parking Space	Low	Install TGB Where Footpath Becomes Parking Space	1	\$200.00	CSE010
DSC_1858	Church Street East	Trip Hazard - Exposed Kurb Edge	Low	Covered in CSE010	0	\$0.00	CSE011
20160118_894130	Church Street East / Gemie Street South	Trip Hazard - Steep Kurb Lip	Low	Grind Concrete Lip to Create Even Transition	1	\$25.00	CSE012
20160118_894149	Church Street East	Trip Hazard - Uneven Footpath	Low	Resurface to Create Even Footpath	1	\$200.00	CSE013
20160118_894231	Church Street East	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	4	\$800.00	CSE014
20160118_894514	Church Street East	Trip Hazard - Uneven Footpath	Low	Resurface to Create Even Footpath	3	\$600.00	CSE015
20160118_894850	Church Street East	Trip Hazard - Uneven Footpath	Low	Resurface to Create Even Footpath	1	\$200.00	CSE016
20160118_894933	Church Street East	Trip Hazard - Driveway Causes Lip	Low	Resurface to Create Even Footpath	2	\$400.00	CSE017
20160118_894944	Church Street East	Damaged Kurb	Low	Repair Concrete Kurb	0.5	\$100.00	CSE018
20160118_894955	Church Street East	Trip Hazard - Driveway Causes Lip	Low	Resurface to Create Even Footpath	2	\$400.00	CSE019
20160118_895136	Church Street East	Trip Hazard - Uneven Footpath	Low	Resurface to Create Even Footpath	2	\$400.00	CSE020
20160118_894448	Church Street Pedestrian Crossing	Signage - Non-Compliant	Medium	Replace Non-Compliant Pedestrian Crossing Sign	1	\$200.00	CSE021
DSC_1859	Church Street West	Trip Hazard - Uneven Footpath	Medium	Resurface to Create Even Footpath	3	\$150.00	CSW022
DSC_1860	Church Street West	Trip Hazard - Uneven Footpath	Low	Resurface to Create Even Footpath	0.25	\$37.50	CSW023
DSC_1861	Church Street West	Trip Hazard - Uneven Footpath	Low	Resurface to Create Even Footpath	2	\$300.00	CSW024
DSC_1862	Church Street West	Trip Hazard - Steep Kurb Lip	Medium	Replace Concrete Lip	1	\$200.00	CSW025
DSC_1863	Church Street West	DOA Non-Compliant - No TGB	Low	Install TGB at Bus Stop	1	\$200.00	CSW026
20160118_112313	Victoria Road North across Belmore Street	Kerb Ramp Alignment	Medium	Install New Kerb Ramps	2	\$10,000.00	VRN027
20160118_112257	Victoria Road North	Trip Hazard - Uneven Footpath	Medium	Resurface to Create Even Footpath	1	\$200.00	VRN028
20160118_112215	Victoria Road North	Trip Hazard - Uneven Footpath	Medium	Resurface to Create Even Footpath	2	\$400.00	VRN029
20160118_112127	Victoria Road North	Trip Hazard - Uneven Footpath	Medium	Resurface to Create Even Footpath	5	\$1,000.00	VRN030
DSC_1829	Victoria Road North across Devlin Street	No Push Button or Sound for Signalled Pedestrian Crossing	High	Install New Pedestrian Crossing Button	1	NA	VRN031
DSC_1864	Pedestrian Crossing at Victoria Road North	Non-Compliant Signage and Incorrect Sign Facing Direction	Medium	Replace Non-Compliant Pedestrian Crossing Signs	2	\$400.00	VRN032
20160118_895291	Victoria Road North	Footpath Blocked by Overgrown Vegetation	Medium	Remove Vegetation Restricting Width of Footpath	20	\$22.00	VRN033
20160118_895311	Victoria Road North	Footpath Blocked by Overgrown Vegetation	Medium	Remove Vegetation Restricting Width of Footpath	50	\$55.00	VRN034
20160118_895353	Victoria Road Mid-Block Signalled Crossing	Trip Hazard - Steep Kurb Ramp	Medium	Install Compliant Kerb Ramp	1	\$25.00	VRN035
DSC_1866	Victoria Road North / Life Church Street East	Trip Hazard - Elevated Kurb Lip	Medium	Replace Concrete Lip	1	\$200.00	VRN036
20160118_895524	Victoria Road North	Trip Hazard - Uneven Footpath	Medium	Resurface to Create Even Footpath	1	\$200.00	VRN037
20160118_895537	Victoria Road North	Signage - Unused Pole	Low	Remove Signpost	1	\$200.00	VRN038
DSC_1868	Victoria Road North	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$200.00	VRN039
DSC_1869	Victoria Road North	Trip Hazard - Incomplete Footpath	Medium	Replace Uneven Segments of Footpath	1	\$200.00	VRN040
DSC_1870	Victoria Road North	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	1	\$200.00	VRN041
DSC_1871	Victoria Road North	Trip Hazard - Uneven Footpath	Medium	Covered in VRN039 and VRN040	0	\$0.00	VRN042
DSC_1872	St Annas Street South across William Street	Kerb Ramp Alignment	Medium	Covered in VRN044	0	\$0.00	VRN043
20160118_186608	William Street East across St Annas Street	Kerb Ramp Alignment	Medium	Replace Kerb Ramp	1	\$5,000.00	VRN044
20160118_186611	St Annas Street North across William Street	Kerb Ramp Alignment	Low	Replace Kerb Ramp	1	\$5,000.00	VRN045
DSC_1875	Victoria Road North / St Annas Street North	Footpath Blocked Partially by Safety Barrier	Medium	Install New Footpath Section	1	\$200.00	VRN046
DSC_1876	Victoria Road North	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$200.00	VRN047
DSC_1877	Victoria Road North	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	1	\$200.00	VRN048
DSC_1879	Victoria Road North	Footpath Blocked by Overgrown Vegetation	Medium	Remove Vegetation Restricting Width of Footpath	50	\$55.00	VRN049
20160118_186609	Victoria Road North	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$200.00	VRN050
DSC_1880	Victoria Road North / Hatton Street East	Trip Hazard - No Kerb Ramp Installed at Intersection	High	Install New Kerb Ramp	1	\$5,000.00	VRN051
DSC_1881	Victoria Road North / Hatton Street East	Trip Hazard - No Kerb Ramp Installed at Intersection	High	Covered in VRN051	0	\$0.00	VRN052
DSC_1882	Victoria Road North	Vehicles Required to Drive on Footpath to be Moved	Medium	No Treatment Required	0	\$0.00	VRN053
DSC_1883	Victoria Road North	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	1	\$200.00	VRN054
DSC_1884	Victoria Road North	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	1	\$200.00	VRN055
DSC_1885	Victoria Road North	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	1	\$200.00	VRN056

ITEM 6 (continued)

