

## Response to City of Ryde

This response is accompanied by:

- Supplementary Arborist Maps prepared by Ecological (**Attachment A, B and C**).
- Technical Note prepared by Ason (**Attachment H**).

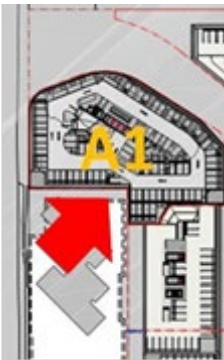
**Table 1 REVISED RESPONSE TO SUBMISSION (RRTS) January 2020**

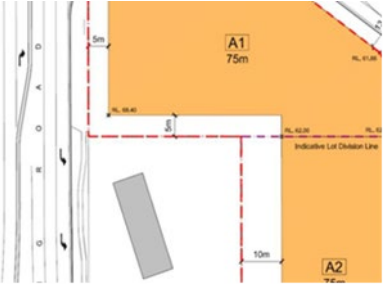
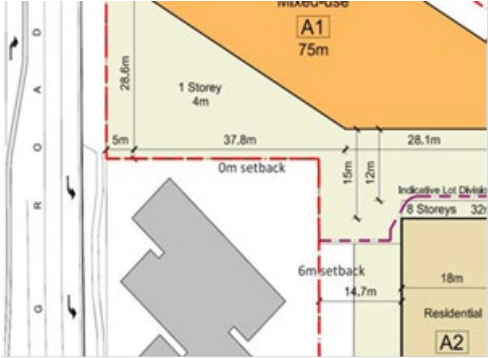
#	Issues previously raised by Council	Revised Response to Submission as exhibited: November 2019	City of Ryde's Position on the issues after review of the November Amendments	Response
1	Arborists Report and methodology still unsatisfactory	Response to submission states that the refined Masterplan will allow for the retention of an additional 179 trees, resulting in a total of 442 trees to be retained across the development site. Overall, the refined Masterplan will result in the removal of 796 trees (including up to 445 trees that are being removed by the demolition works). It further states that the Arboricultural Impact Assessment (AIA) prepared by Ecological has been revised to rectify inconsistencies.	Previously the Arborists Report and methodology used was highly questionable. It was difficult to quantify/ locate the exact number of trees that are newly being retained. The assessment of tree impact is still poorly documented and is considered unsatisfactory. A review of the Arboricultural Report indicates that there is still a number of critical shortfalls in the Arboricultural Reports as noted below: a) The report does not include several groups of trees on the site within the centre and along Shrimpton Creek end of the site. These have not been counted or included in the total site for impact, species significance or nominated for retention or removal. It is clear that these unaccounted trees are to be removed due to the location of proposed future buildings. b) No tree identification and mapping details have been provided for the remaining western and northern boundaries (adjacent to Herring Rd and Peachtree Street boundary) for a full assessment of the whole project site. c) Status of trees along the rest of the site boundaries is unknown. The slightly increased setbacks along western and northern boundaries are not adequate to ensure tree retention. Arboricultural Report is incomplete in that the trees adjacent to the boundaries have not been reviewed and no details provided in relation to whether they will be retained or not. d) Trees located along all other side boundaries that will be affected as a result of revised side setbacks have not been reviewed. e) The revised report is not comprehensive and is not clear if it is an Addendum. If it is an addendum then the review of trees previously carried out in light of non-complying setbacks renders	a) Trees within backyards that are inaccessible have been documented on page 5 of the report. The impacts to these trees have been assumed to be removed, as documented in the Biodiversity Assessment Report and Offset Strategy. No areas of planted or remnant native vegetation have been excluded from the assessment. A supplementary figure has been provided that clearly shows the trees that are to be retained under the latest rendition of the development footprint (refer to <b>Attachment A</b> ). b) All trees along the western and northern boundaries (adjacent to Herring Road and Ivanhoe Place) have been mapped on Figure 1, and details for each tree described in Table 3. c) All tree retention data based on the revised setbacks is described in Table 3 of the report, and shown on Figure 1. All trees within the site have been reassessed using the methods described in the report. d) As described above, the revised report reassesses all trees within the site accounting for the new project footprint. e) The report is a standalone report, as revised for the updated footprint. f) The report provides the required information to inform the biodiversity assessment. The arboricultural impact assessment is not intended to provide an assessment under the

