City of Ryde

Draft Development Control Plan

2-14 Tennyson Road, Gladesville

On behalf of

Darcsol Pty Ltd

January 2017

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Project Director

Adam Coburn

Contributors

Denise Thornton/Michael Hanisch

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* This document is for discussion purposes only unless signed and dated by the persons identified. This document has been reviewed by the Project Director.

Contact

Mecone
Suite 1204b, Level 12, 179 Elizabeth Street
Sydney, New South Wales 2000
info@mecone.com.au
mecone.com.au

mecone


mecone

Table of Contents

Schedule of Figures and Tables

1 Preliminary

1.1 Introduction

This DCP provides objectives and controls for redevelopment of the site located at 2-14 Tennyson Road, Gladesville. The vision, objectives and controls provided in this DCP are supported by extensive studies undertaken by a team of specialist consultants. In the event of any inconsistencies between this DCP and any other DCP, the provisions of this DCP prevail to the extent of the inconsistency.

1.2 Name of this part

This part may be cited as City of Ryde Development Control Plan 2014 – Part 6.6 Tennyson Road, Gladesville.

1.3 Land and development to which this part applies

This part applies to land located at 2-12 Tennyson Road (hereon referred to as Site A) and 14 Tennyson Road, Gladesville (hereon referred to as Site B) as shown within the shaded area identified in Figure 1.

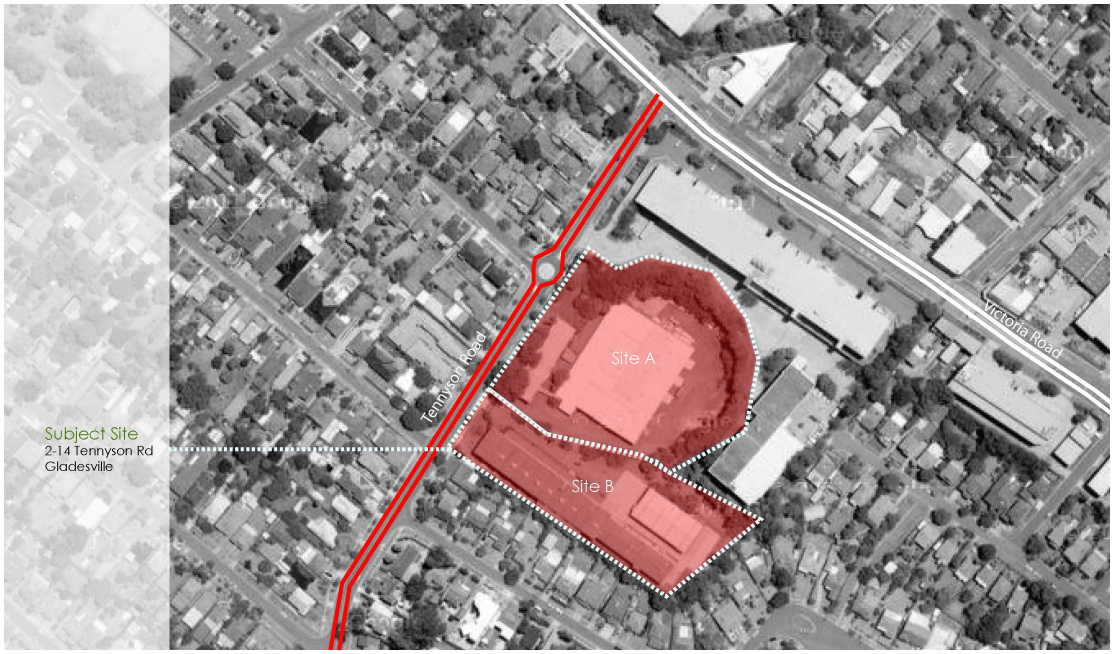


Figure 1. Land to which DCP applies map

1.4 Relationship of this part to other plans and policies

This DCP has been made in accordance with Section 74C of the *Environmental Planning & Assessment Act 1979* and complements the provisions of the *Ryde Local Environmental Plan 2014*.