ATTACHMENT 1

Photograph	Location	Issue	Priority	Treatment	Ann	Cost	Item
OSC 1899	Victoria Road North	Tip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	2	\$400.00	VRN457
OSC 1897	Victoria Road North across Blandford Road	Kerb Ramp Alignment	Medium	Install New Kerb Ramp	1	\$200.00	VRN458
OSC 1899	Victoria Road North / Blandford Road South	Tip Hazard - Uneven Footpath	Low	Resurface to Create Even Footpath	0.1	\$15.00	VRN459
20190118_182007	Victoria Road North	Tip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$200.00	VRN460
20190118_182047	Victoria Road North	Car Yard Wall	Low	No Treatment Required	0	\$0.00	VRN461
OSC 1899	Victoria Road North / Anso Parade Easy	No Distinction between Footpath and Roadway / Tip Hazard - Uneven Footpath	High	Install New Kerb Ramp and Kerb and Outlet	1	\$5,350.00	VRN462
OSC 1891	Victoria Road North	No Distinction between Footpath and Roadway	High	Install New Kerb Layback	15	\$1,275.00	VRN463
OSC 1892	Victoria Road North	Tip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	1	\$200.00	VRN464
OSC 1893	Victoria Road North	Tip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	2	\$400.00	VRN465
OSC 1896	Victoria Road North	Tip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	1	\$200.00	VRN466
OSC 1897	Victoria Road North / Irvine Crescent East	Kerb Ramp Width is Very Large / Tip Hazard - Uneven Road Pavement	Low	No Treatment Required	0	\$0.00	VRN467
OSC 1896	Irvine Crescent	Tip Hazard - Uneven Road Pavement	Low	Resurface to Create Even Road Pavement	2	\$200.00	VRN468
20190118_183128	Victoria Road North	Tip Hazard - Uneven Footpath	Low	Resurface to Create Even Footpath	0.1	\$15.00	VRN469
20190118_183139	Victoria Road North / Providence Road Access	Tip Hazard - Uneven Footpath	Low	Resurface to Create Even Footpath	0.25	\$37.50	VRN470
20190118_183235	Victoria Road North / Charles Street Intersection	Tip Hazard - Uneven Footpath / Vegetation	Low	Remove Vegetation Restricting Width of Footpath	19	\$11.00	VRN471
20190118_183345	Charles Street East across Victoria Road	Tip Hazard - Overgrown Kerb Ramp	High	Remove Vegetation Restricting Width of Kerb Ramp	3	\$3.30	VRN472
20190118_183422	Victoria Road South across Charles Street	Kerb Ramp Width is Very Large	Medium	Replace Kerb Ramps	2	\$10,600.00	VRN473
20190118_183627	Victoria Road South	Tip Hazard - Incomplete Footpath	High	Install New Footpath, Replace Asphalt Footpath, Remove Vegetation	8	\$1,280.00	VRN474
20190118_183703	Victoria Road South	Tip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$200.00	VRN475
20190118_183720	Victoria Road South	Tip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	3	\$600.00	VRN476
20190118_183830	Victoria Road South across Landell Drive East	Kerb Ramps Operation Affected by Parked Vehicles	Low	Enforcement of Parking Laws	0	\$0.00	VRN477
20190118_183855	Victoria Road South across Landell Drive West	Kerb Ramps Operation Affected by Parked Vehicles	Low	Enforcement of Parking Laws	0	\$0.00	VRN478
OSC 1899	Victoria Road South	Solidly Barrier and Concrete Base Damaged	Medium	Replace Concrete Base and Damaged Safety Barrier	1	\$1,500.00	VRN479
OSC 1899	Victoria Road South	Tip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$200.00	VRN480
20190118_184020	Victoria Road South	Tip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	2	\$400.00	VRN481
20190118_184249	Victoria Road South	Tip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	2	\$400.00	VRN482
20190118_184447	Victoria Road South	Tip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$200.00	VRN483
20190118_184650	Victoria Road South across Pines Street West	Kerb Ramp has no Adjacent Kerb Ramp	High	Remove Kerb Ramp	1	\$182.62	VRN484
20190118_184762	Victoria Road South across Pines Street East	Kerb Ramp Alignment	High	Replace Kerb Ramp to Align with Adjacent Kerb Ramp	1	\$5,000.00	VRN485
20190118_184827	Pines Street West	Tip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	3	\$600.00	VRN486
20190118_184850	Victoria Road South	Tip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$200.00	VRN487
20190118_184931	Victoria Road South	Tip Hazard - Uneven Footpath	Medium	Grind Concrete Lip to Create Even Transition	1	\$25.00	VRN488
20190118_184938	Victoria Road South	Tip Hazard - Uneven Footpath	Low	Grind Concrete Lip to Create Even Transition	1	\$25.00	VRN489
20190118_185040	Victoria Road South	Footpath Blocked by Overgrown Vegetation	Medium	Remove Vegetation Restricting Width of Footpath	50	\$55.00	VRN490
20190118_185140	Victoria Road South	Tip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	2	\$400.00	VRN491
20190118_185154	Victoria Road South	Tip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	1	\$200.00	VRN492
20190118_185217	Victoria Road South	Tip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$200.00	VRN493
20190118_185231	Victoria Road South	Tip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	2	\$400.00	VRN494
20190118_185241	Victoria Road South	Tip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$200.00	VRN495
20190118_185305	Victoria Road South	Tip Hazard - Uneven Footpath	Low	Grind Concrete Lip to Create Even Transition	1	\$25.00	VRN496
20190118_185330	Victoria Road South	Tip Hazard - Uneven Footpath	Medium	Grind Concrete Lip to Create Even Transition	2	\$50.00	VRN497
20190118_185351	Victoria Road South	Tip Hazard - Uneven Footpath	Medium	Repair Concrete Driveway Section	8	\$1,600.00	VRN498
20190118_185413	Victoria Road South	Tip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	3	\$600.00	VRN499
20190118_185426	Victoria Road South	Tip Hazard - Uneven Footpath	Medium	Covered in VRN499	0	\$0.00	VRN500
20190118_185430	Victoria Road South	Tip Hazard - Uneven Footpath	Low	Grind Concrete Lip to Create Even Transition	1	\$25.00	VRN501
20190118_185523	Victoria Road South	Tip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$200.00	VRN502
20190118_185615	Cowell Street North	Kerb Ramp Alignment / Kerb Ramp Leads to Large Pot-hole / Stop Line Marking Faded	High	Remove Kerb Ramp and Move Stop Sign (add line marking)	1	\$302.62	VRN503
20190118_185652	Cowell Street North	Stop Sign is Hidden / Kerb Ramp Alignment / Kerb Ramp Leads to Large Pot-hole / Stop Sign Line Faded	High	Install New Kerb Ramps	2	\$10,000.00	VRN504
20190118_185739	Cowell Street (facing west)	Conditions of Cowell Street Intersection	High	Replace Asphalt Footpath	3	\$450.00	VRN505
20190118_185809	Cowell Street South	Kerb Ramp Alignment	Low	Install New Kerb Ramp	1	\$5,000.00	VRN506
20190118_185857	Cowell Street South	Tip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$200.00	VRN507
20190118_116110	Victoria Road South	Tip Hazard - Uneven Footpath	Low	Grind Concrete Lip to Create Even Transition	1	\$25.00	VRN508
20190118_116137	Victoria Road South	Tip Hazard - Uneven Footpath	Low	Resurface to Create Even Footpath	1	\$200.00	VRN509
20190118_116249	Victoria Road South	Footpath Blocked by Overgrown Vegetation	Medium	Remove Vegetation Restricting Width of Footpath	30	\$33.00	VRN510
20190118_116250	Victoria Road South	Tip Hazard - Uneven Footpath / Footpath Block by Overgrown Vegetation	Medium	Remove Vegetation Restricting Width of Footpath	30	\$33.00	VRN511
20190118_116310	Victoria Road South	Footpath Blocked by Overgrown Vegetation	Medium	Remove Vegetation Restricting Width of Footpath	30	\$33.00	VRN512

ITEM 6 (continued)