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			<p>the previous reports invalid;</p> <p>f) Presently this presents as a whole of site assessment missing the full site maps for complete determination of tree impact, loss and retention against what is nominated and for confirming the Biodiversity Offset review.</p> <p>g) Council requested a revised full arboricultural assessment of the project site. Details submitted under the Nov 2019 exhibition only provides mapping for the CEEC area in the top section and the Lyons park bridge area. A complete assessment against the information provided cannot be determined as the report is incomplete. No mapping for Herring, Peachtree or creek boundary to confirm impacts on trees have been submitted.</p> <p>h) In the Arboricultural Report and Biodiversity Report the total amount of tree impact varies from 0.05 and 0.03ha impact. The figures shown are inconsistent. This requires verification.</p> <p>i) The total number of trees retained as part of the Concept Proposal seems to be incorrect due to counting of trees outside of project site, that is trees on unrelated properties eg Wilga Park and Creek. Therefore, the actual number of tree to be retained is inflated and unreliable.</p> <p>j) There are no assessment details of trees along lower end of Epping Rd (south eastern end). There is no Figure providing mapping information and trees to be retained.</p> <p>k) Tree species likely to be impacted within the crown zone along the retaining wall when demolition or construction works are to occur should be individually assessed and nominated within Arboricultural Reports submitted for the Concept Development. This has not been provided.</p> <p>The following information needs to be provided to enable a thorough assessment of impact and to enable an informed submission/ decision making:</p> <ul style="list-style-type: none"> <li>A comprehensive Arboricultural Report should be sought from the applicant to address the issues raised in this submission. The whole of site revised assessment is missing and is required for determination of the overall tree impact, loss and retention against what is nominated and for confirming the Biodiversity Offset review. Such a report should include assessment of the likely impact on CEEC area and methodology by developer to mitigate against potential impact as discussed with Ecologist and Frasers representative on site. Control measures should ensure inclusion in Erosion and Sediment control plans and site</li> </ul>	<p>NSW Biodiversity Conservation Act 2016.</p> <p>g) As described above, the revised report reassesses all trees within the site accounting for the new project footprint. Details for trees along boundaries is included in Figure 1, and described in Table 3 of the report.</p> <p>h) As per the BAR, 0.5ha is the complete impact from the demolition and construction works. Construction works only impact 0.2ha.</p> <p>i) As per a previous response, the initial SSDA contained a road connection through these areas requiring assessment to be undertaken. At council's request the road connection was removed</p> <p>j) All trees in the south-eastern corner of the site have been accounted for. Those trees on the eastern side of Shrimptons Creek are outside the site and not part of the current application.</p> <p>k) The exact proximity of the crown zone to future structures is not yet known. The report makes specific recommendations for the protection of tree crowns during construction (Appendix A) which must be implemented during construction of the site. The report also prescribes that a tree protection plan must be drafted and complied with during construction.</p> <p>l) The current AIA provides all necessary information to inform the Biodiversity Assessment Report, which has taken a precautionary approach for the purposes of assessing impacts, and assumed removal of all trees within the development area, as well as calculated biodiversity credits for trees within the proposed landscaping area of the site. The only area the biodiversity report has not calculated impacts, is for retained areas along Epping Road which has been clearly demonstrated through retention of the retaining wall. Any further revision of the report is unlikely to provide any additional information that would change the outcome of the</p>

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			<p>Construction Environment Management Plan and submitted in application as well as addressed within Arboricultural report. No details were provided in the Revised Response to Submission.</p> <ul style="list-style-type: none"> <li>While the Concept Plan seems to show that the setback along Epping Rd will be increased to protect the trees, Part 5 Approval (Activity Determination) issued by the Land and Housing Corporation for demolition and tree removal contradicts the revised Concept Plan. Council had separately raised issues with LAHC with respect to the validity of the Part 5 Approval.</li> </ul>	<p>Biodiversity Assessment Report. m) Any part 5 approval is outside of the scope of the redevelopment application.</p>