Where there is any inconsistency between this DCP and the LEP, the LEP prevails. The DCP provides more detailed provisions than those in the LEP for development on the site.

The provisions in this DCP provide specific guidance for development on land covered by this DCP, and complement any other applicable DCPs. In the event

of any inconsistencies between this DCP and any other DCP, the provisions in this DCP prevail to the extent of the inconsistency.

1.5 Objectives

The objectives of this DCP are to:

a) Enable future redevelopment to make the best use of the subject land's proximity to public transport, infrastructure, services and community facilities;

b) Encourage employment generation on site by providing an appropriate mix of residential, retail, commercial and community uses;

c) Ensure that building design:

(i) Defines the street and the public domain and contributes to the desired urban character of the area;
(ii) Is environmentally innovative, durable and of a high quality;
(iii) Limits opportunities for crime;
(iv) Will not adversely impact surrounding residential developments;
(v) Incorporates useable and attractive common open spaces; and Integrates with surrounding development, public places and facilities.

d) Provide safe, well designed development that is inviting and accessible to all members of the community; and

e) To ensure the adequate provision of publicly accessible open space.

2 Vision Statement

2.1 Existing character

The site is currently identified as an industrial site and contains existing buildings that are being used as warehouse and office space. The site sits to the south of the Monash Road Precinct of the Gladesville Town Centre. The site is located in a predominantly residential area and is segregated from the larger industrial zoned precinct to the north of Victoria Road. The site is currently being under-utilised and affords a low employment generation rate.

2.2 Desired future character

The site is to be transformed from an under-utilised and poorly functioning industrial premises into a diverse and vibrant mixed use environment with an appropriate mix of activities and uses. The aim is to improve employment generation on site and provide a variety of residential dwellings to support the non-residential uses on site as well as the nearby Gladesville Town Centre.

Site planning should relate to the existing scale and character of buildings and respond to the natural topography and features while avoiding any adverse impact on the amenity of the surrounding residential developments.

3 Objectives and Controls

3.1 Land use

Objectives

a) To provide an appropriate mix of residential and non-residential uses;

b) To encourage employment generation on site;

c) To create a diverse and vibrant urban space; and

d) To cater for a range of residents from a diverse socio-economic background including socially or physically disadvantaged groups.

Controls

a) Development is to provide an appropriate mixture of compatible uses including residential and non-residential components;

b) In order to encourage employment generation on site, a minimum of 5% of total Gross Floor Area proposed on site A to be allocated to non-residential uses;

c) Non-residential uses are to be located on ground floor and be easily accessible from site entries and communal open spaces;

d) Development is to provide a variety of residential types to cater for the needs of different household groups;

e) As a general guide, not more than 75% of dwellings in any development are to have the same number of bedrooms; and

3.2 Built form

3.2.1 Height of buildings

Objectives

a) Provide additional detail on the distribution of building height, within the height controls established in the LEP; and

b) Establish maximum number of storeys permissible to ensure development:

   (i) reinforces the neighbourhood character;

   (ii) provides a positive contribution to the public domain; and

   (iii) maximises the level of sun access.

Controls

a) Buildings must comply with the maximum height described in the Height of Buildings plan of the LEP;

b) Building height in storeys must generally comply with the building height control as shown in Figure 2. Minor variations from the controls contained in Figure 2 are acceptable where the proposed development:

   i. Is generally in accordance with the LEP height controls and objectives;

   ii. Generally follows the intent of this clause, which is to be sympathetic to the existing built form and avoid any adverse environmental or amenity impacts on the adjoining buildings; and