ATTACHMENT 1

Photograph	Location	Issue	Priority	Treatment	Ann	Cost	Item
20180118_110345	Victoria Road South	Footpath Blocked by Overgrown Vegetation	Medium	Remove Vegetation Restricting Width of Footpath	38	\$33.00	VRST13
20180118_110418	Victoria Road South	Trip Hazard - Overgrown Kerb Ramp	High	Remove Vegetation Restricting Width of Footpath	3	\$3.30	VRST14
20180118_110558	Pedestrian Crossing at Victoria Road South / D	Trip Hazard - Sleep Kerb Lip	Medium	No Treatment Required	0	\$0.00	VRST15
20180118_110607	Victoria Road South / Devin Street	Kerb Ramp Alignment	Medium	No Treatment Required	0	\$0.00	VRST16
20180118_111518	Victoria Road South / Devin Street	Trip Hazard - Kerb Lip Deterioration	High	Replace Kerb Ramp	1	\$5,000.00	VRST17
20180118_110640	Victoria Road South / Devin Street	Footpath Blocked by Overgrown Vegetation	Medium	Remove Vegetation Restricting Width of Footpath	28	\$22.00	VRST18
20180118_110618	Victoria Road South / Devin Street	Trip Hazard - Uneven Footpath	Medium	Remove Vegetation Restricting Width of Footpath	18	\$11.00	VRST19
20180118_110641	Victoria Road South	Footpath Blocked by Overgrown Vegetation	Medium	Remove Vegetation Restricting Width of Footpath	18	\$11.00	VRST20
20180118_110653	Victoria Road South	Footpath Blocked by Overgrown Vegetation / Trip Hazard - Uneven Footpath	Medium	Resurface to Create Even Footpath	15	\$16.50	VRST21
20180118_110631	Victoria Road South	Trip Hazard - Uneven Footpath	Medium	Resurface to Create Even Footpath	135	\$37,000.00	VRST22
20180118_111647	Victoria Road South	Trip Hazard - Uneven Footpath	Medium	Covered in VRST22	0	\$0.00	VRST23
20180118_111117	Victoria Road South	Trip Hazard - Uneven Footpath	Medium	Covered in VRST22	0	\$0.00	VRST24
20180118_111133	Victoria Road South	Trip Hazard - Uneven Footpath / Footpath Blocked by Overgrown Vegetation	Medium	Covered in VRST22	0	\$0.00	VRST25
20180118_111155	Victoria Road South	Trip Hazard - Uneven Footpath / Footpath Blocked by Overgrown Vegetation, No TGSB at Bus Stop	Medium	Remove Vegetation Restricting Width of Footpath and Install TGSB at Bus Stop	1	\$201.10	VRST26
20180118_111237	Victoria Road South	Trip Hazard - Uneven Footpath / Footpath Blocked by Overgrown Vegetation	Medium	Covered in VRST22	0	\$0.00	VRST27
20180118_111257	Victoria Road South across Belmore Street	Kerb Ramp Alignment / No Safety Handrails Installed	Medium	Install Safety Handrails	2	\$400.00	VRST28
OSC_1827	Devin Street West / Victoria Road North	Well Worn Pedestrian Path in Grass	Medium	No Treatment Required	0	\$0.00	DSWP29
20180118_112544	Devin Street West	Trip Hazard - Uneven Footpath / Vegetation	Medium	Replace Uneven Segments of Footpath	1.5	\$300.00	DSWP30
20180118_112549	Devin Street West	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	5	\$1,000.00	DSWP31
20180118_112553	Devin Street West	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	1.5	\$300.00	DSWP32
20180118_112603	Devin Street West	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	2	\$400.00	DSWP33
20180118_112620	Devin Street West	Trip Hazard - Uneven Footpath	Medium	Resurface to Create Even Footpath	15	\$10,000.00	DSWP34
20180118_112638	Devin Street West	Trip Hazard - Uneven Footpath	Medium	Covered in DSWP34	0	\$0.00	DSWP35
20180118_112650	Devin Street West	Trip Hazard - Uneven Footpath	Medium	Covered in DSWP34	0	\$0.00	DSWP36
20180118_112723	Devin Street West	Trip Hazard - Uneven Footpath	Medium	Covered in DSWP34	0	\$0.00	DSWP37
20180118_112733	Devin Street West	Trip Hazard - Uneven Footpath	Medium	Covered in DSWP34	0	\$0.00	DSWP38
20180118_112741	Devin Street West	Trip Hazard - Uneven Footpath	Medium	Repair Concrete Section	2	\$400.00	DSWP39
20180118_112749	Devin Street West	Trip Hazard - Uneven Footpath	Medium	Covered in DSWP34	0	\$0.00	DSWP40
20180118_112848	Devin Street West	Trip Hazard - Uneven Footpath	Medium	Fill Gap in Footpath	0.5	\$100.00	DSWP41
20180118_112907	Devin Street West	Trip Hazard - Uneven Footpath	Medium	Resurface to Create Even Footpath	28	\$4,000.00	DSWP42
20180118_112942	Church Lane access to Devin Street West	Trip Hazard - Sleep Ramp Section with no Hand Rails	High	Install Safety Handrails	2	\$400.00	DSWP43
20180118_113002	Devin Street West	Deteriorated Concrete Wall Impeding on Footpath	Medium	Fix in Concrete Damage	2	\$400.00	DSWP44
20180118_113019	Devin Street West	Trip Hazard - Uneven Footpath	Medium	Resurface to Create Even Footpath	1	\$150.00	DSWP45
20180118_113031	Devin Street West	Trip Hazard - Uneven Footpath	Medium	Resurface to Create Even Footpath	1	\$150.00	DSWP46
20180118_113050	Devin Street West	Trip Hazard - Uneven Footpath	Medium	Resurface to Create Even Footpath	1	\$150.00	DSWP47
20180118_113101	Devin Street West	Trip Hazard - Uneven Footpath	Medium	Resurface to Create Even Footpath	2	\$400.00	DSWP48
20180118_113144	Devin Street West	Trip Hazard - Uneven Footpath	Medium	Resurface to Create Even Footpath	1	\$150.00	DSWP49
20180118_113203	Devin Street West	Trip Hazard - Uneven Footpath	Medium	Resurface to Create Even Footpath	1	\$150.00	DSWP50
OSC_1828	Devin Street West	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	1	\$200.00	DSWP51
20180118_113220	Devin Street West	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Asphalt	1	\$150.00	DSWP52
OSC_1829	Devin Street West	Trip Hazard - Uneven Footpath	High	Replace Uneven Segments of Footpath	18	\$2,000.00	DSWP53
20180118_122650	Devin Street West	Well Worn Pedestrian Path in Grass	Medium	No Treatment Required	0	\$0.00	DSWP54
20180118_122748	Devin Street West	Trip Hazard - Slip	Medium	No Treatment Required	0	\$0.00	DSWP55
OSC_1919	Devin Street East	Trip Hazard - Uneven Footpath	Medium	No Treatment Required	0	\$0.00	DSE156
OSC_1821	Devin Street East	Damaged Section of Pedestrian Fencing	Medium	Replace Damaged Sections of Fence	5	\$1,125.00	DSE157
OSC_1822	Devin Street East	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Asphalt	2	\$300.00	DSE158
OSC_1823	Devin Street East	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Asphalt	28	\$3,000.00	DSE159
OSC_1824	Devin Street East	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Asphalt	4	\$600.00	DSE160
OSC_1825	Devin Street East / Victoria Road North	Non-Compliant Signage	Medium	Replace Non-Compliant Pedestrian Crossing Sign	1	\$200.00	DSE161
OSC_1836	Blaxland Road (Parker Street North)	Footpath Blocked by Overgrown Vegetation	Low	Remove Vegetation Restricting Width of Footpath	38	\$330.00	PSMT62
OSC_1831	Blaxland Road (Parker Street North)	Footpath Blocked by Overgrown Vegetation	Low	Remove Vegetation Restricting Width of Footpath	18	\$150.00	PSMT63
OSC_1832	Blaxland Road (Parker Street North)	Well Worn Pedestrian Path in Grass	Low	No Treatment Required	0	\$0.00	PSMT64
20180118_113620	Parker Street South	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	1	\$200.00	PSST65
20180118_113638	Parker Street South / Belmore Lane East	Trip Hazard - Elevated Kerb Lip	High	Resurface Concrete Lip to Create Even Transition	1	\$200.00	PSST66
20180118_113843	Parker Street South / Belmore Lane West	Trip Hazard - Sleep Ramp Section with no Hand Rails	Medium	Install Safety Handrails	2	\$400.00	PSST67
20180118_113728	Parker Street South across Belmore Street	No Safety Hand Rails Installed / Kerb Ramp Alignment	Medium	Install Safety Handrails	2	\$400.00	PSST68

ITEM 6 (continued)

