City of Ryde

Lifestyle and opportunity @ your doorstep

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7 February 2023

Our reference: COR2022/104
CRS2011/1159743

Dear Ms Fu,

1 Denistone Road Eastwood
Ryde Hospital Redevelopment Concept and Stage 1 (SSD-36778089)

Reference is made to the Ryde Hospital Redevelopment Concept and Stage 1 (SSD-36778089) proposal and the Response to Submissions (RTS) provided to Council.

Thank you for the opportunity for City of Ryde to make a submission. Please find enclosed comments from Council staff to assist the Department of Planning and Environment's assessment of this application (ATTACHMENT 1).

A list of recommended conditions is also included as per ATTACHMENT 2.

Finally, City of Ryde staff will be happy to meet with you to clarify any issues.

Yours sincerely

Anthony McDermott

Acting Executive Manager City Development

ATTACHED:

1. Attachment 1 – List of Issues CoR Submission document
2. Attachment 2 – Recommended Conditions of SSD Consent

ATTACHMENT 1

City of Ryde Submission to RTS

Ryde Hospital Redevelopment - SSD-36778089
1 Denistone Road Eastwood

Ryde Hospital Redevelopment:

Amended Concept Masterplan and Stage 1 Site Works

Submission Date: 7 February 2023

EXECUTIVE SUMMARY

City of Ryde made a submission on 19 September 2022 to the proposed Ryde Hospital Redevelopment proposal. The Applicant has since provided a response to submissions (RTS) and supplemented it with further information/ revised plans to address the concerns raised in the submission.

The following provides a summary of the proposed works for the Concept Masterplan and Stage 1 Early Site Works:

Concept Masterplan

- Proposal for two (2) new maximum building envelopes detailed below:
  - A clinical services building envelope located in the centre of the site, with a podium height of RL110.50 and a tower height of RL136.50.
  - A multi-deck car park envelope located in the west side of the site, with a maximum height of RL110.50.
- Proposed maximum GFA of 40,000m^2 for the clinical services building and equivalent 18,000m^2 for the multi-deck car park (if parking spaces counted as GFA).
- At grade car parking on the site located along Ryedale Road frontage;
- Refurbishment of existing buildings on site including Denistone House.
- Indicative demolition and vegetation removal.
- Increase the total number of hospital beds to 230 beds (+98 beds) by 2026.

Stage 1 Early Site Works

- Demolition of three (3) existing buildings within the north-western portion of the site (Buildings 11, 17 & 18.
- Site preparation works, including clearing and tree removal.
- Bulk earthworks, shoring work and internal roads.
- Establishment of access points for construction workers and vehicles from Ryedale Road.
- Termination of in-ground building services and augmentation of utilities as required.
- Provision of temporary at-grade parking for hospital staff, visitors and construction workers.

Council staff have reviewed the revised proposal including the Response to Submissions.

City of Ryde would like to provide the following response to assist the Department of Planning and Environment (DPE) with the assessment of the above Application.

1. Traffic and Parking

Concept Masterplan

Section 6.3 of Stantec's traffic report (Revision E, Date: 13 December 2022) indicates that there has been no discernible growth within the public road network in the immediate vicinity of the development site between 2009 to 2022 based on Transport for NSW's traffic data. At the time of writing this report, there are no major development proposals (aside from the proposed development) within the area bound by First Avenue in the north, East Parade in the west, Marlow Avenue in the south and Blaxland Road in the east. In this regard, the re-development of Ryde Hospital is therefore expected to be the main contributor to future traffic growth within the local road network in its immediate vicinity.

Based on Figure 9 of Stantec's traffic report, Denistone Road currently accommodates mid-block two-way traffic demands in the order of 200 - 250 vehicles per hour during weekday peak hour periods. The subject proposal is anticipated to result in the current weekday peak hour two-way traffic demands on Denistone Road doubling to around 500 vehicles per hour (i.e. the subject proposal is assessed in Stantec's traffic report to introduce an additional 200 – 300 vehicle trips on Denistone Road).

Section 4.3.5 of the *Guide to Traffic Generating Developments* specifies a maximum environmental capacity threshold of 300 vehicles per hour for a local road. It is therefore evident that the additional traffic generated by the proposed development is expected to exceed the environmental capacity threshold on Denistone Road, which can adversely impact the surrounding residential amenity.

Based on the traffic modelling outcomes stated in Tables 7 and 27 of Stantec's traffic report, it is noted that the additional traffic generated on Dalton Avenue will increase delays associated with vehicles exiting from Dalton Avenue onto Blaxland Road. Council have data suggesting high speed manoeuvres undertaken by drivers at the junction of Denistone Road and Dalton Avenue. The additional traffic generated by the proposed development can therefore result in more drivers performing this undesirable driving practice which can increase the risk of serious accidents at this location.

In light of the abovementioned traffic and transport implications associated with Concept Masterplan, Conditions E - H are recommended to mitigate future impacts.

Stage 1 Early Site Works

Further, it is noted that a preliminary construction and pedestrian traffic management plan (CPTMP) which forms part of Stantec's traffic report (Revision E, Date: 13 December 2022) has been submitted as part of the Stage 1 Early Works. The CPTMP describes how traffic activity is proposed to be managed to minimise disruption and safety risks to other road users on the public road and within the site when the construction works are being undertaken.

The measures outlined within this CPTMP would need to be altered/updated at a later stage to take into account potential changes to the traffic conditions within the surrounding road network and/or potential changes to the construction methodology closer to the commencement of construction (i.e. ensure relevancy).

Other key issues that would need to be resolved prior to the commencement of construction activity are:

1) Ensure that there is adequate parking on-site for construction personnel without adversely impacting on the parking needs of the hospital and the surrounding on-street parking facilities;
2) Construction vehicles travelling to the site will be required to use Rutledge Street/First Avenue and/or Blaxland Road. These State Roads in the vicinity of the site have 40km/h school zone restrictions applying between 8:00am – 9:00am and 2:30pm – 4:00pm. Construction vehicle movements should therefore be restricted to outside of these periods to minimise risk to the safety and efficiency of the student pick-up/drop-off process.

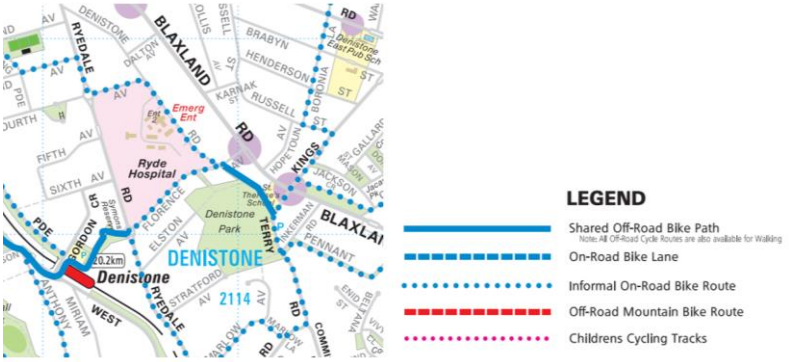
It is therefore recommended that the Department of Planning and Environment consider the recommended conditions 1, 3, 4 10, 12, 17, 18) to address the traffic safety issues raised above as part of the Stage 1 Early Site Works.