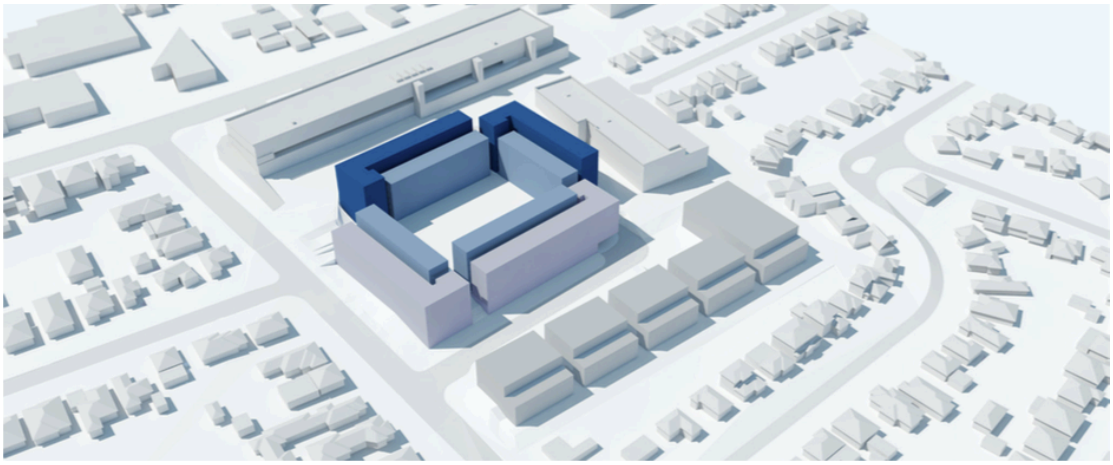
iii. Demonstrates that the proposed variations will not result in any additional adverse impact in terms of overshadowing, overlooking, bulk and scale.

c) The building height limits in the LEP and DCP correlate to each other and should be read in conjunction;

d) Floor to ceiling height must be a minimum of 2.7m for habitable rooms of residential spaces. Non habitable rooms within residential units are to comply with the relevant guidelines provided in the Apartment Design guideline;

e) Minimum floor to floor height must be kept at minimum 3.3m for non-residential uses; and

f) To ensure flexibility for adaptive re-use in the future, minimum floor to floor height of 3.3m must be maintained at ground floor regardless of use.



Quarry Site, Building Height Massing

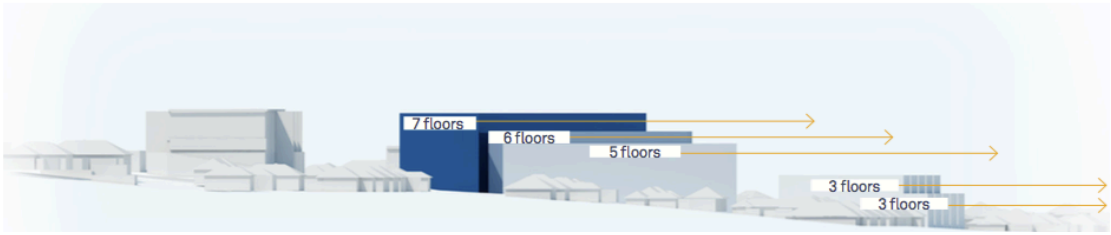


Figure 2. Building height (No of storeys) map

3.2.2 Setbacks

Objectives

a) Ensure development contributes to the comfort and attractiveness of the City's streets by ensuring that:

I. Consistency is achieved in the alignment of the building and street edge; and

II. Buildings address and define streets and public spaces; and

b) Achieve development that provides a high level of pedestrian amenity; and

c) Create suitable separation from buildings on neighbouring properties to protect amenity, privacy and solar access.

Controls

a) Building setbacks at ground level and upper levels must comply with the setback controls provided in Figure 3.