2	Existing retaining wall adjacent to EEC & along Epping Rd - Tree protection	<p>LAHC has indicated that the retaining wall that retains the raised land that supports the existing trees (along Epping Rd boundary) will not be removed. The Concept Plan seems to also indicate that the retaining wall and the bunkers will not be removed. However, details are not clear as to how this will be achieved.</p> <ul style="list-style-type: none"> <li>None of the plans show clarity on how this can be achieved;</li> <li>Whether the bunkers engaged to the retaining wall will be removed;</li> <li>What happened to the trees crowns that are immediately adjacent to the retaining wall;</li> <li>Arborists Report adds to further confusions where it states "retention of the existing retaining wall (and ancillary existing structures) where possible".</li> </ul>	<p>While the Concept Plan seems to show that the setback along Epping Rd will be increased to protect the trees, Part 5 Approval (Activity Determination) issued by the Land and Housing Corporation for demolition and tree removal contradicts the revised Concept Plan. Council had separately raised issues with LAHC with respect to the validity of the Part 5 Approval. The LAHC has indicated that it will modify the Part 5 Approval to align with the Concept Approval. Refer to attached letter to City of Ryde from the LAHC (Appendix B).</p> <p>The revised Concept Proposal seems to vaguely imply that the retaining wall will be retained. The following details are not clear in the revised application:</p> <ul style="list-style-type: none"> <li>Application does not clearly indicate that the retaining wall will remain intact and shall not be removed. Page 2 of the Arboricultural Report states: "retention of the existing retaining wall (and ancillary existing structures) where possible". City of Ryde is of the view that this should not be open to discretion of contractors and retention of the retaining wall needs to be clearly stated on the plans and with any approval, to ensure no corridor disturbance occurs and requirement is clear for all parties.</li> <li>There is not enough details in the Concept Application to indicate infill plans for 'alcove' bunker areas as discussed on site by Frasers along Epping road post build. If bunker is removed during demolition, what is the plan to reinstate the wall of structural integrity of the retaining wall.</li> <li>Tree species may likely to be impacted within the crown zone along the retaining wall when demolition or construction works occur. However, none of these trees have been individually assessed and nominated within this document. The assessment</li> </ul>	<p>The demolition of all existing dwellings and associated structures forms part of a separate approval process. With respect to retaining walls, Drawing No. DA01.MP001[6] details the number of retaining walls and associated structures for removal by others. It is prudent to note that the retaining walls are non-engineered, timber sleeper walls at the base of earth batters (refer to the photos included in the BAS). The reference to "where possible" must remain to ensure retaining walls / earth batters can be made safe and rectified in order to protect the EEC as necessary.</p> <p>a) In accordance with Figure 3 of the AIA report, four trees are proposed for removal from the EEC. Three trees are proposed to be removed during demolition (not part of this consent) which relate to tree numbers 1170, 1172 and 112. One tree is impacted as a result of construction which relates to tree number 9951. These exact trees are shown to be removed on drawing DA01.MP.001[6] No other trees that are proposed for removal form part of the ECC community.</p> <p>b) Where possible, retaining walls will be retained to minimise impact on trees and the EEC community.</p> <p>c) Where possible, retaining walls will be retained to minimise impact on trees and the</p>