2. Public Domain Works

The following works are considered necessary upgrades to the public domain to accommodate the additional public utility associated with the proposed development:

a. Denistone Road Frontage

i. The Denistone Road frontage of the development contains an in-formal on-road bike route connecting to a formal shared off-road bike path through Denistone Park. The existing bike path line marking on Denistone Road has faded and requires reinstatement in the interim.



ii. The lane widths on Denistone Road are narrow, and due to the proposed intensification of traffic to the site, Council believes that a formal off-road shared path should be provided for the entire length of the Denistone Road development frontage. This will reduce the risk of cyclists incidents on Denistone Road.

iii. The shared user path shall be concrete, 2.5m wide, with a maximum 2.5% grade towards the kerb in Denistone Road. Signage and line marking associated with the shared user path should be provided as part of the public domain works.

iv. Existing street trees may be required to be removed as part of these works. Replacement street tree planting will be required.

v. The kerb and gutter, and road pavement in Denistone Road are in reasonable condition and restoration works are not warranted. Damage as a result of the construction works will be required to be rectified prior to the completion of the works.

vi. The existing bus stop on Denistone Road will be required to be maintained. The existing shelter structure and associated bus stop signage may require upgrade.

vii. All redundant vehicular crossings are to be removed and replaced with new kerb and gutter, and the adjacent road pavement reconstructed accordingly.

viii. The relocation/adjustment of all public utility services affected by the proposed works shall be undertaken as part of the Development works.

b. Fourth Avenue Frontage

i. Fourth Avenue contains large level differences between the footpath and the road, resulting is steep verges. These steep verges are a hazard for pedestrians.

ii. The inundating longitudinal grade of the footpath in Fourth Avenue results in a rollercoaster effect and is non-compliant for accessible travel.

iii. The location of existing gutter bridges at vehicular crossing points poses a hazard for vehicles and pedestrians utilising this area.

iv. The verge in Fourth Avenue is to be lowered to be in line with the kerb line thus providing pedestrian amenity and a compliant accessible travel path. Any retaining walls required to facilitate the lowering of the verge in Fourth Avenue are to be constructed within private property.

v. Existing gutter bridge laybacks and associated vehicular crossings are to be removed and reconstructed to Council's current standard drawings.

vi. The footpath in Fourth Avenue is to be upgraded to 1.8m in width with a maximum crossfall of 2.5% towards the kerb line.

vii. Existing street trees may be required to be removed as part of these works. Replacement street tree planting will be required.

viii. All redundant vehicular crossings are to be removed and replaced with new kerb and gutter, and the adjacent road pavement reconstructed accordingly.

ix. The relocation/adjustment of all public utility services affected by the proposed works shall be undertaken as part of the development works.

x. The existing bus stop on Fourth Avenue, near the corner of Ryedale Road, will be required to be maintained. The existing shelter structure and associated bus stop signage will require upgrade.

c. Ryedale Road Frontage

i. The footpath in Ryedale Road, from the corner of Fourth Avenue to the proposed vehicle access into the site, is to be upgraded to 1.8m in width with a maximum crossfall of 2.5% towards the kerb line.

ii. The formalised access location off Ryedale Road to the new multi-storey carpark will result in sight line issues due to the crest in Ryedale Road. Traffic control measures may be required at this access location. Further comment is sought from Council's Transport Department.

iii. To facilitate on-street parking on Ryedale Road, a 1.2m wide footpath, located adjacent the existing kerb, is to be provided on Ryedale Road, from the proposed vehicle access into the site to a location near the roundabout intersection with Florence Avenue, where it deemed appropriate to facilitate a crossing point to the western side of Ryedale Road.

iv. The existing substation on Ryedale Road is to be relocated to be within the confines of the site and not located in public land.

v. Existing trees as part of the Blue Gum High Forest community are to be maintained.

vi. Longitudinal cracking within the road pavement on Ryedale Road is to be monitored as part of the Dilapidation Surveys and restorations provided if pavement failure is amplified as part of the works.

d. Florence Avenue Frontage

i. The existing footpath on the southern side of Florence Avenue is in satisfactory condition and upgrades are not warranted. The existing footpath is to be reviewed for any trip hazards or deterioration and these items rectified as part of the hospital upgrade works.

ii. Longitudinal and transverse cracking within the road pavement on

Florence Avenue is to be monitored as part of the Dilapidation Surveys and restorations provided if pavement failure is amplified as part of the works.

It is recommended that the Department of Planning and Environment consider the following conditions (Conditions 24-27) to ensure that public domain infrastructure is protected and upgraded to adequately accommodate the additional utility placed on surrounding areas by the new development:

3. Design Matters

a. Site Configuration

- The hospital facilities have been proven capable of operating in 15 separate buildings in the existing circumstance. It is not justified that the new hospital has to be within one single continuous envelope. Physically separating the new hospital into at least two building forms can still improve the operation efficiency, while minimising the bulk and scale of the proposal.
- It is recommended to create two separate drop-off zones and entrances on either side of the loop road instead of behind Denistone House for improved visibility and wayfinding.
- The site strategy of the proposal needs to be reconsidered to address the issues in relation to bulk and scale and public domain interface successfully.
- The DPE is requested to seek independent advice from the State Design Review Panel for further design guidance on the proposal.

b. Bulk and Scale

- The impact of bulk on the heritage-listed Denistone House remains a major concern. The hospital building envelope presents a continuous 'wall' of development behind Denistone House and that causes an adverse visual impact on the heritage building and the surrounding streetscape. The Applicant is advised to move away from the current built form approach, and consider splitting the single building mass into two taller, slender and sculptural forms. It will celebrate the presence of the new hospital and open up the backdrop of Denistone House for views of the sky and the Blue Gum High Forest from Denistone Road.
- Relocating the Multi-Deck Car Park(MDCP) building envelope from Ryedale Road to Denistone Road does not fundamentally address the issues regarding visual impact and street setbacks. While the visual impact on the public domain of Ryedale Road is reduced, the issue has been shifted to Denistone Road (see comments above regarding 'Public Domain Interface'). The MDCP building envelope is 17.5m high, equivalent to a 5-storey scale, directly opposite an R2 zone with an LEP height limit of 9.5m (or 2 storeys). The proposal should introduce a secondary setback along Denistone Road to provide a lower scale street wall and recess the upper storeys to reduce its visible bulk.

c. Public Domain Interface

- The proposal in its current form will not meet Objective 1 Better Fit in the GANSW's 'Better Placed' Policy, specifically Criterion 8 – "*Contributing to the immediate public realm, through activation, passive surveillance, visual interest and improved amenity*".
- The negative visual impact of the proposed at-grade car parking remains unresolved. Replacing existing one to two-storey hospital buildings with car parking along Denistone Road is a poor design outcome. The proposed car parking or vehicle access space will occupy over 60% of the site's frontage on Denistone Road (see proposed site access plan on page 44 of Architectural Design Report). Car parks (either at-grade or multi-storey) provide minimal activation and passive surveillance to the street and create large areas of hard paved surface. It will not only fail to enhance the existing streetscape but compromise public safety of the street, impact the visual quality of the street and limit the opportunities for deep soil landscaping and tree planting on the site.
- Car parking, regardless at-grade or multi-storey, should be located at the rear to stay out of sight or sleeved by active uses such as a café, offices, gym, administration, store or clinic uses at least on the ground floor level. Denistone Road currently enjoys a good level of street activation with building . The proposal should not rely on future expansion works to provide passive surveillance.
- Undercroft car parking fronting public streets is not supported.
- The proposed 2m street setback from the Denistone Road frontage is inadequate. It will not allow for sufficient deep soil to support large canopy trees in the street setback zone. The proposed street setbacks must consider the context and respond to the existing streetscape character.

The majority of the existing dwelling houses on the eastern side of Denistone Road have street setbacks from 6m to 7m. The Ryde DCP 2014 requires a street setback of 6m in an R2 Low Density Residential Zone. Therefore, a minimum street setback of 6m with deep soil should be provided.