ATTACHMENT 1

Photograph	Location	Issue	Priority	Treatment	Ann	Cost	Item
20160118_113741	Parkes Street South / Belmore Street West	Trip Hazard - Elevated Kerb Lip	Medium	Grind Concrete Lip to Create Even Transition	1	\$25.00	PSS108
20160118_113814	Parkes Street South	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	2	\$400.00	PSS170
20160118_113845	Parkes Street South	Trip Hazard - Uneven Footpath	Low	Grind Concrete Lip to Create Even Transition	1	\$25.00	PSS171
20160118_113854	Parkes Street South across Lee Avenue	Trip Hazard - Uneven Footpath / Kerb Ramp Alignment	Low	Install New Kerb Ramps	2	\$10,800.00	PSS172
20160118_113913	Parkes Street South / Lee Avenue West	Trip Hazard - Sleep Kerb Ramp	Low	Replace Uneven Segments of Footpath	2	\$400.00	PSS173
20160118_113983	Parkes Street South	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$200.00	PSS174
20160118_114065	Parkes Street South	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	3	\$800.00	PSS175
20160118_114085	Parkes Street South	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$200.00	PSS176
20160118_114085	Parkes Street South	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	2	\$400.00	PSS177
20160118_114129	Parkes Street South	Trip Hazard - Uneven Footpath	Low	Grind Concrete Lip to Create Even Transition	1	\$25.00	PSS178
20160118_114200	Parkes Street South	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$200.00	PSS179
20160118_114222	Parkes Street South	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$200.00	PSS180
20160118_114244	Parkes Street South	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$200.00	PSS181
OSC 1845	Blaxland Road West	No Signs to Mark Start/End of Shared Path	Low	Install Signage to Notify of Beginning and End of Shared Path	2	\$400.00	BRW182
20160118_115344	Samuel Street Lane	Trip Hazard - Sleep Path with No Hand Rails	Low	Install Safety Handrails	15	\$5,000.00	BRW183
20160118_115429	Samuel Street Lane	Trip Hazard - Sleep Path with No Hand Rails	Low	No Treatment Required	0	\$0.00	BRW184
20160118_115530	Samuel Street Lane	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	1	\$200.00	BRW185
OSC 1933	Blaxland Road West	No Warning for Cyclists of Side Path	Medium	Install Signage to Warn Cyclists of Entering Pedestrians	2	\$400.00	BRW186
20160118_115719	Blaxland Road West	Trip Hazard - Uneven Footpath	Medium	Resurface to Create Even Footpath	1	\$200.00	BRW187
OSC 1934	Blaxland Road West	Line Marking is in Wrong Position on Service Location Covers	Medium	No Treatment Required	0	\$0.00	BRW188
20160118_120612	Blaxland Road West	Conflict Zones - Shared Path Lanes Become Very Narrow Due to Bus Stop and Signposts	Medium	Install New Traffic Sign With Wider Pole Width	1	\$200.00	BRW189
OSC 1937	Blaxland Road West	Trip Hazard - Uneven Footpath	Medium	Resurface to Create Even Footpath	1	\$200.00	BRW190
20160118_120735	Blaxland Road West	Conflict Zones - Shared Path Lanes are removed Due to Bus Stop	Medium	No Treatment Required	0	\$0.00	BRW191
OSC 1938	Blaxland Road West across Blaxland Road to F	Kerb Ramp Alignment	Medium	Remove Pedestrian Ramps and Kerb Ramp	1	\$682.82	BRW192
20160118_120753	Blaxland Road East	Footpath Blocked Partially by Repair Work	High	Move Barriers / Replace Uneven Segments of Footpath	2	\$400.00	BRE193
20160118_120760	Blaxland Road East	Footpath Incomplete and Blocked Entirely by Repair Work	High	Move Barriers / Replace Uneven Segments of Footpath	2	\$400.00	BRE194
20160118_120857	Blaxland Road East	Trip Hazard - Uneven Footpath	Medium	No Treatment Required	0	\$0.00	BRE195
20160118_120912	Blaxland Road East	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	1	\$200.00	BRE196
20160118_120947	Blaxland Road East	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	1.5	\$300.00	BRE197
20160118_121055	Blaxland Road East	Trip Hazard - Uneven Footpath	Medium	Resurface to Create Even Footpath	3	\$600.00	BRE198
20160118_121149	Blaxland Road East	Trip Hazard - Uneven Footpath	Medium	Resurface to Create Even Footpath	1	\$200.00	BRE199
OSC 1939	Blaxland Road East	Damaged Bollard / Trip hazard - Uneven Footpath	Medium	Replace Damaged Bollard	1	\$300.00	BRE200
OSC 1940	Protection Crossing at Blaxland Road East / L	Non-Compliant Signage	Medium	Replace Non-Compliant Pedestrian Crossing Sign	1	\$200.00	BRE201
20160118_121638	Lane Cove Road West	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Asphalt	2	\$300.00	LCW202
20160118_121660	Lane Cove Road West	Trip Hazard - Uneven Footpath	Medium	No Treatment Required	0	\$0.00	LCW203
20160118_121726	Lane Cove Road West	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Asphalt	1	\$100.00	LCW204
20160118_121742	Lane Cove Road West	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Asphalt	4	\$800.00	LCW205
20160118_121748	Lane Cove Road West	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Asphalt	2	\$300.00	LCW206
20160118_121803	Lane Cove Road West	Trip Hazard - Uneven Footpath	Medium	Grind Concrete Lip to Create Even Transition	2	\$50.00	LCW207
20160118_121818	Lane Cove Road West	Trip Hazard - Uneven Footpath	Medium	Resurface to Create Even Footpath	1	\$150.00	LCW208
20160118_121836	Lane Cove Road West	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Asphalt	0.5	\$75.00	LCW209
20160118_121842	Lane Cove Road West	Trip Hazard - Uneven Footpath	Medium	Resurface to Create Even Footpath	1	\$150.00	LCW210
OSC 1941	Lane Cove Road East	Trip Hazard - Uneven Footpath	Low	Resurface to Create Even Footpath	3	\$450.00	LCE211
OSC 1942	Lane Cove Road East / Curzon Street South	Trip Hazard - Uneven Footpath	Low	Complete Concrete Work	1	\$200.00	LCE212
OSC 1943	Lane Cove Road East	FOSS Leads to Road With No Surrounding Infrastructure	Low	Remove TGS	1	\$200.00	LCE213
OSC 1944	Lane Cove Road East	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath and Clean Debris	4	\$800.00	LCE214
OSC 1945	Blaxland Road South	Footpath Blocked by Parked Vehicles	Medium	Enforcement of Parking Laws	0	\$0.00	BR5215
OSC 1946	Blaxland Road South across Hutton Street	Trip Hazard - Uneven Road Pavement	Medium	Install New Kerb Ramp	1	\$5,000.00	BR5216
OSC 1947	Blaxland Road South / Hutton Street West	Trip Hazard - Sleep Kerb Ramp	Medium	Replace Kerb Ramp	1	\$5,000.00	BR5217
OSC 1948	Blaxland Road South across William Street	Trip Hazard - Uneven Road Pavement	High	Replace Uneven Segments of Asphalt	15	\$2,250.00	BR5218
OSC 1949	Blaxland Road South / William Street West	Trip Hazard - Elevated Kerb Lip and Deformation	High	Replace Kerb Ramp	1	\$5,000.00	BR5219
OSC 1950	Blaxland Road South	Trip Hazard - Uneven Footpath	Medium	Resurface to Create Even Footpath	1	\$200.00	BR5220
OSC 1951	Blaxland Road South	Trip Hazard - Uneven Footpath	Medium	Resurface to Create Even Footpath	1	\$200.00	BR5221
OSC 1952	Blaxland Road South / Edward Street	Trip Hazard - Elevated Kerb Lip	Medium	Grind Concrete Lip to Create Even Transition	1	\$25.00	BR5222
OSC 1953	Blaxland Road North	Footpath Blocked by Plant Cane	Medium	Remove Vegetation Restricting Width of Footpath	30	\$33.00	BR5223
OSC 1954	Blaxland Road North across Blaxland Road	No Safety Hand Rails Installed	Medium	Remove Pedestrian Ramps	1	\$800.00	BR5224

ITEM 6 (continued)

ATTACHMENT 1

Photograph	Location	Issue	Priority	Treatment	Ann	Cost	Item
DSC 1918	Barford Road North	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$200.00	89W235
DSC 1919	Argyle Avenue East	Trip Hazard - Uneven Footpath	Medium	Grind Concrete Lip to Create Even Transition	1	\$25.00	89W236
DSC 1921	Argyle Avenue East	Trip Hazard - Uneven Footpath	Low	Resurface to Create Even Footpath	0.1	\$20.00	89W237
DSC 1912	Argyle Avenue East	Trip Hazard - Elevated Kerb Lip	Medium	Replace Kerb Ramp	1	\$5,040.00	89W238
DSC 1913	Argyle Avenue East at School Crossing	Trip Hazard - Elevated Kerb Lip	Medium	Replace Kerb Ramp	1	\$5,040.00	89W239
DSC 1914	Argyle Avenue West	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	7	\$1,400.00	89W240
DSC 1915	Argyle Avenue West	Trip Hazard - Uneven Footpath	Low	Covered in AAW232	0	\$0.00	89W241
DSC 1917	Argyle Avenue West	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	2	\$400.00	89W242
DSC 1946	Smith Street / Page Street South	Lack of Signage to Inform Motorists of Pedestrians and School Zone	High	Watch for Pedestrians and School Zone Signage to be Installed	3	\$600.00	89W243
DSC 1948	Smith Street West / Curzon Street South	Trip Hazard - Elevated Kerb Lip	Low	Grind Concrete Lip to Create Even Transition	1	\$25.00	89W244
DSC 1949	Smith Street West across Smith Street	Trip Hazard - Steep Kerb Ramp	Low	Level Concrete at Kerb Ramp	1	\$200.00	89W245
DSC 1959	Smith Street West	Trip Hazard - Uneven Road Pavement	Low	Replace Uneven Segments of Asphalt	1	\$150.00	89W246
20190118_124842	Smith Street East	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	2	\$400.00	89W247
20190118_124849	Smith Street East	Trip Hazard - Uneven Footpath	Low	Grind Concrete Lip to Create Even Transition	2	\$50.00	89W248
20190118_124900	Smith Street East	Trip Hazard - Uneven Footpath	Low	Grind Concrete Lip to Create Even Transition	1	\$25.00	89W249
20190118_124933	Smith Street East	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$200.00	89W250
20190118_124935	Smith Street East	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1.5	\$300.00	89W251
20190118_124934	Smith Street East	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$200.00	89W252
20190118_124948	Smith Street East	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1.5	\$300.00	89W253
20190120_132854	Ryde Park	Trip Hazard - Uneven Footpath	Medium	Resurface to Create Even Footpath	0.5	\$100.00	89W254
20190120_132903	Ryde Park	Position of Lights	Low	Conditions of Park - No Treatment Required	0	\$0.00	89W255
20190120_132930	Ryde Park	Trip Hazard - Uneven Footpath	Medium	Conditions of Park - No Treatment Required	0	\$0.00	89W256
20190120_133009	Ryde Park	Trip Hazard - Uneven Footpath	Medium	Conditions of Park - No Treatment Required	0	\$0.00	89W257
20190120_133249	Ryde Park	Footpath leads onto Road	Medium	Install Barriers	3	\$500.00	89W258
20190120_133310	Ryde Park	No Lighting Along Path	Medium	Install Lighting	16	\$10,000.00	89W259
20190120_133619	Ryde Park	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Asphalt	4	\$800.00	89W260
20190120_133625	Ryde Park	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Asphalt	4	\$800.00	89W261
20190120_133638	Ryde Park	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Asphalt	2	\$400.00	89W262
20190120_133648	Ryde Park	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Asphalt	2	\$400.00	89W263
20190120_133652	Ryde Park	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Asphalt	3	\$600.00	89W264
20190120_133701	Ryde Park	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Asphalt	3	\$600.00	89W265
20190120_133712	Ryde Park	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Asphalt	4	\$800.00	89W266
20190120_133716	Ryde Park	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Asphalt	5	\$1,000.00	89W267
20190120_133803	Ryde Park	Trip Hazard - Uneven Footpath	Medium	Resurface to Create Even Footpath	0.1	\$20.00	89W268

ITEM 6 (continued)

ATTACHMENT 1



APPENDIX D

SCHEDULE OF WORKS – NORTH RYDE



ITEM 6 (continued)