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			<p>has not commented in any section recognising this as a key consideration for protection.</p> <p>City of Ryde seeks that the following matters be considered and conditions of consent imposed to ensure that the trees identified for retention under the Concept Proposal is retained and protected:</p> <p>a) All trees except for five (5) as identified in the Arboricultural Report shall be retained and protected that belong to the EEC located on the site. These trees shall clearly be shown on the Concept Plan and referenced in the Arborists Report and the conditions of consent;</p> <p>b) The existing retaining wall located adjacent to the proposed Buildings A3, D1, D2 &amp; D3 along the southern side of the site shall be retained and protected at all times;</p> <p>c) The Concept Plan to be revised prior to approval, to clearly show the location of the retaining wall and condition imposed seeking its retention, to ensure protection of the trees are not compromised;</p> <p>d) No more than two (2) bunkers connected to the retaining wall are permitted to be removed. The bunkers to be removed must be clearly identified on the Concept Plan. During removal of the bunkers any disturbance to the retaining wall to be minimized. The retaining wall shall be made good where it is disturbed or damaged with a supervision by a qualified arborist and a structural engineer.</p> <p>e) Detailed information shall be provided in relation to the removal of paved area/concrete and soil adjacent to the retaining wall (on the northern side);</p> <p>f) Soil management and stabilisation details required to ensure EEC is not compromised through vibration, land slide, erosion etc when demolition occurs.</p> <p>g) Tree species likely to be impacted within the crown zone along the retaining wall when demolition or construction works are to occur should be individually assessed and nominated within this document. The assessment has not commented in any section recognising this as a key consideration for protection.</p>	<p>EEC community. It is noted that demolition forms part of a separate approval process and where necessary should a retaining wall require removal due to being impacted by construction work, all care will be taken to minimise the impact on individual trees and the EEC community. In this regard, an arbitrary condition to ensure the retention of all retaining walls is not practical as the impacts on the retaining walls will not be known until the construction phase.</p> <p>d) The removal of bunkers will be carried out in accordance with Drawing No. DA01.MP001[6]. Demolition of dwellings and associated structures does not form part of this consent. It is prudent to note that only one bunker located within the EEC will be removed, with the associated retaining wall made good and all work to be supervised by an arborist. Several other bunkers are proposed for removal as detailed in Drawing No. DA01.MP001[6] however are located outside of the EEC.</p> <p>e) The demolition of all existing dwellings and associated structures forms part of a separate approval process.</p> <p>f) The demolition of all existing dwellings and associated structures forms part of a separate approval process. For construction works, this recommendation can be a condition prior to the issue of a construction certificate.</p> <p>g) The demolition of all existing dwellings and associated structures forms part of a separate approval process. Trees impacted by construction works have been assessed in the AIA report.</p>
3	Ecological Issues	Whilst the current submission the Arboricultural and Biodiversity Offsets reports (Oct 2019) and Ethos Urban – Urban Design Report (Nov	The following shortfalls must be addressed in relation to the ecological impact of the development: · Offset credits retire plan – preference by council to extinguish at beginning of project to avoid offset delay of up to 10yrs;	The Biodiversity Assessment Report prepared by Ecological and the Response to Submissions Report prepared by Ethos Urban, documents that all credits to offset biodiversity

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		<p>2019) provides a reduced loss of trees there are several gaps</p>	<ul style="list-style-type: none"> <li>· Hollow bearing habitat protection measure is inadequate. Specie known to exist in broader area. Identification of hollow bearing trees (including removal of one) is key critical habitat for the vulnerable specie. Replacement with artificial/ built hollows is proven not to adequately support for new habitat for this specie. Avoidance of the loss of the nominated hollow to be prioritized due to lack of key habitat within this corridor and area of Ryde.</li> <li>· Project ecologist to be on site during works in the area to ensure no fauna are present;</li> <li>· No information regarding EV charging on site have been provided in the project documentation;</li> </ul>	<p>impact will be retired prior to the commencement of Stage 1 construction. The proposal may potentially impact upon one hollow bearing tree. It is noted that an assessment of impact cannot be carried out until such time as a detailed DA is prepared for this area of the site. It is prudent to note that all other hollow bearing trees are proposed to be retained. A project ecologist will be on site during works in the area to ensure that no fauna is present. This is not a matter of relevance to Ecology or the Masterplan SSDA</p>