- If an active ground floor use (e.g. café, office, gym or the like) is provided to address Denistone Road, the street setback can be reduced for maximum street activation.

d. Visual Impact Assessment

- The views included in the Visual Impact Assessment(VIA) report appear to be captured using a wide-angle lens, which will create excessive distortion to the image, causing objects at the centre of the image to appear smaller and more distant. For VIAs, a focal length of 35mm to 50mm are generally recommended for conducting view analysis as they most accurately represent the scale of objects perceived by human eyes. It is advised that the DPE requests all views in the VIA report be updated to ensure they can accurately represent the scale of development.
- The Applicant's response to submissions indicates that survey points are shown in each view, but they are not evident in the VIA report. The 'Appendix: Visual impact evidence' (CMS and Virtual Ideas) is also absent in the document. There is no information to assist the DPE assessment officers in verifying the accuracy of the photomontages.

4. Tree Removal and Planting

It is noted in the EIS that the critically endangered Blue Gum High Forest is to be retained and protected. This is supported and commended.

However, the following issues are being raised that require further attention from the applicant:

a. Biodiversity Development Assessment Report (BDAR)

As noted in the amended BDAR Report (page 6), the consultants agree that the "BRP to be updated to reflect Council concerns etc and to be submitted"

	Given the proposed permanent loss of BGHF, impacts to Powerful Owl habitat and lack of offset obligations there is greater reliance on the proposed mitigation measures, including the implementation of the VMP, to achieve adequate biodiversity outcomes. EHG requests that the VMP be prepared and submitted prior to approval of the proposed development. Implementation of the VMP should occur prior to the commencement on any construction works.	Agree. BRP prepared but not submitted. BRP to be updated to reflect Council concerns etc and to be submitted.

Inadequate information has been provided in regards to this matter.

b. Bush Regeneration Plan

The submitted Bushland Regeneration Plan does not adequately address Council's concerns in relation to erosion control, landslip risk management, the ongoing management of the APZ or habitat considerations. There are significant inconsistencies between the methodologies proposed in the main text and that in the appendices. The Inner Protection Area and Outer Protection area have been mixed up.

It has not been demonstrated that there will be no environmental consequences of the vegetation clearing (eg - destabilisation of the slope resulting in slump, erosion or landslide) as per section 3.2.2 in Planning For Bushfire Protection 2019 (APZs on slopes over 18 degrees).

The Plan refers to coir logs, which break down relatively quickly and onsite materials such as logs, to be determined by the bush regenerator onsite as works are being undertaken. This is grossly inadequate on such steep, extensive slopes on land identified as being a landslip risk.

Use of machinery such as a tritter would not be advisable on such a steep, unstable slope. Use of tritters, chainsaws and brush cutters have been prioritised over traditional bush regeneration methods. There is very little discussion of the staging of works and the Plan promotes broad scale weed control and planting rather than bush regeneration.

5. Heritage Issues

The site has significant heritage characteristics and houses the Eastwood House. The site is listed on the Health NSW Section 170 Heritage Register (Heritage Act). Further the site is listed as a heritage item on Schedule 5 of Ryde LEP 2014, as having both State and local heritage significance. It includes Denistone House and Trig House. The Stables associated with Denistone House is also on the site. The Statement of Heritage Significance for the site is contained in the Ryde Heritage Inventory and the State Heritage Management System portal. The Ryde Hospital site has State and local heritage significance as follows: Historical, Aesthetic.

During the SEARs stage of the SDDA, Council was not made aware of the expanded area of the podium of the main hospital building to the south of Denistone House nor of the multi-deck car park on the eastern boundary of the site to Denistone Road, which would be integrated with the main hospital building function. It is unknown why Council was not made aware of the overall Concept Proposal for the redevelopment of the Ryde Hospital site (or masterplan).

It is observed that the approach to the redevelopment is to prioritise the function (use) over the form (design) of the hospital (built and site), with a maximum rather than an optimum GFA that is best for all site attributes, including the heritage attribute of the site. The Concept Proposal is a large modern high-density hospital building, juxtaposed to the retained Denistone House (and The Stables) heritage attribute. It is a selected-approach to heritage to achieve the Concept Proposal, which is a compromised heritage conservation practice. Denistone House (and The Stables) will

be dominated by the redevelopment, which have an adverse impact on the heritage significance of the site.

Image from Architectural Design Report for the Ryde Hospital SSDA. Public Exhibition January 2023.

a. Planning Issues

Local area planning and management is informed by the City of Ryde Community Strategic Plan and for land use planning, Ryde LEP 2014 and the City of Ryde Local Strategic Planning Statement (LPPS). The LSPS is a bridging-plan between local and regional/ State planning, required by the then Greater Sydney Commission and the Department of Planning and Environment.

While it is important the NSW Government invest in the renewal of health infrastructure, it is difficult to ascertain if the proposal has appropriately responded to the LSPS in developing the redevelopment concept for the site. See the LSPS's Livability direction and the vision for Heritage vision (3.3) and Design Excellence (3.5). Both visons reference character and built history of localities being drawn on, in achieving heritage conservation and design excellence in the local context for local and State planning pathways.

Clause 5.10 of Ryde LEP 2014 provides for heritage conservation and importantly draws on the significance of a heritage item to guide the development and redevelopment of a site. While the SSDA pathway applies rather than the local planning pathway, a similar approach to heritage conservation is in the state planning pathway. While a commitment to the 'refurbishment' (not a heritage conservation term) to Denistone House is made, the concept proposal is overly focused on:

- the refurbishment works and re-use of the house in later stages of the redevelopment (subject to subsequent development approval), and

- the revealing of the foreground view and setting of Denistone House as the preferred way to interpret the house (and The Stables) in isolation from the overall setting of the house which includes the background view and streetscape views to the site. The main hospital building's podium achieves a similar height to Denistone House and the tower will tower-over the house by about 26 metres. Views to Denistone House will be compromised and restricted by the design and siting of the main hospital building (proximal background and southern side) and the multi deck car park extending to the Denistone Road boundary. Denistone House will be dominated and engulfed by the Concept Proposal.

Mitigation Measures to be updated to include:

- Historical archival recording of the site, prior to the demolition of building works in Stage 1 of the approved concept redevelopment, and copies to Council's Local Studies.

b. Non-Aboriginal Heritage (European) and the site

i. <u>Heritage Item building removal – Trigg House.</u>

The heritage assessment and approach to Trigg House and its intended demolition is noted. See Heritage Impact Statement by Urbis.

Mitigation Measures to be updated to include:

- Archival recording of Denistone House and The Stables to Heritage NSW standards and copies to City of Ryde Local Studies.

ii. <u>Heritage Item buildings retention and conservation – Denistone House and The Stables</u>.

The plans and heritage impact statement indicate the 'refurbishment' of these buildings will be in later stages of the redevelopment (subject to subsequent SSDA approval). The conservation management plans for these two buildings must be updated immediately and prior to any redevelopment works to enable:

- the appropriate conservation and use of these buildings, as part of the approved concept redevelopment,
- the conservation works for these buildings, to be prioritised from the Stage 2 SDDA, so that the commitment to heritage is part of the redevelopment of the site concurrently with the new hospital and not an 'after-thought',
- the conservation policies to direct the architectural design of the main hospital building and the multi deck car park in the Stage 2 SSDA, to address the adverse impacts on the heritage significance, and inform any routine the maintenance schedules

- the NSW Government to commitment any additional funds for the conservation of these buildings, not already provided for in project funding.