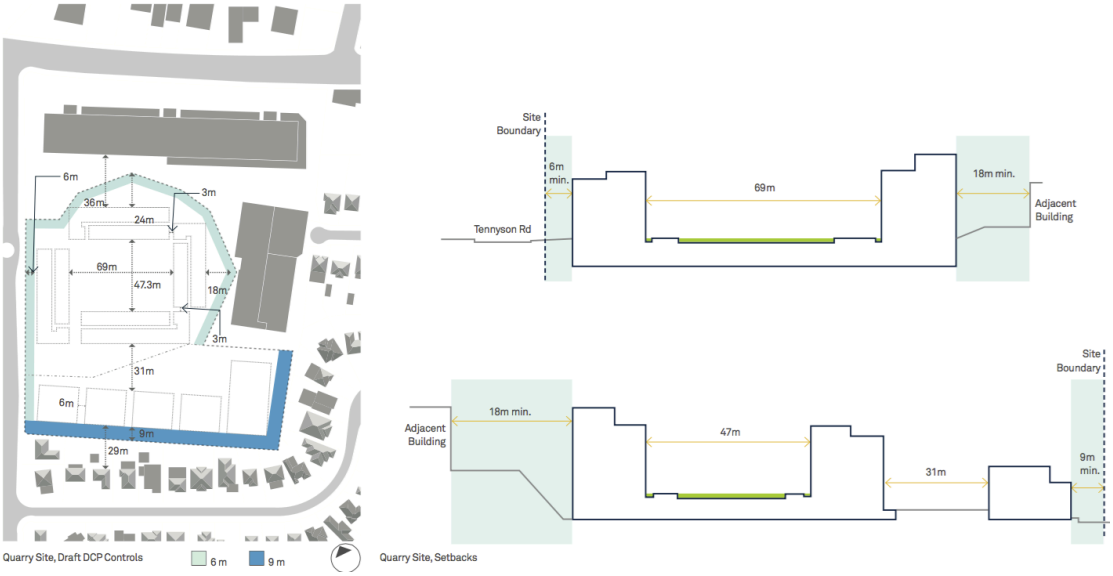


Figure 3. Setbacks map

3.2.3 Building width, depth and separation

Objectives

a) Ensure that the scale and modulation of development responds to the context of its setting;

b) Provide permeability between buildings, and adequate separation to achieve privacy, sun light access and open space; and

c) Ensure building depth maximises potential for cross ventilation and dual aspects within dwellings.

Controls

a) Residential buildings must be designed to achieve the targets set in the Apartment Design Guide in relation to building depth, solar access and cross ventilation; and

3.3 Traffic, access and car parking

3.3.1 Vehicular access

Objectives

a) Provide safe and easy access to the various uses within development;

b) Limit the impacts of vehicle entrances and car parking areas on the public domain and street network; and

c) Ensure parking areas are designed to integrate with the rest of the building façade and reflect the local character.

Controls

a) Vehicular access to the residential and non-residential uses should be designed to respond to the natural topography of the site, spatial and operational requirements of each use;

b) Vehicular and pedestrian access to buildings should be separated by means of architectural features, landscaping elements, paving, signage or similar;

c) Vehicle entrances are to be designed so that vehicles do not queue or reverse across pedestrian crossings or footpaths;

d) Vehicular access should avoid any adverse impact on streetscape continuity determined in reference to the:

   I. public domain or the street;

   II. character of the built form; and

   III. character of the front landscaping.

e) Vehicle access and egress is to be a single crossing with a maximum width of 3.5m over the footpath, and perpendicular to the kerb alignment;

f) Vehicles must be able to enter and leave the site in a forward direction. Access arrangements should be in accordance with the relevant Australian Standards;

g) The design of loading and unloading space should be in accordance with the relevant Australian Standards and guidelines; and

h) Figure 4 provides the indicative location of vehicular driveways and access points. Should Site A and Site B be developed independently, alternative access arrangements may be required.