4	<p>Building Setbacks Lack of regard for the adjoining approved building at 137-143 Herring Rd Nov 2019 Plan</p> 	<p>A setback of zero to 6m is proposed adjacent to the side and rear boundaries of No. 137-143 Herring Road. The revised response does not provide any further information or justification other than “the one storey element of Building A2 and A3 has been set back 6 metres from 137-143 Herring Road” and completely ignores the ‘0’ setback for Building A1. A zero setback and any setback less than 10m is inadequate. The 6m setback to the rest of the building (A2 &amp; A3 are not adequate to retain the contiguous vegetation along the boundary that links to the EEC. Especially the trees adjacent to Building A3 are important as it provides the visual link and buffer. In fact the revised plan is made worse off compared to the first scheme where the setback was 10m instead of 6m. The design, setbacks, envelopes on the subject site should establish a positive relationship with adjoining sites and environmental features. However, City of Ryde is still concerned that the basement, podium and ground floor level are still proposed to the boundary for most of the buildings (refer to Building A1, A2 &amp; A3). Original Concept Plan 2018 (10m setback)</p>	<p>The basement to the north west boundary has been set back ‘0’ to 6 metres. The setbacks along north western side of the site are still unsatisfactory in that Building A1 basement and ground level is proposed on the boundary of 137-143 Herring Road site. Further the original setback of 10m along rest of the boundary has been reduced to 6m. This new setback needs to be assessed by the Arborist to determine what trees can be retained or to be removed. Council contends that trees need to be retained and additional deep soil areas need to be provided around the boundaries to allow for medium to large native trees to be planted. These deep soil areas need to be wider than 6m to enable retention of existing trees and allow future trees to grow. A 12m setback is required for adequate building separation to comply with the Apartment Design Guide. The Arborists Report does not provide any assessment of whether any trees would be retained along this side of the site. The 6m setback to the rest of the building (A2 &amp; A3 are not adequate to retain the contiguous vegetation along the boundary that links to the EEC. Especially the trees adjacent to Building A3 are important as it provides the visual link and buffer. City of Ryde seeks the following: a) The setback be increased to 12m throughout along the north-western side boundary and adjacent to 13-143 Herring Road. b) This new setback needs to be assessed by the Arborist to determine what trees can be retained or to be removed. Revised November 2019 Plan (Compare setback – made worse)</p>	<p>(a) The setback to the upper building elements of Building A2 and A3 has been increased to 14.7m which exceeds the requirements for the Apartment Design Guide. The setback was increased to address the non-compliant setback approved for 137-143 Herring road development and to ensure an ADG compliant separation distance. A one storey podium has been introduced to deal with the existing site topology however the podium has been set back 6m to the north western boundary to provide deep soil and to preserve trees. It is noted that this podium is below the ground level of the adjoining property and does not affect any existing trees.  (b) The AIA report has revealed impacts to trees based on Australian Standard requirements (The theoretical tree impact caused by the podium sitting under the tree canopy). However as observed in the image below, there will be no physical impact to the existing trees in this area.</p>