The security and protection of these buildings must be addressed from Stage 1 – Site and Enabling Works for the approved concept redevelopment to secure the heritage attributes from the potential impacts of site and grounds works and construction vehicles (e.g. foundations, drainage, damage to fabric from falling objects/ proximity of machinery/ vibration, weather proofing), and any current poor maintenance e.g. water penetration. Any damage to the buildings from construction works risks and misadventure is not acceptable.

It is noted these buildings will be archival recorded during the approved concept redevelopment process.

Mitigation Measures to be updated to include:

- a Heritage Protection Plan for any stage of the redevelopment,
- engagement of suitably qualified and experienced heritage consultants/ tradespersons for heritage documents and any works,
- the Heritage Induction of any consultants and workers.
- Archival recording of Denistone House and The Stables to Heritage NSW standards and copies to City of Ryde Local Studies.

iii. <u>Impact of new development on– Denistone House (and The Stables).</u>

The Denistone House frontage presents to Denistone Road, and the removal of existing buildings and other structures between the house and the road to re-establish the presentation of the house on-the-street is a positive outcome of the Concept Proposal and good heritage practice. This outcome of the SSDA is supported. However, while Denistone House would be revealed in the foreground from its current obscurity this heritage gain is offset by the negative adverse impacts of the Concept Proposal that would see the main hospital building tower over Denistone House in its background with a tower of about 26 metres higher than the house and to its south and east a podium and multi deck car park at the same 2-storey height of Denistone House. Once again, Denistone House would be obscured by new development on the site – it would be dominated and engulfed by the scale of main hospital building the and the multi deck car park, with limited foreground views in a highly comprised setting

The Concept Proposal will have an overall adverse impact on the heritage significance of Denistone House and the position and conclusions of the Heritage Impact Statement and its amendment is not supported as it focuses on the foreground reveal of the house and fails to address that the house has been obscured and engulfed by the intensity of the Concept Proposal's buildings and structures. See setting, interpretation and place and scale of compatible use articles of The Burra Charter.

The Concept Proposals to addressing the heritage attributes of the site, in particular Denistone House, is not support on heritage grounds. The redevelopment, while it will reveal the house's principal frontage of Denistone House, the setting and interpretation of the heritage item will be dominated and engulfed by the scale of the main hospital building and the multideck car park. This is not a good heritage outcome for the site, the locality and neighbourhood.

iv. Use of materials and sustainability

The reuse of building materials is now an accepted and essential part of the construction process to improve the industry's performance in sustainable built practice. The reuse of heritage fabric (Trigg House) and non-heritage fabric (other buildings) should be addressed in a deconstruction plan and some reused in new works on the site (possibly landscaping furniture), to provide context to the former historical use of the site. Materials not required, should be provided to a building material recycle outlet, to enable materials to be reused for other building works and conservation works.

6. Development Contributions

Council advises DPE that it would agree the development by the Crown is considered an essential community service and Council will not be pursuing s7.12 contributions. Notwithstanding, acting within the intent of Planning Circular D6, Council should raise potential issues arising from the proposal in regard to required infrastructure improvements to the road network, stormwater systems, pedestrian movement and the public domain. Council and the Crown could then come to an agreement, possibly a Planning Agreement, for the upgrading of such infrastructure. Alternatively, the Minister may see fit to condition such.

7. Conclusion

City of Ryde appreciates the need for the expansion of the hospital; however the design has not taken into consideration a number of concerns that were raised in the previous submission. Some of those concerns have been raised again in this submission.

The Concept Proposals to addressing the heritage attributes of the site, in particular Denistone House, is not support on heritage grounds. The redevelopment, while it will reveal the house's principal frontage of Denistone House, the setting and interpretation of the heritage item will be dominated and engulfed by the scale of the main hospital building and the multideck car park. This is not a good heritage outcome for the site, the locality and neighbourhood.

If the DPE is of the mind to approve the application, it is requested that the conditions of consent recommended below be imposed to ensure some of the adverse impacts are mitigated and that the development is managed in an environmentally acceptable manner.

ATTACHMENT 2

City of Ryde Submission to RTS

Ryde Hospital Redevelopment - SSD-36778089
1 Denistone Road Eastwood

Ryde Hospital Redevelopment:

Amended Concept Masterplan and Stage 1 Site Works

Submission Date: 7 February 2023

RECOMMENDED CONDITIONS OF CONSENT

CONCEPT PROPOSAL

A. **Archival Recording of site.** Historical archival recording of the site, prior to the demolition of building works in Stage 1 of the approved concept redevelopment, and copies to Council's Local Studies.

B. **Archival Recording of Denistone House and The Stables**. Archival recording of Denistone House and The Stables to Heritage NSW standards and copies to City of Ryde Local Studies.

C. **The conservation management plans** for the two buildings (Denistone House and The Stables) must be updated immediately and prior to any redevelopment works to enable:
   - the appropriate conservation and use of these buildings, as part of the approved concept redevelopment,
   - the conservation works for these buildings, to be prioritised from the Stage 2 SDDA, so that the commitment to heritage is part of the redevelopment of the site concurrently with the new hospital and not an 'after-thought',
   - the conservation policies to direct the architectural design of the main hospital building and the multi deck car park in the Stage 2 SSDA, to address the adverse impacts on the heritage significance, and inform any routine the maintenance schedules
   - the NSW Government to commitment any additional funds for the conservation of these buildings, not already provided for in project funding.

D. **Protection of heritage buildings**. The security and protection of the buildings must be addressed from Stage 1 – Site and Enabling Works for the approved concept redevelopment to secure the heritage attributes from the potential impacts of site and grounds works and construction vehicles (e.g. foundations, drainage, damage to fabric from falling objects/ proximity of machinery/ vibration, weather proofing), and any current poor maintenance e.g. water penetration. Any damage to the buildings from construction works risks and misadventure is not acceptable. Heritage Protection Plan must be prepared for any subsequent stages of the redevelopment of this site. A suitably qualified and experienced heritage consultants and tradespersons for heritage documents and any works must be engaged for this purpose. Adequate Heritage Induction to be provided to any consultants and workers engaged for the site/ development.

E. **Traffic Impact Assessment Report.** A traffic impact assessment report prepared by a suitably qualified traffic engineering/transport planning consultant shall be submitted to the relevant consent authority for future Development Application(s) relating to the Concept Masterplan.

   Reason: To ensure that traffic/transport implications relating to future developments on the Ryde Hospital site are appropriately assessed and addressed.

F. Road and Active Transport Upgrades. The proponent must deliver the following works to mitigate the traffic impacts associated with the Concept Masterplan development:

(a) Convert the existing pedestrian refuge on Florence Avenue at Denistone Road into a raised pedestrian/cyclist crossing.

(b) A new shared path on the western side of Denistone Road between Florence Avenue and the new fire access trail through the site. This pedestrian/cycle link through the site shall be open to the general public at all times.

(c) A new pedestrian/cycle link between Denistone Road and Ryedale Road through the site.

(d) A shared path on the eastern side of Ryedale Road between Fourth Avenue and the new fire access trail.

(e) Kerb build-outs and associated linemarking on Dalton Avenue and its intersection with Denistone Road.

(f) All costs associated with the design and delivery of the upgrades outlined in (a) to (e) above are to be borne by the proponent.

(g) The proponent is also required to obtain relevant approvals from City of Ryde Council, Transport for NSW and/or any other relevant authorities prior to the commencement of any construction works.

The abovementioned measures mentioned above are also expected to support walking, cycling and public transport strategies specified in future green travel plans.