ATTACHMENT 1

Photograph	Location	Category	Issue	Priority	Treatment	Unit	Cost	ID
28169129_163757	Aene Road West	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$280.00	AI169691
28169129_163869	Aene Road West	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$280.00	AI169692
28169129_163916	Aene Road West	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$280.00	AI169693
28169129_163933	Aene Road West	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$280.00	AI169694
28169129_164064	Aene Road West	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath to Match Level at Driveway	1	\$280.00	AI169695
28169129_164254	Aene Road West	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Service Covers	1	\$280.00	AI169696
28169129_164239	Aene Road West	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$280.00	AI169697
28169129_164435	Aene Road West	Kerb Ramp	Trip Hazard - Overgrown Kerb Ramp	Low	Remove Vegetation Restricting Width of Footpath	5	\$5.50	AI169698
28169129_164628	Aene Road West across Aene Road	Kerb Ramp	Kerb Ramp has no Adjacent Kerb Ramp	Low	No Treatment Required	0	\$0.00	AI169699
28169129_164654	Aene Road West across Cooney Street	Kerb Ramp	Kerb Ramp has no Opposite Kerb Ramp	Medium	Install New Kerb Ramp	1	\$5,000.00	AI169710
28169129_164436	Aene Road West across Madlyn Street	Kerb Ramp	Kerb Ramp Alignment	Low	Align Kerb Ramps and Install Connecting Footpath	1	\$5,000.00	AI169711
040_2829	Bedejoe Road East	Kerb Ramp	Kerb Ramp Alignment	Medium	Replace Kerb Ramp	1	\$5,000.00	040E12
040_2829	Bedejoe Road East	Vegetation	Footpath Blocked by Overgrown Vegetation	Low	Remove Vegetation Restricting Width of Footpath	100	\$110.00	040E13
040_2831	Bedejoe Road East	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath to Match Level at Driveway	1	\$280.00	040E14
040_2832	Bedejoe Road East	Footpath	Trip Hazard - Uneven Footpath	Low	Grind Concrete Lip to Create Even Transition	1	\$25.00	040E15
040_2833	Bedejoe Road East	Footpath	Trip Hazard - Uneven Footpath	Low	No Treatment Required	0	\$0.00	040E16
040_2834	Bedejoe Road East	Footpath	Trip Hazard - Uneven Footpath	Low	Grind Concrete Lip to Create Even Transition	1	\$25.00	040E17
040_2835	Bedejoe Road East	Kerb Ramp	Trip Hazard - Slope Kerb Ramp Section	Low	Install New Kerb Ramp	1	\$5,000.00	040E18
040_2836	Bedejoe Road East	Footpath	Trip Hazard - Uneven Footpath	Low	Resurface to Create Even Footpath	1	\$280.00	040E19
040_2837	Bedejoe Road East	Footpath	Trip Hazard - Uneven Footpath	Low	No Treatment Required	0	\$0.00	040E20
040_2838	Bedejoe Road East	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	2	\$400.00	040E21
040_2839	Bedejoe Road East	Vegetation	Footpath Blocked by Overgrown Vegetation	Medium	Remove Vegetation Restricting Width of Footpath	60	\$65.00	040E22
040_2843	Bedejoe Road East	Pedestrian Refuge	Damaged Safety Handrails Installed	Low	Replace Safety Handrails	1	\$280.00	040E23
040_2829	Blenheim Road East	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$280.00	040E24
040_2888	Blenheim Road East	Footpath	Trip Hazard - Uneven Footpath	Medium	Resurface to Create Even Footpath	0.5	\$100.00	040E25
040_2822	Blenheim Road East across Jolyng Street	Kerb Ramp	Trip Hazard - Slope Kerb Ramp Section	Low	Install New Kerb Ramp	1	\$5,000.00	040E27
040_2823	Blenheim Road East	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	0.2	\$40.00	040E28
040_2827	Blenheim Road West	Footpath	Trip Hazard - Uneven Footpath	Medium	Resurface to Create Even Footpath	1	\$280.00	040E29
040_2868	Blenheim Road East	Footpath	Trip Hazard - Uneven Footpath	Medium	Resurface to Create Even Footpath	0.2	\$40.00	040E30
040_2868	Blenheim Road West	Footpath	Trip Hazard - Uneven Footpath	Medium	Resurface to Create Even Footpath	0.5	\$100.00	040E31
040_2867	Blenheim Road West	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$280.00	040E32
040_2868	Blenheim Road West	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$280.00	040E33
040_2868	Blenheim Road West	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	2	\$400.00	040E34
040_2819	Blenheim Road West	Footpath	Trip Hazard - Uneven Footpath	Low	Remove Vegetation Restricting Width of Footpath	1	\$1.10	040E35
040_2811	Blenheim Road West	Footpath	Trip Hazard - Uneven Footpath	Low	Resurface to Create Even Footpath	0.2	\$40.00	040E36
040_2812	Blenheim Road West	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	2	\$400.00	040E37
040_2814	Blenheim Road West	Vegetation	Footpath Blocked by Overgrown Vegetation	Low	Remove Vegetation Restricting Width of Footpath	10	\$11.00	040E38
040_2815	Blenheim Road West	Footpath	Trip Hazard - Uneven Footpath	Low	Grind Concrete Lip to Create Even Transition	1	\$25.00	040E39
040_2816	Blenheim Road West	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	2	\$400.00	040E40
040_2817	Blenheim Road West	Footpath	Trip Hazard - Uneven Footpath	Low	Remove Vegetation Restricting Width of Footpath	5	\$5.50	040E41
040_2818	Blenheim Road West across Blenheim Road	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	5	\$1,000.00	040E42
040_2865	Blenheim Road West across Collier Parade	Kerb Ramp	Kerb Ramp Alignment	High	Re-Align Footpath North of the Intersection and Install New Kerb Ramp	1	\$5,000.00	040E43
040_2865	Blenheim Road West across Collier Parade	Kerb Ramp	Kerb Ramp has no Adjacent Kerb Ramp	High	Covered in 040E42	0	\$0.00	040E43
28169129_164750	Conney Street South	Footpath	Trip Hazard - Uneven Footpath	Medium	Replace Asphalt Path with New Footpath	40	\$8,000.00	CON944
28169129_164849	Conney Street South	No Footpath	Pottery Roads Identified	Medium	Construct New Footpath	55	\$11,000.00	CON945
28169129_164859	Conney Street South	No Footpath	Pottery Roads Identified	Medium	Covered in CON944	0	\$0.00	CON945
28169129_060994	Coxs Road North	Kerb Ramp	Trip Hazard - No Kerb Ramp Installed at Pedestrian Crossing	Medium	Install New Kerb Ramp	1	\$5,000.00	CON947
28169129_060917	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Medium	Resurface to Create Even Footpath	1	\$280.00	CON948
28169129_060955	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	1	\$280.00	CON949
28169129_060934	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	2	\$400.00	CON950
28169129_060943	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Medium	Covered in CON950	0	\$0.00	CON951
28169129_060955	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	1	\$280.00	CON952
28169129_060915	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	1	\$280.00	CON953
28169129_060925	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	1	\$280.00	CON954
28169129_060938	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Medium	Grind Concrete Lip to Create Even Transition	1	\$25.00	CON955
28169129_060936	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	0.25	\$50.00	CON956
28169129_060935	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	0.25	\$50.00	CON957
28169129_060913	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	2	\$400.00	CON958
28169129_060948	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Medium	No Treatment Required	0	\$0.00	CON959

ITEM 6 (continued)