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5	<p>Building setbacks from north eastern boundary (adjacent to lots fronting on Peach Tree Road)</p> <p>B1.1: 12m setback required                      B1.2: 12m setback required                      B2: 12m setback required                      B3: 12m setback required</p> <p>The setback is required to enable building separation, amenity and retention of trees along the common boundary.</p>	<p>The revised proposal does not ensure compliance with this requirement. A setback of 5m (B3), 6m (B1.2), 10m (B1.1) is proposed which is unsatisfactory and will compromise the ADG building separation and impact on the adjoining trees along the boundary.</p>	<p>A setback of 5m (B3), 6m (B1.2), 10m (B1.1) is proposed which is unsatisfactory and will compromise the ADG building separation and impact on the adjoining trees along the boundary. These buildings will be built to 14 storeys (45m) high and will require a separation of 24m between habitable rooms with respect to adjoining future developments along Peach Tree Road.</p> <p>Council seeks that:</p> <ul style="list-style-type: none"> <li>a) A clear 12m separation setback be provided from the boundary along the northern boundary. In order to comply with the ADG and to allow protection of trees along the northern boundary. This setback must also translate to the ground level and podium/basement.</li> <li>· The built forms, basement parking, podium and the proposed 5 storey building component must not be located within this 12m setback;</li> <li>· The setback for Building B3 must also be no less than 12m.</li> </ul>	<p>(a) The current envelope plan has been designed based on a wholistic planning approach to the Ivanhoe Estate and allows adjoining owners to comply with the separation requirements of the ADG.</p> <p>In particular, B1.1 exceeds the ADG requirement for the first 5 storeys by providing a 10m setback and complies with the 12m setback above 5 storeys.</p> <p>While the first 5 storeys for B1.2 are set back 6m, it is noted that the Ivanhoe Estate Design Guidelines that accompany the Masterplan includes provision for all windows to be screened to mitigate privacy concerns, in line with the development approval granted at 137-143 Herring Road. To enable further certainty for building separation, it is recommended that the DPIE condition that only 50% of the envelope is permitted to encroach within the ADG minimum separation requirement and for detailed design of B1.2 to consider and address privacy.</p> <p>B3 adjoins a public park and complies with the 5m setback as required by the DCP. Refer to</p>

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				Section 7.4 of the DCP and our previous response to submissions.
6	Setback from the Creek The RDCP2014 requires a 20m setback from the side of the creek line plus a 10m buffer to protect the riparian corridor zone.	The revised proposal does not address this matter. Instead the revised response to submission dismisses the RDCP requirements for a 10m setback from the edge of the riparian corridor and instead states that the Masterplan includes a minimum 5m setback to the Riparian zone, with an average setback of over 10m (subject to detailed design) which seeks to preserve vegetation and trees within the riparian zone as much as possible. City of Ryde strongly disagrees with this arrangement especially given that that 75m high buildings are now proposed adjacent to the creek.	City of Ryde strongly disagrees with this arrangement especially given that that 75m high buildings (D4 & C4) are proposed adjacent to the creek. This warrants a greater and unencumbered setback. City of Ryde seeks that the setback along the creek be increased to 10m from the edge of 20m wide riparian zone. This will provide a better interface with the park in light of the increased building height along the creek, minimization of overshadowing and improved amenity within the park. The proposed 5m setback along the riparian corridor (Shrimpton's Creek) is still unacceptable. This must be increased to at least 10m.	An enhanced riparian buffer has been incorporated into the refined Masterplan. The masterplan proposes a 20 metre riparian corridor adjoining Shrimptons Creek in accordance with the NSW Office of Water Guidelines for riparian corridors on waterfront land and this buffer has been expanded through the incorporation of increased setbacks from the edge of the riparian corridor and additional 'forest threshold' green spaces along the creek. The buildings adjoining the creek are set back at least 5 metres, in accordance with the DCP, and this setback area has been increased through refinement and reorientation of the building envelopes. The proposed riparian corridor and buffer area comprises a total of 2,470m <sup>2</sup> , which is larger than the buffer that would be provided if the 10 metre setback recommended by Council was adopted.