The road and active transport upgrades specified in (a) to (e) are to be constructed, prior to any future development applications/proposals following Stage 1.

Reason: To minimise the traffic impacts of the future redevelopment of Ryde Hospital on the surrounding public roads.

G. Ryedale Road Access. For any future Development Application(s) associated with the future multi-deck and at-grade car parking areas, the proponent is required to ensure that vehicle access to these new off-street parking areas can occur via Ryedale Road.

Reason: To minimise disturbance to the surrounding residential amenity by ensuring traffic is more evenly distributed throughout the adjoining public road network.

H. Car Parking Provision. The site must provide, at minimum, 514 car parking spaces for staff and visitors at full development of the concept masterplan.

Reason: This is a recommendation from Stantec's traffic report (Revision E, Date: 13 December 2022) to minimise competition for on-street parking with surrounding

residents.

I. 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) and associated annexures.

(**Reason:** To ensure that the developments stormwater management system is aligned with the controls and objectives of the City of Ryde DCP 2014 Part 8.2)

STAGE 1 SITE WORKS - CONDITIONS

General Conditions

1. **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 current relevant section of AS 2890 (Offstreet Parking standards) and Council's current DCP sections relevant to vehicle access.

   The following documentation must be provided with any future development application for works on the site encompassing parking or vehicle access;

   a) All internal driveways and vehicle access ramps must have ramp grades, transitions and height clearances complying with AS 2890 for all types of vehicles accessing the parking area. To demonstrate compliance, the plans to be prepared for the Development Application must include a driveway profile, showing ramp lengths, grades, surface RL's and overhead clearances taken along the vehicle path of travel from the crest of the ramp to the basement. The driveway profile must be taken along the steepest grade of travel or sections having significant changes in grades, where scraping or height restrictions could potentially occur and is to demonstrate compliance with AS 2890 for the respective type of vehicle.

   b) To ensure that service vehicles have sufficient headroom clearance when accessing loading bay areas, an accessway / ramp profile must be produced along the vehicle path of travel for all service vehicles. The plan must detail all levels and overhead clearances (allowing for services) along the vehicle path of travel from the vehicle entry at the boundary to the loading bay area and must demonstrate that the required overhead clearance (SRV – 3.5m / MRV & HRV – 4.5m) is achieved along this path.

   c) A vehicle swept path analysis must be prepared for all forms of vehicle access (loading bay, garage, etc) demonstrating safe and efficient vehicle access may be attained in crucial areas (points of constriction, convoluted manoeuvring or heavily trafficked locations subject to conflicting vehicle flow).

   d) Any basement parking entries (vehicle and pedestrian) must be elevated above the estimated PMF flood event approved by Council, as per the development controls contained in Council's DCP Part 8.2 (*Stormwater and Floodplain Management*).

   e) This documentation must be submitted with any future development application for the proposed works encompassed under this Concept Approval, for the approval by the consent authority.

      (**Reason:** To ensure that the configuration of future vehicle access and parking is compliant with the relevant Standards and Council's DCP)

2. **Stormwater Management.**

   Stormwater runoff from the development shall be collected and piped by gravity flow to the public drainage service, in accordance with Council's DCP Part 8.2 (*Stormwater and Floodplain Management*) and associated documentation.

   The detailed plans and documentation of the drainage system for each subsequent development application must be prepared by a suitably qualified Civil Engineer and is to be submitted to the consent authority for approval. The stormwater management system must comply with the following;

   a) Incorporate onsite detention having design parameters compliant with detailed design methodology in Council's Development Controls. *NOTE:* As per the DCP, the development sites elected PSD (Permissible Site Discharge) must be based on the maximum level of stormwater discharge from the post-development impervious area, arising from the 20% AEP storm event. This will require the submission of DRAINS analysis files (with results saved) for both the 20% AEP and 1% AEP storm events.

   b) The submitted design is consistent with the submitted architectural and landscape plan.

   c) The stormwater system must incorporate WSUD (water sustainable urban design) components integrated into the landscaped open space areas where possible. This is to ensure such features are easily maintained and not reliant on a manufactured, proprietary product.

   d) The subsurface drainage system must be designed to prevent constant, ongoing discharge of groundwater to the public drainage network, as well as avoid long term impacts related to the support of structures on neighbouring properties. Any pump-sump systems provided must discharge directly to the inground public drainage network so as to avoid the nuisance discharge of stormwater runoff over open surfaces and public areas.

      (**Reason**: To ensure that the stormwater system for the development is aligned with the objectives of the Council's DCP for stormwater management.)

3. **Loading Bay and Waste Service Areas.** To ensure there is no imposition on the public footpath and road areas adjoining the development site, each development must accommodate all vehicle manoeuvring necessary for a forward entry and exit, as well as the accommodation of the required number of service vehicles, inside the confines of the development site. The use of onstreet parking to accommodate this aspect of any development on the site will not be supported.

   (**Reason**: To ensure the service requirements of the commercial floor area are satisfied at each stage of the development without impacting Public Domain areas or neighbouring sites.)

4. **Vehicle Access and Parking Area Design.** The design, layout and any traffic control devices related to the operation of parking facilities must comply with the requirements of the current AS 2890 and Council's DCP.

   (**Reason**: To ensure the development provides safe and efficient parking facilities.)

5. **Public areas and restoration works -** 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, including repairs of damaged infrastructure as a result of the construction works associated with this development site, shall be undertaken by the Applicant in

accordance with Council's standards and specifications, and DCP 2014 Part 8.5 Public Civil Works, to the satisfaction of Council.

Reason: to ensure the public areas are restored upon completion of construction works.

6. **Utility Services -** The applicant shall undertake and bear all costs associated with the liaison, approval and relocation of any utility services. All correspondence and approvals between the Applicant and utility authorities shall be provided to the Council in conjunction with engineering documentation for the stormwater drainage works prior to commencement of construction.

   Reason: to ensure that the applicant avoids any potential conflicts with utilities and services.

7. **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 DCP Part 8.5 (Public Civil Works) and Part 8.2 (Stormwater and Floodplain Management), except otherwise as amended by conditions of this consent.

   (**Reason:** To ensure that all works are undertaken in accordance with any relevant standard and DCP requirements.)

8. **Service Alterations.** All services or utilities required to be altered in order to complete the development works are to be undertaken in accordance with the requirements of the relevant service provider (eg Telstra, Jemena, Ausgrid, etc), with all costs associated with this alteration to be borne by the applicant.

   (**Reason:** To ensure public services are maintained.)

9. **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, including repairs of damaged infrastructure as a result of the construction works associated with this development site, shall be undertaken by the Applicant in accordance with Council's standards and specifications, and DCP Part 8.5 (Public Civil Works), to the satisfaction of Council.

   (**Reason:** To ensure the amenity and state of the public domain is maintained.)

10. **Road Opening Permit**. In accordance with the requirements of the Roads Act, the applicant must obtain consent (Road opening Permit) from Council prior to any excavation being undertaken in the road reserve (this includes verge and public footpath areas). No works shall be carried out in the road reserve without this permit being paid and a copy kept on the site.

    (**Reason:** To ensure the amenity and state of the public domain is maintained.)

11. **Restoration – Supervising Engineer's Certificate -** Prior to the issue of any Occupation Certificate, the Applicant shall submit to Council a certificate from the Supervising Engineer confirming that the final restoration of disturbed road and footway areas for the purpose of connection to public utilities, including repairs of damaged infrastructure and replacement of any redundant vehicular crossings as a result of the construction works associated with this

development site, have been completed in accordance with the Council's standards and specifications, and DCP (2014) Part 8.5 Public Civil Works, or the Roads and Maritime Services' standards and specifications, where applicable.