ATTACHMENT 1

Photograph	Location	Category	Issue	Priority	Treatment	Unit	Cost	ID
2P169126 165154	Coxs Road North	Vegetation / Line Marking	Footpath Blocked by Overgrown Vegetation / Shared Path Line Marking Faded	High	Re-Mark Shared Path Line Marking and Remove Vegetation Restricting Width of Footpath	1	\$216.00	CXN060
2P169126 165146	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath / Line Marking	High	Re-Mark Shared Path Line Marking and Replace Uneven Segments of Footpath	2	\$425.00	CXN061
2P169126 165147	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	1	\$200.00	CXN062
2P169126 165141	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	1	\$200.00	CXN063
2P169126 165152	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	1	\$200.00	CXN064
2P169126 165159	Coxs Road North	Bicycle Lane	Condition of On-Road Bicycle Lane	Low	Re-Mark Yellow "Watch For Bicycles" Text	20	\$100.00	CXN065
2P169126 112453	Coxs Road North	Signage	Non-Compliant Signage	Medium	Replace Non-Compliant Pedestrian Crossing Sign	4	\$800.00	CXN066
2P169126 112669	Coxs Road North	Footpath	Trip Hazard - Loose Tile	Medium	Replace Uneven Segments of Footpath	1	\$200.00	CXN067
2P169126 113111	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Re-surface to Create Even Footpath	2	\$400.00	CXN068
2P169126 113124	Coxs Road North	Kerb Ramp	Trip Hazard - Steep Kerb Ramp Section	Low	Replace Kerb Ramp	1	\$5,000.00	CXN069
2P169126 113158	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	0.25	\$50.00	CXN070
2P169126 113210	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Grind Concrete Lip to Create Even Transition	1	\$25.00	CXN071
2P169126 113222	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$200.00	CXN072
2P169126 113234	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$200.00	CXN073
2P169126 113401	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	0.5	\$100.00	CXN074
2P169126 113414	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$200.00	CXN075
2P169126 113421	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$200.00	CXN076
2P169126 113427	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$200.00	CXN077
2P169126 113438	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	0.5	\$100.00	CXN078
2P169126 113458	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Re-surface to Create Even Footpath	1	\$200.00	CXN079
2P169126 113514	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	5	\$500.00	CXN080
2P169126 113523	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$200.00	CXN081
2P169126 113537	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$200.00	CXN082
2P169126 113548	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$200.00	CXN083
2P169126 113710(b)	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Medium	Re-surface to Create Even Footpath	0.1	\$20.00	CXN084
2P169126 113714	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Medium	Grind Concrete Lip to Create Even Transition	1	\$25.00	CXN085
2P169126 113751	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Medium	Grind Concrete Lip to Create Even Transition	2	\$50.00	CXN086
2P169126 113758	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Medium	Grind Concrete Lip to Create Even Transition	1	\$25.00	CXN087
2P169126 113815	Coxs Road North	Line Marking	Shared Path Line Marking Faded	High	Re-Mark Shared Path Lines	5	\$25.00	CXN088
2P169126 114452	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Grind Concrete Lip to Create Even Transition	1	\$25.00	CXN089
2P169126 114503	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	2	\$400.00	CXN090
2P169126 114533	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	2	\$400.00	CXN091
2P169126 114607	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Grind Level Asphalt Surface with Semi-circles	2	\$300.00	CXN092
2P169126 114718	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$200.00	CXN093
2P169126 114721	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Repair Footpath	4	\$400.00	CXN094
2P169126 114736	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$200.00	CXN095
2P169126 114741	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$200.00	CXN096
2P169126 114747	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$200.00	CXN097
2P169126 114801	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	2	\$400.00	CXN098
2P169126 115427	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Re-surface to Create Even Footpath	0.25	\$50.00	CXN099
IMG_2842	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Medium	Grind Concrete Lip to Create Even Transition	1	\$25.00	CXN100
IMG_2843	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Medium	Re-surface to Create Even Footpath	0.2	\$40.00	CXN101
IMG_2844	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Medium	Re-surface to Create Even Footpath	0.5	\$100.00	CXN102
IMG_2845	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Medium	Re-surface to Create Even Footpath	0.5	\$100.00	CXN103
IMG_2846	Coxs Road North	Bus Stop	DOA Non-Compliant - Signs Used as Access to Bus	High	Install DOA Compliant Ramp, TIS and Mattress	1	\$1,000.00	CXN104
IMG_2847	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	2	\$400.00	CXN105
IMG_2848	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Medium	Re-surface to Create Even Footpath	0.2	\$40.00	CXN106
IMG_2849	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Re-surface to Create Even Footpath	0.2	\$40.00	CXN107
IMG_2850	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	0.5	\$100.00	CXN108
IMG_2851	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$200.00	CXN109
IMG_2852	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$200.00	CXN110
IMG_2853	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Grind Concrete Lip to Create Even Transition	2	\$50.00	CXN111
IMG_2855	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	2.5	\$500.00	CXN112
IMG_2856	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	5	\$1,000.00	CXN113
IMG_2857	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Re-surface to Create Even Footpath	0.4	\$80.00	CXN114
IMG_2858	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$200.00	CXN115
IMG_2859	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	4	\$800.00	CXN116
IMG_2860	Coxs Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	0.5	\$100.00	CXN117
IMG_2863	Coxs Road North	Vegetation	Footpath Blocked by Overgrown Vegetation	Low	Remove Vegetation Restricting Width of Footpath	20	\$22.00	CXN118

ITEM 6 (continued)

ATTACHMENT 1

Photograph	Location	Category	Issue	Priority	Treatment	Dist	Cost	ID
RMS 2864	Coca Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$288.00	CXN118
RMS 2867	Coca Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Resurface to Create Even Footpath	8.5	\$189.00	CXN120
RMS 2868	Coca Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Resurface to Create Even Footpath	8.5	\$189.00	CXN121
RMS 2869	Coca Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Grind Curbstone Lip to Create Even Transition	1	\$25.00	CXN122
RMS 2870	Coca Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Resurface to Create Even Footpath	1	\$288.00	CXN123
RMS 2871	Coca Road North	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1.5	\$388.00	CXN124
28169128_114781	Coca Road North	Kerb Ramp	Trip Hazard - Steep Kerb Ramp Section	Low	Remove Vegetation Restricting Width of Footpath	1	\$1.10	CXN125
RMS 2882	Coca Road North / Jopling Street West	Kerb Ramp	Trip Hazard - Uneven Footpath	Low	No Treatment Required	0	\$0.00	CXN126
28169128_113682	Coca Road North	Kerb Ramp	Trip Hazard - No Kerb Ramp Installed at Intersection	High	Install New Kerb Ramp	1	\$6,000.00	CXN127
28169128_113687	Coca Road North	Kerb Ramp / Vegetation	Trip Hazard - Unsewered / Overgrown Kerb Ramp	Medium	Replace Kerb Ramp	1	\$6,000.00	CXN128
28169128_113698	Coca Road North	Kerb Ramp	Kerb Ramp Alignment	High	Covered in CXN128 & CXN129	0	\$0.00	CXN129
28169128_113327	Coca Road North / Trussell Street East	Kerb Ramp	Trip Hazard - Steep Kerb Ramp Section	Low	Replace Kerb Ramp	1	\$6,000.00	CXN130
28169128_113348	Coca Road North / Trussell Street West	Kerb Ramp	Trip Hazard - Overgrown Kerb Ramp	Low	Remove Vegetation Restricting Width of Footpath	5	\$5.50	CXN131
28169128_114642	Coca Road North	Kerb Ramp	Kerb Ramp Alignment	Low	Replace Kerb Ramps	2	\$19,000.00	CXN132
RMS 2873	Coca Road North across Cessy Road	Operational	No Pedestrian Crossing Provisions at Roundabout	Medium	No Treatment Required	0	\$0.00	CXN133
RMS 2865	Coca Road North across Jopling Street	Kerb Ramp	Kerb Ramp Alignment	Low	Replace Kerb Ramps	2	\$19,000.00	CXN134
RMS 2876	Coca Road South	Vegetation / Footpath	Footpath Blocked by Overgrown Vegetation / Trip Hazard - Uneven Footpath	Low	Remove Vegetation Restricting Width of Footpath	30	\$33.00	CXN135
RMS 2868	Coca Road South	Footpath	Trip Hazard - Uneven Footpath	Low	Grind Curbstone Lip to Create Even Transition	2	\$26.00	CXN136
RMS 2881	Coca Road South	Vegetation / Footpath	Footpath Blocked by Overgrown Vegetation / Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	5	\$5,000.00	CXN137
RMS 2882	Coca Road South	Vegetation	Footpath Blocked by Overgrown Vegetation	Low	Remove Vegetation Restricting Width of Footpath	5	\$5.50	CXN138
RMS 2883	Coca Road South	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$288.00	CXN139
RMS 2885	Coca Road South	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$288.00	CXN140
RMS 2886	Coca Road South	Vegetation	Footpath Blocked by Overgrown Vegetation	Medium	Remove Vegetation Restricting Width of Footpath	60	\$66.00	CXN141
RMS 2887	Coca Road South	Footpath	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	2	\$480.00	CXN142
28169128_168881	Coca Road South	Kerb Ramp	Trip Hazard - Elevated Kerb Ramp Lip	High	Replace Kerb Ramp	1	\$6,000.00	CXN143
28169128_065822	Coca Road South	Footpath	Trip Hazard - Uneven Footpath	Medium	Replace Asphalt with Concrete Footpath	3	\$660.00	CXN144
28169128_065846	Coca Road South	Kerb	Trip Hazard - Elevated Lip on Kerb at Bus Stop	High	Replace Kerb and Guttering	6	\$660.00	CXN145
28169128_108168	Coca Road South	Footpath	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	3	\$660.00	CXN146
28169128_108158	Coca Road South	Footpath	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	3	\$660.00	CXN147
28169128_108538	Coca Road South	Footpath	Trip Hazard - Uneven Footpath	Medium	Grind Curbstone Lip to Create Even Transition	1	\$25.00	CXN148
28169128_108558	Coca Road South	Footpath	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	3	\$660.00	CXN149
28169128_108617	Coca Road South	Footpath	Trip Hazard - Uneven Footpath	Medium	Resurface to Create Even Footpath	1	\$288.00	CXN150
28169128_108637	Coca Road South	Signage	Non-Compliant Signage	Medium	Replace Non-Compliant Pedestrian Crossing Sign	4	\$888.00	CXN151
28169128_108688	Coca Road South	Footpath	Trip Hazard - Uneven Footpath	Medium	Resurface to Create Even Footpath	8.25	\$68.00	CXN152
28169128_108886	Coca Road South	Footpath	Trip Hazard - Uneven Footpath	Medium	Grind Curbstone Lip to Create Even Transition	3	\$75.00	CXN153
28169128_108828	Coca Road South	Footpath	Trip Hazard - Uneven Footpath	Medium	Grind Curbstone Lip to Create Even Transition	1	\$25.00	CXN154
28169128_108918	Coca Road South	Footpath	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	1	\$288.00	CXN155
28169128_108934	Coca Road South	Footpath	Trip Hazard - Uneven Footpath	Medium	Grind Curbstone Lip to Create Even Transition	1	\$25.00	CXN156
28169128_108931	Coca Road South	Footpath	Trip Hazard - Uneven Footpath	Medium	Resurface to Create Even Footpath	2	\$480.00	CXN157
RMS 2877	Coca Road South / Cessy Road West	Kerb Ramp	Trip Hazard - Elevated Kerb Lip	Low	Grind Level Kerb Lip	8.5	\$189.00	CXN158
RMS 2841	Coca Road South across Badgley Road	Operational	No Pedestrian Crossing Provisions at Roundabout	High	No Treatment Required	0	\$0.00	CXN159
RMS 2878	Coca Road South across Cessy Road	Operational	No Pedestrian Crossing Provisions at Roundabout	Medium	No Treatment Required	0	\$0.00	CXN160
28169128_131338	Coca Road to Katherine Parade	Laneway	Condition of Laneway	Low	Condition of Laneway - No Treatment Required	0	\$0.00	CTX161
28169128_131484	Coca Road to Katherine Parade	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1.5	\$380.00	CTX162
28169128_131432	Coca Road to Katherine Parade	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1.5	\$380.00	CTX163
28169128_131598	Coca Road to Katherine Parade	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1.5	\$375.00	CTX164
RMS 2875	Cessy Road East across Coca Road	Pedestrian Refuge	No Safety Hand Handrails Installed	Low	Install Safety Handrails	2	\$480.00	CYH165
RMS 2872	Cessy Road West across Coca Road	Pedestrian Refuge	No Safety Hand Handrails Installed	Low	Install Safety Handrails	2	\$480.00	CYH166
RMS 2884	Diller Parade South	Footpath	Trip Hazard - Uneven Footpath	Low	Grind Curbstone Lip to Create Even Transition	1	\$25.00	CYH167
28169128_068811	Lane Cove Road East	Footpath	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	1	\$288.00	LRE168
28169128_068851	Lane Cove Road East	Footpath	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	1	\$288.00	LRE169
28169128_061158	Lane Cove Road East	Footpath	Trip Hazard - Uneven Footpath	Medium	Resurface to Create Even Footpath	1	\$288.00	LRE170
28169128_061145	Lane Cove Road East	Footpath	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	1	\$288.00	LRE171
28169128_061284	Lane Cove Road East	Vegetation	Footpath Blocked by Overgrown Vegetation	Medium	Remove Vegetation Restricting Width of Footpath	30	\$33.00	LRE172
28169128_061342	Lane Cove Road East	Footpath	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	1	\$288.00	LRE173
28169128_061356	Lane Cove Road East	Footpath	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	1	\$288.00	LRE174
28169128_061317	Lane Cove Road East	Footpath	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	8.5	\$189.00	LRE175
28169128_061348	Lane Cove Road East	Vegetation	Footpath Blocked by Overgrown Vegetation	Low	Remove Vegetation Restricting Width of Footpath	30	\$33.00	LRE176
28169128_061358	Lane Cove Road East	Vegetation	Footpath Blocked by Overgrown Vegetation	Low	Remove Vegetation Restricting Width of Footpath	30	\$33.00	LRE177