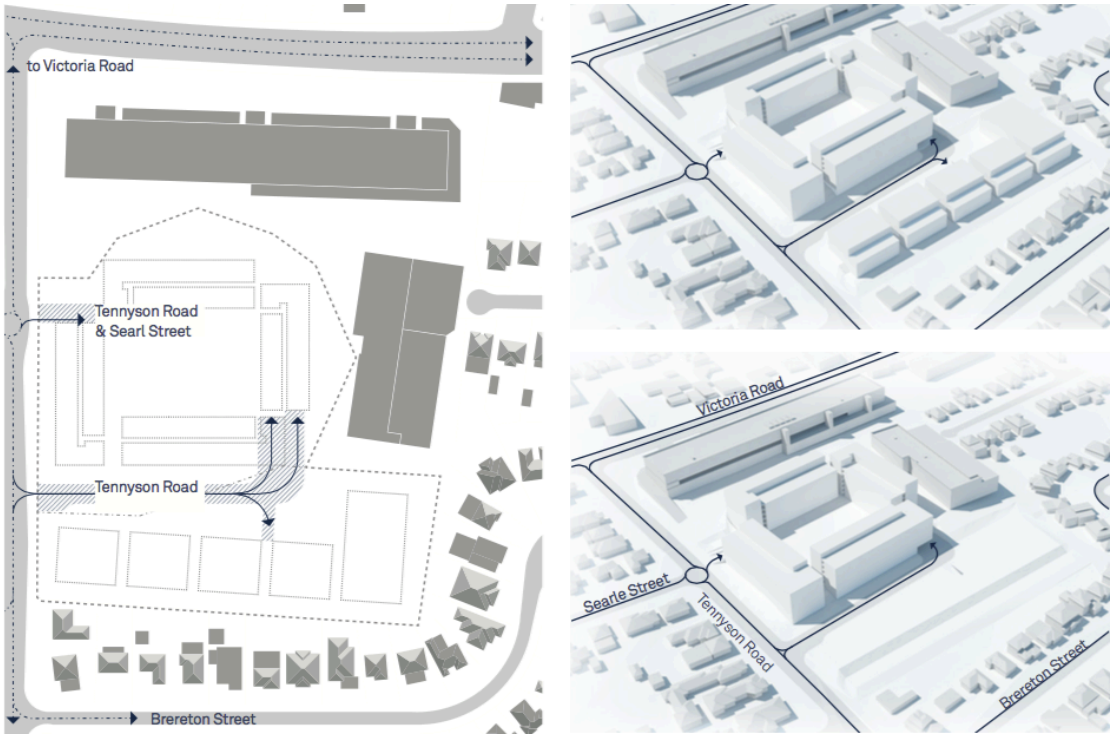


Figure 4. Site access map

3.3.2 Pedestrian access

Objectives

a) Provide safe access to the various residential and non-residential components of the building;

b) Ensure that site access meets the requirements of all household groups including children, seniors and people with a disability;

c) Provide secure access to residential areas of the building; and

d) Minimise opportunities for crime and vandalism.

Controls

a) Buildings are to be designed to be safe and accessible for pedestrians including children, seniors and people with a disability;

b) Continuous paths of travel are to be provided;

c) Pedestrian entry to buildings should be legible and easily identifiable by means of architectural features, appropriate lighting, landscaping and signage; and

d) Buildings should be designed to maximise opportunities for passive surveillance of building entries.

3.3.3 Parking

Objectives

a) Minimise traffic congestion and provide adequate off-street car parking spaces that meets the anticipated demand for the various uses of the building; and

b) Ensure any car parking facilities provided, ancillary to other land uses, are for a variety of vehicle types, are equally apportioned, and include car share, motorcycle, and accessible parking facilities.