Reason: to ensure road and footpath restoration works have been completed as per Australian and Council's standards.

Prior to issue of Construction Certificate

12. **Vehicle Access & Parking.** Modification to internal driveways, vehicle turning areas, garages and vehicle parking space/ loading bay dimensions must be undertaken in accordance with the relevant section of AS 2890 (Offstreet Parking standards).

    (Reason: To ensure the vehicle access and parking area is in accordance with the require standards and safe for all users.)

13. **Stormwater Management.** To ensure the management of stormwater runoff from the development is undertaken without impact to the subject site, neighbouring properties or receiving drainage system, stormwater runoff from the development shall be collected and piped by gravity flow to the existing drainage system, in accordance with the requirements of Council's DCP 2014 Part 8.2 (Stormwater and Floodplain Management) and associated annexures, and generally in accordance with the approved Stormwater Management by APPROVED CIVIL REPORT. Accordingly, detailed engineering plans and certification demonstrating compliance with this condition are to be submitted with the application for a Construction Certificate.

    (**Reason**: To ensure that the developments stormwater management system is aligned with the controls and objectives of the City of Ryde DCP 2014 Part 8.2)

14. **Geotechnical Design, Certification and Monitoring Program.** The applicant must engage a suitably qualified and practicing Engineer having experience in the geotechnical and hydrogeological fields, to design, certify and oversee the construction of all subsurface structures associated with the development.

    This engineer is to prepare the following documentation;

    a) Certification that the civil and structural details of all subsurface structures are designed to;
    - provide appropriate support and retention to neighbouring property,
    - ensure there will be no ground settlement or movement during excavation or after construction (whether by the act of excavation or dewatering of the excavation) sufficient to cause an adverse impact to adjoining property or public infrastructure, and,
    - ensure that the treatment and drainage of groundwater will be undertaken in a manner which maintains the pre-developed groundwater regime, so as to avoid constant or ongoing seepage to the public drainage network and structural impacts that may arise from alteration of the pre-developed groundwater table.

    b) A Geotechnical Monitoring Program (GMP) to be implemented during construction that;
    - is based on a geotechnical investigation of the site and subsurface conditions, including groundwater,
    - details the location and type of monitoring systems to be utilised, including those that will detect the deflection of all shoring structures, settlement and

excavation induced ground vibrations to the relevant Australian Standard;
- details recommended hold points and trigger levels of any monitoring systems, to allow for the inspection and certification of geotechnical and hydro-geological measures by the professional engineer; and;
- details action plan and contingency for the principal building contractor in the event these trigger levels are exceeded.
- Is in accordance with the recommendations of the APPROVED Geotechnical Report.

The certification and the GMP is to be submitted for the approval of the Accredited Certifier prior to the issue of the Construction Certificate.

(Reason: To ensure there are no adverse impacts arising from excavation works.)

15. **Site Dewatering Plan.** A Site Dewatering Plan (SDP) must be prepared and submitted with the application for a Construction Certificate.

    The SDP is to comprise of detailed plans, documentation and certification of the system, must be prepared by a chartered civil engineer and must, as a minimum, comply with the following;

    a) All pumps used for onsite dewatering operations are to be installed on the site in a location that will minimise any noise disturbance to neighbouring or adjacent premises and be acoustically shielded so as to prevent the emission of offensive noise as a result of their operation.
    b) Pumps used for dewatering operations are not to be fuel based so as to minimise noise disturbance and are to be electrically operated.
    c) Discharge lines are to be recessed across footways so as to not present as a trip hazard and are to directly connect to the public inground drainage infrastructure where ever possible.
    d) The maximum rate of discharge is to be limited to the sites determined PSD rate or 30L/s if discharging to the kerb.
    e) Certification must state that the submitted design is in accordance with the requirements of this condition and any relevant sections of Council's DCP 2014 Part 8.2 (Stormwater and Floodplain Management) and associated annexures.
    f) Incorporate water treatment measures to prevent the discharge of sediment laden water to the public drainage system. These must be in accordance with the recommendations of approved documents which concern the treatment and monitoring of groundwater.
    g) Any details, approval or conditions concerning dewatering (eg Dewatering License) as required by the Water Act 1912 and any other relevant NSW legislation.
    h) Approval and conditions as required for connection of the dewatering system to the public drainage infrastructure as per Section 138 of the Roads Act.

    (**Reason:** To ensure that stormwater runoff and the disposal of groundwater from the excavation is drained in an appropriate manner and without detrimental impacts to neighbouring properties and downstream water systems.)

16. **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;

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

The ESCP must be submitted with the application for a Construction Certificate.

(Reason: To protect downstream properties, Council's drainage system and natural watercourses from sediment build-up transferred by stormwater runoff from the site.)

17. **Traffic Management.** Traffic management procedures and systems must be in place and practised during the construction period to ensure safety and minimise the effect on adjoining pedestrian and vehicular traffic systems. These procedures and systems must be in accordance with AS 1742.3 - 2019 and Part 8.1 of City of Ryde *Development Control Plan 2014: Construction Activities.*

Reason: This condition is to ensure that appropriate measures/controls are in place to assist with the safety of all affected road users within the public domain when construction works are being undertaken.

18. **Construction Pedestrian and Traffic Management Plan.** A Construction Pedestrian and Traffic Management Plan (CPTMP) shall be prepared by a suitably qualified traffic engineering consultant and submitted to and approved by City of Ryde Council prior to issue of any Construction Certificate.

Due to site being in close proximity to a number of schools, truck movements will be restricted to outside of school zone periods being 8.00 - 9.30am and 2.30 - 4.00pm. Truck movements must be agreed with Council’s Transport Department, prior to submission of the CPTMP.

All fees and charges associated with the review of this plan are to be paid in accordance with Council’s Schedule of Fees and Charges with payment to be made prior to receipt of approval from Council’s Transport Department for the CPTMP.

The CPTMP must include but not limited to the following:-

i. Make provision for all construction materials to be stored on site, at all times.
ii. Specify construction truck routes and truck rates. Nominated truck routes are to be restricted to State Roads or non-light vehicle thoroughfare routes where possible.
iii. Make provision for parking onsite once the basement level parking is constructed. All Staff and Contractors are to use the basement parking once available.

iv. Specify the number of truck movements to and from the site associated with the construction works. Temporary truck standing/ queuing in a public roadway/ domain in the vicinity of the site are not permitted unless approved by City Works Directorate.
v. Include Traffic Control Plan(s) prepared by a SafeWork NSW accredited designer for any activities involving the management of vehicle and pedestrian traffic and results in alterations to the existing traffic conditions in the vicinity of the site.
vi. Specify appropriate parking measures for construction staff and sub-contractors to minimise the impact to the surrounding public parking facilities.
vii. Specify that a minimum Fourteen (14) days notification must be provided to adjoining property owners prior to the implementation of any temporary traffic control measure.
viii. Include a site plan showing the location of any site sheds, location of requested Work Zones, anticipated use of cranes and concrete pumps, structures proposed on the footpath areas (hoardings, scaffolding or shoring) and any tree protection zones around Council street trees.
ix. Take into consideration the combined construction activities of other development(s) and/or roadworks in the surrounding area. To this end, the consultant preparing the CPTMP must engage and consult with relevant stakeholders undertaking such works within a 250m radius of the subject site to ensure that appropriate measures are in place to prevent the combined impact of construction activities. These communications must be documented and submitted to Council prior to work commencing on site.
x. Specify spoil management process and facilities to be used on site.
xi. Specify that the roadway (including footpath) must be kept in a serviceable condition for the duration of construction. At the direction of Council, undertake remedial treatments such as patching at no cost to Council.
xii. Comply with relevant sections of the following documents:
    - The Australian Standard *Manual of Uniform Traffic Control Devices* (AS1742.3-2019)*,*
    - TfNSW' *Traffic Control at Work Sites* technical manual; and
    - Part 8.1 of City of Ryde *Development Control Plan 2014: Construction Activities*.