ITEM 6 (continued)

ATTACHMENT 1

Photograph	Location	Category	Issue	Priority	Treatment	Unit	Cost	ID
28169120_001431	Lane Cove Road East	Footpath	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath and Remove Vegetation	2	\$480.00	LRE170
28169120_001432	Lane Cove Road East	No Footpath	No Footpath Despite Worn Path in Grass	High	Construct New Footpath	450	\$8,910.00	LRE170
28169120_001432	Lane Cove Road East	No Footpath	No Footpath Despite Worn Path in Grass To Bus Stop	High	Covered in LRE170	0	\$0.00	LRE181
28169120_001434	Lane Cove Road East	No Footpath	No Footpath Despite Worn Path in Grass To Bus Stop	High	Install TGS1 at Bus Stop	1	\$250.00	LRE181
28169120_001443	Lane Cove Road East	No Footpath	No Footpath Despite Worn Path in Grass	High	Covered in LRE181	0	\$0.00	LRE183
28169120_001443	Lane Cove Road East	No Footpath	No Footpath Despite Worn Path in Grass	High	Covered in LRE182	0	\$0.00	LRE183
28169120_002809	Lane Cove Road East	No Footpath	No Footpath Despite Worn Path in Grass	High	Covered in LRE183	0	\$0.00	LRE184
28169120_002147	Lane Cove Road East	No Footpath	No Footpath Despite Worn Path in Grass	High	Covered in LRE184	0	\$0.00	LRE184
28169120_002351	Lane Cove Road East	No Footpath	No Footpath Despite Worn Path in Grass To Bus Stop	High	Covered in LRE185	0	\$0.00	LRE186
28169120_002729	Lane Cove Road East	No Footpath	No Footpath Despite Worn Path in Grass To Bus Stop	High	Install Seat TGS1, Larger Handstand and Connecting Footpath	1	\$1,000.00	LRE187
28169120_003117	Lane Cove Road East	No Footpath	No Footpath Despite Worn Path in Grass	High	Covered in LRE187	0	\$0.00	LRE188
28169120_004554	Lane Cove Road East / Cooney Street South	Kerb Ramp	Narrow Kerb Ramp	Medium	Replace Kerb Ramp	1	\$5,000.00	LRE189
28169120_001447	Lane Cove Road East / Cano Road South	Kerb Ramp	Trip Hazard - Oregynon Kerb Ramp	High	Covered in LRE192	0	\$0.00	LRE190
28169120_004554	Lane Cove Road East / Cano Road South	Line Marking / Signage	Signs to be Installed to go With Line Marking	High	Re Mark Shared Path Line Marking and Add Directional Signage	1	\$225.00	LRE191
28169120_004928	Lane Cove Road East across Cano Road	Kerb Ramp	Kerb Ramp Alignment and Width	Medium	Replace Existing Kerb Ramps	4	\$19,000.00	LRE192
28169120_004995	Lane Cove Road to Pindal Street	LaneWAY	Condition of LaneWAY	Low	No Treatment Required	0	\$0.00	LTP193
28169120_004938	Lane Cove Road to Pindal Street	LaneWAY	Condition of LaneWAY	Low	No Treatment Required	0	\$0.00	LTP194
28169120_004931	Lane Cove Road to Pindal Street	Footpath	Trip Hazard - Uneven Footpath	Low	Resurface to Create Even Footpath	1	\$200.00	LTP195
28169120_003882	Lane Cove Road West	Vegetation	Footpath Blocked by Oregynon Vegetation	Medium	Remove Vegetation Restricting Width of Footpath	20	\$22.00	LRY196
28169120_003849	Lane Cove Road West	Footpath	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	1	\$200.00	LRY197
28169120_003948	Lane Cove Road West	Footpath	Trip Hazard - Uneven Footpath	Medium	Grind Concrete Lip to Create Even Transition	1	\$25.00	LRY198
28169120_003915	Lane Cove Road West	Footpath	Trip Hazard - Uneven Footpath	Medium	Repair Concrete Service Cover	1	\$200.00	LRY199
28169120_004945	Lane Cove Road West	Kerb Ramp	Kerb Ramp Alignment	Medium	Install New Kerb Ramps	2	\$10,000.00	LRY200
28169120_004137	Lane Cove Road West	Footpath	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	2	\$400.00	LRY201
28169120_004126	Lane Cove Road West	Footpath	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	2	\$400.00	LRY202
28169120_004192	Lane Cove Road West	Footpath	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	2	\$400.00	LRY203
28169120_004376	Lane Cove Road West	Footpath	Trip Hazard - Uneven Footpath	Medium	Grind Concrete Lip to Create Even Transition	1	\$25.00	LRY204
28169120_004317	Lane Cove Road West	Footpath	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	1	\$200.00	LRY205
28169120_004558	Lane Cove Road West	Line Marking	Shared Path Line Marking Faded	Medium	Re Mark Shared Path Line Markings and Replace Uneven Segments of Footpath	1	\$775.00	LRY206
28169120_004711	Lane Cove Road West	Footpath	Trip Hazard - Uneven Footpath	Medium	Resurface to Create Even Footpath	0.5	\$100.00	LRY207
28169120_004716	Lane Cove Road West	Footpath	Trip Hazard - Uneven Footpath	Medium	Resurface to Create Even Footpath	0.25	\$50.00	LRY208
28169120_005234	Lane Cove Road West	Footpath	Trip Hazard - Uneven Footpath	Medium	Grind Concrete Lip to Create Even Transition	1	\$25.00	LRY209
28169120_004535	Lane Cove Road West / Kent Road North	Kerb Ramp	Trip Hazard - Uneven Footpath	Medium	Covered in LRY211	0	\$0.00	LRY210
28169120_004346	Lane Cove Road West across Kent Road	Kerb Ramp	Kerb Ramp Alignment and Width	Medium	Install New Kerb Ramps	2	\$10,000.00	LRY211
28169120_103601	Wicks Road (Facing north)	No Crossing	No Pedestrian Crossing Provision	Medium	Covered in WRY212	0	\$0.00	WRW212
28169120_103558	Wicks Road (Facing north)	No Crossing	No Pedestrian Crossing Provision	Medium	Investigate Need for Pedestrian Refuge Between Signalised Intersections	0	\$0.00	WRW213
28169120_113888	Blenheim Road East	Kerb Ramp	Former Path Blocking Kerb Ramp Access / Kerb Ramp Width and Alignment	Medium	Investigate Relocating Power Pole and Install New Kerb Ramps	1	\$5,000.00	WRW214
28169120_101441	Wicks Road West	Footpath	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	2	\$400.00	WRW215
28169120_101449	Wicks Road West	Footpath	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	2	\$400.00	WRW216
28169120_101345	Wicks Road West	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	2	\$400.00	WRW217
28169120_101413	Wicks Road West	Footpath	Trip Hazard - Uneven Footpath	Low	Grind Concrete Lip to Create Even Transition	1	\$25.00	WRW218
28169120_101437	Wicks Road West	Footpath	Trip Hazard - Uneven Footpath	Low	Grind Concrete Lip to Create Even Transition	1	\$25.00	WRW219
28169120_101521	Wicks Road West	Vegetation	Footpath Blocked by Oregynon Vegetation	Low	Remove Vegetation Restricting Width of Footpath	10	\$11.00	WRW220
28169120_101558	Wicks Road West	Bus Stop	ADA Non-Compliant - No Hand Stand	Medium	Install Handstand and TGS1 at Bus Stop	1	\$600.00	WRW221
28169120_101732	Wicks Road West	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$200.00	WRW222
28169120_101823	Wicks Road West	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$200.00	WRW223
28169120_102358	Wicks Road West	Kerb Ramp	Kerb Ramp Width is Large	Medium	No Treatment Required	0	\$0.00	WRW224
28169120_102534	Wicks Road West	Bus Stop	ADA Non-Compliant - No Hand Stand	Medium	Install Seat, TGS1 and Larger Handstand	1	\$1,000.00	WRW225
28169120_102543	Wicks Road West	Footpath	Trip Hazard - Uneven Footpath	Medium	Replace Uneven Segments of Footpath	1	\$200.00	WRW226
28169120_102723	Wicks Road West	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$200.00	WRW227
28169120_102738	Wicks Road West	Footpath / Vegetation	Trip Hazard - Uneven Footpath / Footpath Blocked by Oregynon Vegetation	Low	Remove Vegetation Restricting Width of Footpath	10	\$11.00	WRW228
28169120_102801	Wicks Road West	Vegetation	Footpath Blocked by Oregynon Vegetation	Low	Remove Vegetation Restricting Width of Footpath	10	\$11.00	WRW229
28169120_102802	Wicks Road West	Footpath / Vegetation	Trip Hazard - Uneven Footpath / Footpath Blocked by Oregynon Vegetation	Low	Replace Uneven Segments of Footpath	1	\$200.00	WRW230
28169120_102853	Wicks Road West	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	3	\$600.00	WRW231
28169120_102853	Wicks Road West across Cano Road	Footpath	Trip Hazard - Uneven Footpath	Low	Replace Uneven Segments of Footpath	1	\$200.00	WRW232