Controls

a) Off-street car parking is to be provided as per the rates provided in Table 1 below:

Table 1. Off-street car parking rates

Proposed Use	Residents/Employees
Residential	
Residential Flat Buildings	0.6 to 1 space per one bedroom dwelling; 0.9 to 1.2 spaces per two bedroom dwelling; 1.4 to 1.6 spaces per three bedroom dwelling; and 1 visitor parking per 5 dwellings
Seniors Housing	As per the Seniors Housing SEPP
Child Care Centres	1 space per 8 children; and 1 space per 2 employees.
Health Consulting Rooms	1 space per doctor or dentist; and

Proposed Use	Residents/Employees
	1 space per two employees; and 1 patient's space per a doctor or dentist
Office and Business Premises	1 space per 40m^2 GFA
Restaurants, Retail Premises and Industrial Retail Outlet	1 space per 25m^2 GFA
Other uses	As per Part 9.3 of Ryde DCP 2010.

b) Where a development comprises of two or more different land uses, parking provisions will be assessed as the sum of the requirements Table 1 for each component of the mixed-use development. Calculations shall include an appropriate proportion of any common or administrative areas.

c) Where the main usage periods for components of mixed-use development do not coincide, Council may consider a reduction in the required parking. In this case the parking requirement will be based on whichever of the components generates the greatest parking requirement. The onus will be on the proponent to satisfy Council that the uses will not be operated concurrently.

d) Secured parking access is to be provided to the residential component;

e) Accessible car parking should be provided to all adaptable units;

f) Car parking should be designed so that vehicles can enter and exit the site in a forward direction;

g) Parking areas should be designed in accordance with the relevant Australian Standards;

h) Provide secure bicycle storage in all residential developments where the floor space exceeds 600m^2 GFA except for dwelling houses and retail developments.

3.4 Public domain and open spaces

3.4.1 Publicly accessible open spaces

Objectives

a) Ensure that the design of publicly accessible open space:

   i. is of a high quality;

   ii. provides for a variety of both passive and active uses; and

   iii. responds to community needs.

Controls

a) Public/Common accessible open space of at least 25% of total site area is to be provided within the development;

b) To maximise the benefits of the open space for the residents and the community, public space should be consolidated and easily accessible to/from the commercial uses.

c) The central open space should be clearly differentiated from adjacent private spaces or buildings, and should be accessible from a variety of points within the development;

d) Publicly accessible open spaces should be clearly defined by pedestrian entrances and paths; and have appropriate seating;

e) Open spaces should maximise access for people with mobility difficulties through appropriate design and location of paths and entrances;

f) The open space should provide high quality architectural and landscape design;

g) The design of open spaces should maximise safety and security of all users by providing open sightlines and landscaping, a high level of public surveillance and external lighting; and

h) The open space should only be publicly accessible during the hours of operation of the non-residential uses.

3.4.2 Private open spaces

Objectives

a) Ensure that the design provides adequate private open spaces of high quality.

Controls

a) All dwellings within a multi-dwelling housing development shall have at least one area of private open space that is attached to and accessible from the dwelling. The area of private open space should comply with the guidelines provided in the Apartment Design Guideline; and

b) Private open spaces are to be located such that they receive adequate solar access.

3.4.3 Landscaping

Objectives

a) To ensure the landscaping of the site within the development complements or enhances the desired future neighbourhood character; and

b) Ensure that trees and shrubs will have a softening effect on buildings, and the overall environment and trees are planted in sufficient numbers and scales to achieve this aim.

Controls

a) Development Applications for full buildings must be accompanied by a Landscape Concept Plan;

b) Trees are to be selected based on the scale of buildings, width of street, aspect, and on environmental parameters such as soil type in accordance with the *City of Ryde Public Domain Technical Manual*;

c) Provide landscaping to:

   i. Screen poor views;

   ii. Give privacy to occupants and neighbouring properties;

   iii. Be easily maintained;

   iv. Use native species, particularly species indigenous to the area; and

v. Provide for sufficient depth of soil to support the long-term viability of the landscaping.

d) Deep soil planting is to be provided to a minimum of 15% of the total site area (refer to Figure 5; and

e) Deep soil zones are to be located around site perimeters to encourage privacy through screening planting.