Reason: This condition is to ensure that a plan is prepared to address traffic impacts during construction to minimise any inconvenience and safety risks to the public.

Prior to commencement of construction

19. **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.

    (**Reason:** To maintain public safety and amenity in public domain areas adjoining the development site.)

20. **Slope Instability.** A geotechnical investigation must be conducted and report prepared in regard to soil type, slope stability, impact of vegetation removal, erosion control etc to inform Bushland Restoration Plan / Bush Regeneration Plan, with recommendations on environmentally sensitive erosion control works and mitigation of landslip risk during and after weed control works.

    (**Reason:** To maintain public safety and ensure better environmental management)

21. **Ecologist Review.** Prior to any works commencing in the Asset Protection Zone or any bushland area within the site, the Bushland Regeneration Plan must be subjected to further review by an independent ecologist and an experienced and qualified bush regeneration practitioner (with a Diploma in Conservation and Land Management) to ensure the methodologies adequately reflect best practice bush regeneration techniques and address all inconsistencies in the Plan. This reviewed Bushland Regeneration Plan must be submitted to Council and the Environment and Heritage Group for comment, with feedback incorporated into the Plan. The Bushland Restoration Plan must adequately address issues relating to habitat loss, the steepness of the site, erosion control measures, how the risk of landslip will be managed, how movement of stormwater and overland flow will be managed, along with clear demonstration of how the increased species diversity, habitat complexity and structural diversity will be achieved.

22. **Road Occupancy Licence.** Prior to commencement of the associated works, the applicant shall obtain a Road Occupancy License from Transport Management Centre for any works that may impact on traffic flows on a State Road (e.g. lane closures, etc.) and/or within 100m of a signalised intersection.

    Reason: Transport for NSW requirement.

23. **Road Activity Permits** - To carry out any work in, on or over a public road (including verge), consent from Council is required as per the *Roads Act 1993*. Prior to the commencement of the relevant works and considering the lead times required for each application, permits for the following activities, as required and as specified in the form *"Road Activity Permits Checklist"* (available from Council's website) are to be obtained and copies submitted to Council with the *Notice* of *Intention to Commence Public Domain Works.*

    a) Road Use Permit - The applicant shall obtain a Road Use Permit where any area of the public road or footpath is to be occupied as construction workspace, other than activities covered by a Road Opening Permit or if a Work Zone Permit is not obtained. The permit does not grant exemption from parking regulations.

    b) Work Zone Permit - The applicant shall obtain a Work Zone Permit where it is proposed to reserve an area of road pavement for the parking of vehicles associated with a construction site. Separate application is required with a Traffic Management Plan for standing of construction vehicles in a trafficable lane.

    c) Road Opening Permit - The applicant shall apply for a road-opening permit and pay the required fee where the applicant is required to dig into or adjust Council Assets (Assets include all facilities within the road reserve). Additional road opening permits and fees are required where there are connections to public utility services (e.g. telephone, telecommunications, electricity, sewer, water or gas) within the road reserve. No opening of the road or footpath surface shall be carried out without this permit being obtained and a copy kept on the site.

    d) Elevated Tower, Crane or Concrete Pump Permit - The applicant shall obtain an Elevated Tower, Crane or Concrete Pump Permit where any of these items of plant are placed on Council's roads or footpaths. This permit is in addition to either a Road Use Permit or a Work Zone Permit.

    e) Crane Airspace Permit - The applicant shall obtain a Crane Over Airspace Permit where a crane on private land is operating in the air space of a Council road or footpath. Approval from the Transport for NSW for works on or near State Roads is required prior to lodgement of an application with Council. A separate application for a Work Zone Permit is required

for any construction vehicles or plant on the adjoining road or footpath associated with use of the crane.

f) Hoarding Permit - The applicant shall obtain a Hoarding Permit and pay the required fee where erection of protective hoarding along the street frontage of the property is required. The fee payable is for a minimum period of 6 months and should the period be extended an adjustment of the fee will be made on completion of the works. The site must be fenced to a minimum height of 1.8 metres prior to the commencement of construction and throughout demolition and/or excavation and must comply with WorkCover (New South Wales) requirements.

g) Skip Bin on Nature Strip - The applicant shall obtain approval and pay the required fee to place a Skip Bin on the nature strip where it is not practical to locate the bin on private property. No permit will be issued to place skips.

Reason: Specific activities on public roads where Council is the consent authority requires Council approval prior to such activities being undertaken.

Public Domain Conditions

24. **Design and Construction Standards** – All engineering works shall be designed in accordance with the requirements as outlined within Council's DCP 2014 Part 8.5 *Public Civil Works* and relevant Development Control Plans except as amended by the conditions herein.
(Reason: Ensure compliance with relevant Planning Instruments and Standards)

25. **Land Boundary / Cadastral Survey** – If any design work relies on critical setbacks from land boundaries or subdivision of the land is proposed, it is a requirement that a land boundary / cadastral survey be undertaken to define the land.
(Reason: No encroachment of private works on public land)

26. **Public Infrastructure Works and Improvements** – Public infrastructure works shall be designed as outlined in this condition of consent.

Public Domain Engineering drawings prepared by a Chartered Civil Engineer (registered on the NER of Engineers Australia) are to be submitted to and approved by Council's City Works Directorate with the Development Applications relating each stage. The works shall be in accordance with City of Ryde DCP 2014 Part 8.5 - Public Civil Works, and Part 8.2 - Stormwater Management. All design and construction to public domain and utilities services as a consequence of the development and associated construction works shall be at the full cost to the applicant.

The Applicant must submit, for approval by Council for the relevant Development Applications relating to each relevant stage, design engineering plans and specifications for the following infrastructure works:

a.) Denistone Road Frontage:

i. Relocation of the existing on-road portion of cycle path route to a off-road shared user path extending through Denistone Park.

ii. Following relocation of the on road shared user path to an off road location, the lane width and associated line marking should be upgraded

to the accommodate the expected intensification of traffic within the vicinity of the development site.

iii. A 2.5m wide concrete shared user path shall be constructed along the Denistone Road frontage, with a maximum 2.5% grade towards the kerb. Signage and line marking associated with the shared user path should be provided as part of the public domain works.

iv. Any existing street trees required to be removed as part of these works must be assessed and approved by Council. Any approved tree removal will require replacement with species and locations to be determined by Council's Landscape Architect.

v. Any damage to the kerb and gutter, or road pavement along the Denistone Road frontage must be restored as part of the public domain works prior to the completion.

vi. The existing bus stop on Denistone Road shall be upgraded in accordance with the requirements of the Disability Standards for Accessible Public Transport 2002. Upgrade works may include the replacement and upgrade of the shelter and signage and line marking.

vii. All redundant vehicular crossings are to be removed and replaced with new kerb and gutter, and the adjacent road pavement reconstructed accordingly.

viii. The relocation/adjustment of all public utility services affected by the proposed works shall be undertaken as part of the development works. Any adjustment or relocation works required must be carried out in accordance with the requirements of the relevant utility authorities.