ITEM 6 (continued)

ATTACHMENT 1



APPENDIX E

HIGH PRIORITY WORK CONCEPT DESIGNS



ITEM 6 (continued)

ATTACHMENT 1



ITEM 6 (continued)

ATTACHMENT 1



ITEM 6 (continued)

ATTACHMENT 1



ITEM 6 (continued)

ATTACHMENT 1



ITEM 6 (continued)

ATTACHMENT 1



ITEM 6 (continued)

ATTACHMENT 1



ITEM 6 (continued)

ATTACHMENT 1



ITEM 6 (continued)

ATTACHMENT 2

Top Ryde and North Ryde Small Centres
Pedestrian Access and Mobility Plan

 BITZIOS
Consulting

EXECUTIVE SUMMARY

Bitzios Consulting was commissioned by City of Ryde (CoR) to develop a Pedestrian Access and Mobility Plan (PAMP) to assist in developing a continuous and comprehensive integrated pedestrian network across key centres of Ryde and smaller centres such as Coxs Road and Blenheim Road shopping centres. The specific aims of the PAMP for these centres is to provide a plan to improve the safety of facilities for pedestrians and promote active transport movements.

The project was prepared in accordance with the NSW Roads and Maritime Services published document *"How to Prepare a Pedestrian Access and Mobility Plan"*, undertaken in three stages comprising of defining objectives, community consultation and implementation.

As part of defining objectives the three precincts on where the PAMP was to focus were defined with initial site visits conducted to evaluate the existing conditions. Detailed data analysis of the precincts followed to gain an understanding of key characteristics including the existing active transport strategies and facilities, proposed developments, demographics of the local populations, movements undertaken into and out of the precincts for work, public transport stop locations and frequency, planned road works and analysis of five-year pedestrian crash data. The analysis of key aspects of the pedestrian profile and characteristics allowed for site audits and recommendations to be conducted in a manner to provide the best outcomes for the local community.

After completion of the data analysis stage, pedestrian priority routes were selected to undergo detailed site audits to assess the presence, existing condition and safety of pedestrian facilities. Priority routes include key connections between large scale pedestrian attractors and generators such as shopping centres, schools, public transport hubs and stops, religious centres, child care centres and residential zones. Prior to completing site audits, Bitzios Consulting contacted major stakeholders, such as schools, shopping centres and large businesses, in the precincts inviting comments with regards to concerns held by owners, staff, customers, parents and students alike. A poor response was received, with only Ryde Public School offering any feedback.

Site audits were conducted by Bitzios Consulting staff in conjunction with Ryde Access Committee members with all participants discussing issues identified and documenting observations with both written and photographic evidence. During the site audits small businesses were contacted face to face to raise awareness, for the participation in a SurveyMonkey questionnaire, in addition to an extensive advertising campaign conducted by CoR, allowing residents and business owners to raise concerns regarding the existing pedestrian facilities. Again, a poor response was received with no new issues raised.

Upon completion of site audits a scoring system was developed with reference to the Roads and Maritime document *How to Prepare a Pedestrian Access and Mobility Plan*, as shown in Table 1 below, to quantify each issue based on its severity. Items with scores of 35 or more are classed as high priority, whilst items with scores below 25 are classed as low priority.

The audits identified in excess of 450 issues ranging from incomplete footpaths, cracked pavement presenting trip hazards, missing or non-aligned kerb ramps, paths blocked by vegetation and obstructions, bus stops without access to the kerb, missing signage and line marking, damaged pedestrian facilities and a lack of pedestrian refuges and associated infrastructure. Of these issues 7% were classed as high priority, meaning works to upgrade or repair the issue should be implemented at the soonest possible time. The three most significant issues identified that require rectification are:

- The construction of a footpath on the eastern side of Lane Cove Road between Twin Road and the existing footpath opposite Ford Street, along with the upgrade of the bus stops TSN 211398 and TSN 2113218;
- The reconfiguration of kerb ramp arrangement, relocation of the Stop sign to become visible to traffic and repainting of the Stop line at the Cowell Street intersection near Club RydeX; and
- The relocation of the kerb ramp access to the Blenheim Road Shopping Centre along the western side of Blenheim Road across Cutler Parade.

ITEM 6 (continued)

ATTACHMENT 2

Top Ryde and North Ryde Small Centres
Pedestrian Access and Mobility Plan

BITZIOS
consulting

Table 1: Criteria for Creating Priority Scores for Site Audit Photographs

ID	Scoring Criteria	Score
C1	Connectivity to pedestrian generator/attractor	new primary link
		new secondary link
		existing links
C2	Pedestrian crash history	>3 reported per year
		3 reported per year
		2 reported per year
		1 reported per year
		0 reported
C3	Concerns from community feedback	5 or more responses
		less than 5 responses
C4	Relation to road hierarchy	state road
		collector road
		local street
C5	Land Use	school / aged care
		commercial / retail
		residential
C6	Pedestrian Safety	essential
		desirable
		little impact
C7	Pedestrian Desire Lines	strong desire line
		medium usage
		very little use

The final analysis of the site audits demonstrated that repair, maintenance and construction works in the order of approximately \$500,000 (based on preliminary cost estimates, and not including the cost of labour) are required to correct the identified issues. A summary of the cost breakdown is provided in Table 2.

Table 2: Cost Estimate Summary by Priority of Issues

Area	Total	Priority		
		High	Medium	Low
Top Ryde	\$224,094	\$46,021	\$137,041	\$41,031
North Ryde	\$280,475	\$108,771	\$105,055	\$66,649
Sub Total	\$504,569	\$154,792	\$242,096	\$107,680

If implemented, the proposed works will help to improve pedestrian safety and amenity across the CoR LGA and encourage residents and employees to undertake walking trips for shopping, work and leisure. It is recommended that these works be implemented as funding becomes available from CoR and Roads and Maritime. Consideration could also be given to including some items as appropriate in Council's Section 94 contribution plan when it is updated.