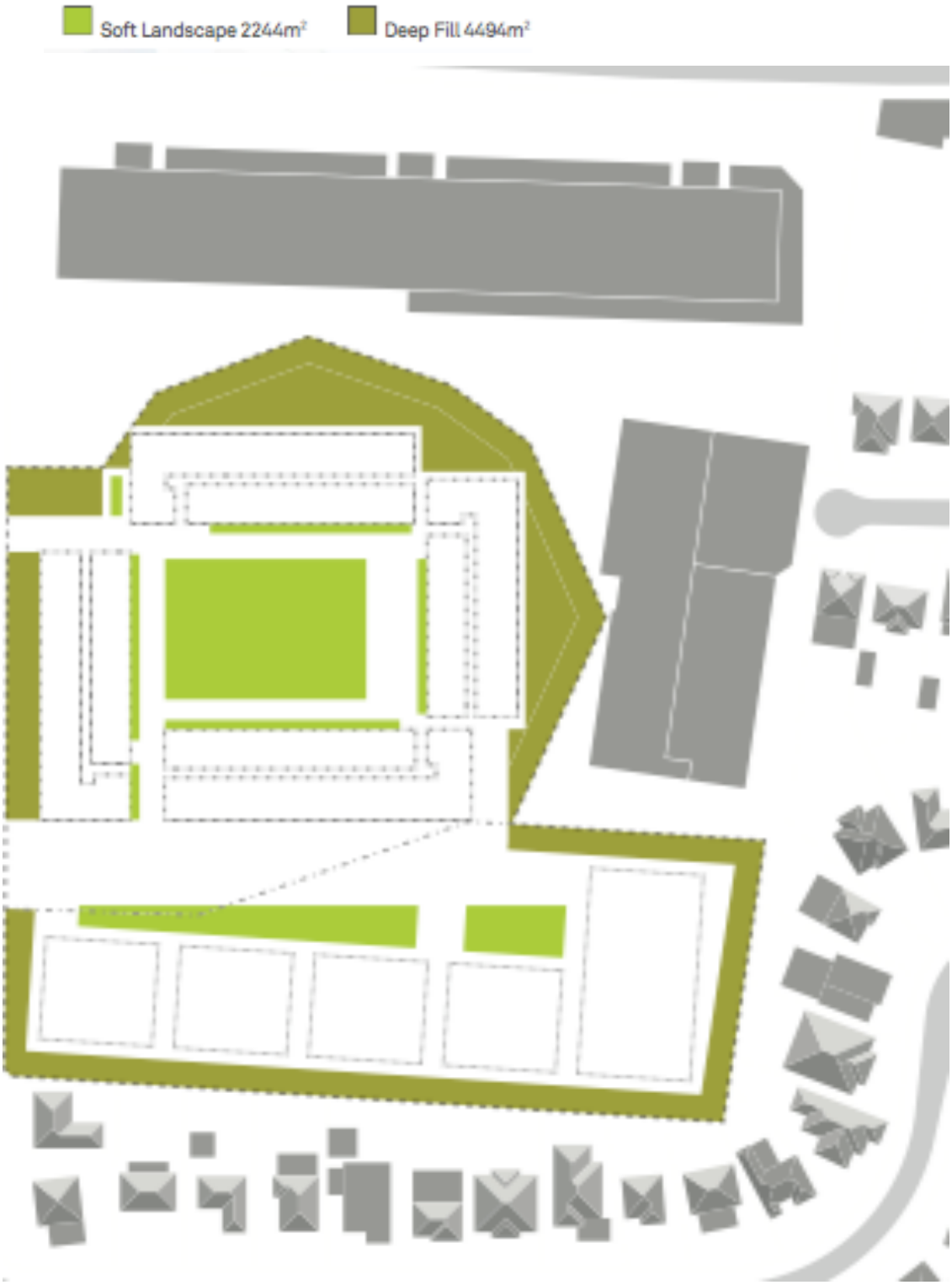


Figure 5. Deep soil zone map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