ix. To improve public safety for the Hospital redevelopment, the street lighting shall be upgraded along Denistone Road in order to improve pedestrian safety. The existing streetlighting must be brought up to the current Australian Standards. This development will increase the road users patten flow for the area, as such it must comply with AS1158, that is, distributor/collector roads need to be lit to V5/PR2.

b.) Fourth Avenue Frontage:

i. The verge along Fourth Avenue frontage is to be lowered to the level of the existing kerb line to provide for pedestrian amenity and a compliant accessible travel path. Any retaining walls required to facilitate the lowering of the verge along the Fourth Avenue frontage are to be constructed wholly within private property.

ii. The footpath in Fourth Avenue is to be upgraded to a 1.8m wide concrete footpath with a 2.5% crossfall toward the kerb line. Existing

longitudinal undulations are to be removed to facilitate pedestrian access.

iii. The existing gutter bridge laybacks and associated vehicular crossings are to be removed and reconstructed to Council's current standard drawings.

iv. Any existing street trees, required to be removed as part of these works must be reviewed and approved by Council, prior to removal. Replacement street tree planting will be required at alternate locations to be specified by Council's Landscape Architect.

v. All redundant vehicular crossings are to be removed and replaced with new kerb and gutter, and the adjacent road pavement reconstructed accordingly.

vi. The relocation/adjustment of all public utility services affected by the proposed works shall be undertaken as part of the development works. Any adjustment or relocation works required must be carried out in accordance with the requirements of the relevant utility authorities.

vii. The existing bus stop on Fourth Avenue, near the corner of Ryedale Road shall be upgraded in accordance with the requirements of the Disability Standards for Accessible Public Transport 2002. Upgrade works may include the replacement and upgrade of the shelter and signage and line marking.

viii. To improve public safety for the Hospital redevelopment, the street lighting shall be upgraded along Fourth Avenue in order to improve pedestrian safety. The existing streetlighting must be brought up to the current Australian Standards. This development will increase the road users patten flow for the area, as such it must comply with AS1158, that is, distributor/collector roads need to be lit to V5/PR2.

c.) Ryedale Road Frontage:

i. The footpath in Ryedale Road, from the corner of Fourth Avenue to the proposed vehicle access into the site, is to be upgraded to a 1.8m wide concrete footpath with a 2.5% crossfall toward the kerb line.

ii. The formalised access location off Ryedale Road to the new multi-storey carpark will result in sight line issues due to the crest in Ryedale Road. Any traffic control measures may be required to improve safety at this access location, as determined by Council's Transport Department, must be implemented as part of the public domain works.

iii. To facilitate on-street parking on Ryedale Road, a 1.2m wide footpath, located adjacent to the existing kerb, is to be provided on Ryedale Road, from the proposed vehicle access into the site to a location near the roundabout intersection with Florence Avenue, where it deemed

appropriate to facilitate a crossing point to the western side of Ryedale Road.

iv. The existing substation on Ryedale Road is to be wholly relocated within the confines of the site with no encroachment onto Council land;

v. Existing street trees forming part of the Blue Gum High Forest community are to be maintained and protected throughout the duration of the works in accordance with AS4970-2009.

vi. Longitudinal cracking within the road pavement on Ryedale Road is to be monitored as part of the Dilapidation Surveys and restorations provided if pavement failure is amplified as part of the works.

vii. The relocation/adjustment of all public utility services affected by the proposed works shall be undertaken as part of the development works. Any adjustment or relocation works required must be carried out in accordance with the requirements of the relevant utility authorities;

viii. To improve public safety for the Hospital redevelopment, the street lighting shall be upgraded along Ryedale Road in order to improve pedestrian safety. The existing streetlighting must be brought up to the current Australian Standards. This development will increase the road users patten flow for the area, as such it must comply with AS1158, that is, distributor/collector roads need to be lit to V5/PR2.

d.) Florence Avenue Frontage:

i. Any damage to the existing footpath on the southern side of Florence Avenue is to be rectified as part of the public domain works.

ii. Longitudinal and transverse cracking within the road pavement on Florence Avenue is to be monitored as part of the Dilapidation Surveys and restorations provided if pavement failure is amplified as part of the works.

iii. The relocation/adjustment of all public utility services affected by the proposed works shall be undertaken as part of the development works. Any adjustment or relocation works required must be carried out in accordance with the requirements of the relevant utility authorities

27. **Public Domain Design and Construction Staging.** The Applicant shall be responsible for the design and construction of all public domain improvement and infrastructure works for each stage. All engineering civil works shall be carried out in accordance with the requirements as outlined in the Ryde DCP 2014 Part 8.5 *Public Civil Works* and Part 8.2 - Stormwater Management. Council has full control to implement and impose any necessary condition to coordinate staging of the public domain work throughout the assessment phase of the relevant development applications. All design and construction to public domain and

utilities services as a consequence of the development and associated construction works shall be at the full cost to the applicant.

A detailed public domain plan including road and footpath paving, installation of street lighting, street furniture and plantings is to be submitted with each stage of the development.

DURING CONSTRUCTION

28. **Traffic Management.** Traffic management procedures and systems must be implemented during the construction period to ensure a safe environment and minimise impacts to pedestrian and other vehicle traffic. Any traffic management procedures and systems must be in accordance with AS 1742.3 2019 and the DCP 2014 Part 8.1 (Construction Activities).

    (Reason: To ensure public safety and minimise any impacts to the adjoining pedestrian and vehicular traffic systems.)

29. **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 SWP_REF submitted in compliance to the condition labelled “Stormwater Management.” and the requirements of Council in relation to the connection to the public drainage system.

    (Reason: To ensure the stormwater system is constructed as approved)

30. **Truck Shaker.** A truck shaker grid with a minimum length of 6 metres must be provided at the construction exit point. Fences are to be erected to ensure vehicles cannot bypass them. Sediment tracked onto the public roadway by vehicles leaving the subject site is to be swept up immediately.

    (**Reason:** To prevent soil and sediment spill in the public domain.)

31. **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.

    (**Reason:** To prevent soil erosion and the discharge of sediment over the land.)

32. **Geotechnical Monitoring Program - Implementation.** The construction and excavation works are to be undertaken in accordance with the Geotechnical Report and Monitoring Program (GMP) submitted with the Construction Certificate. All recommendations of the Geotechnical Engineer and GMP are to be carried out during the course of the excavation. The applicant must give at least seven (7) days notice to the owner and occupiers of the adjoining allotments before excavation works commence.

    (**Reason**: To ensure that the excavation works are undertaken appropriately throughout the period of construction.)

33. **Site Dewatering Plan – Implementation.** The Site Dewatering Plan (SDP) on the site must be constructed in accordance with the Construction Certificate version of the SDP submitted in compliance to the condition labelled "Site Dewatering Plan.", the requirements of Council in regards to disposal of water to the public drainage infrastructure and the requirements of any Dewatering License issued under NSW Water Act 1912 in association with the works. A copy of the SDP is to be kept on site at all times whilst dewatering operations are carried out.

    (**Reason**: To ensure that site dewatering is undertaken appropriately throughout the period of construction.)

PRIOR TO OCCUPATION CERTIFICATE

34. **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) 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.
    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.
    d) 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).
    e) Certification from a suitably qualified geotechnical engineer confirming that the Geotechnical Monitoring Program (GMP) was implemented throughout the course of construction and that all structures supporting neighbouring property have been designed and constructed to provide appropriate support of the neighbouring property and with consideration to any temporary loading conditions that may occur on that site, in accordance with the relevant Australian Standard and building codes.

    (Reason: To ensure that all engineering components are completed to the satisfaction of an appropriately qualified person, prior to occupation or use of the development.)