7	Building Setbacks to New Roads The setbacks as proposed (zero setback along main street and less than required setback along other street) are contrary to the general built form envisaged in Macquarie Park.	The application is still seeking zero front setback to school, aged care, childcare, village green and future community centre from the main road (Road 1). Only a 2m setback is proposed from all other roads - Roads 2 & 3.	This matter has been reconsidered by Council and the following comments are provided: Setback to the main street (Road 1) Considering that the road reserve will be able to maintain sufficient space for circulation and landscaping in the public realm, the proposed 0m setbacks from non-residential uses such as the school, aged care, childcare, village green and future community centre are acceptable. It is expected that future developments on the main street will provide a high level of activation to achieve the objectives of the primary active frontage and deliver the expected design outcomes. Setback to neighbourhood streets (Roads 2 and 3) The 5m street setback specified in City of Ryde's Urban Design Guide is to ensure that adequate space will be provided in residential streets to achieve the following objectives, which are set out in the Apartment Design Guide: · provide space that can contribute to the landscape character of the street where desired; · assist in achieving visual privacy to apartments from the street;	Noted - it is agreed that Main Street will accommodate a range of community uses that will activate the ground plane and that a nil setback is a desirable urban design response to facilitate this outcome.  A 3 metre setback to Neighbourhood Streets (Roads 2 and 3) is acceptable on the basis that there is no requirement for dwellings to be elevated from the ground plane. This design response would lead to an undesirable outcome and will not explicitly address privacy issues. Further, the requirement would exacerbate accessibility to ground floor dwellings which is not acceptable. In this regard, to mitigate any privacy issues with a 3 metre setback, landscaping could be implemented in addition to design measures to the ground floor interface. A condition of consent could be

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			<p>· create a threshold by providing a clear transition between the public and private realms. Based on the typical sections and plan submitted for the SSD, a street setback of 2m is inadequate to deliver the expected design outcome and meet the above objectives. Therefore, it is not supported. A reduced setback to 3m may be acceptable, provided that the ground floor apartments are raised by up to 1m above the footpath level to increase visual privacy (refer to Figure 3C.1 of the ADG).</p>	<p>imposed to further reconsider this matter with subsequent detailed DAs.</p>
8	Setback along Epping Road frontage	<p>In relation to this matter the building setback along Epping Road has been increased to reduce impact on the contiguous Sydney Turpentine Ironbark Forest (STIF) and Smooth-Barked Apple Turpentine Blackbutt forest adjacent to the Epping Road property boundary. The RRTS indicates that this has been achieved through the following:</p> <ul style="list-style-type: none"> <li>a) The setback has been increased and ranges between 17.8m to 43.6m adjacent to the main EEC vegetation. Along other sections of Epping Rd the setback is 12m;</li> <li>b) Revision of building and basement footprints along Epping Road to be largely contained within existing areas of developed land;</li> <li>c) The developer has also been in consultation with the site owner, NSW Land and Housing Corporation, to reduce the impacts of site demolition on areas of STIF from 0.19 hectares to 0.03 hectares;</li> <li>d) Deletion of the proposed left in and left out access to Epping Road including associated deceleration lane;</li> <li>e) Retention of existing retaining walls and other existing structures that encroach into the STIF to minimize biodiversity impacts.</li> </ul>	<p>Epping Road setback: The setback now generally aligns with the location of the vegetation along Epping Road. City of Ryde appreciates the applicant's consideration of this matter. Protection of EEC/STIF: The increased setback ensures minimal impact on the STIF community. Conditions to be imposed: The Department should consider imposing appropriate conditions to ensure the setback is not compromised and adequate protection measures are implemented under all future detailed proposals. The setback should apply to the basement level as well.</p>	<p>The proponent is agreeable to a condition of consent to this effect to be imposed.</p>
9	Slip lane from Epping Rd (entry only) City of Ryde submission requested: · Access to be	<p>In order to preserve the continuous corridor of existing vegetation along Epping Road, the left in and left out access to Epping Road in addition to the associated deceleration lane has been deleted.</p>	<p>The deletion of the slip lane may have adverse traffic implication, however, does result in the protection of additional trees. Re-distribution of traffic due to the removal of the slip lane must be considered. Whilst the Technical Note dated 9/10/19</p>	<p>A detailed response is provided in the Technical Note prepared by Ason at <b>Attachment B</b>.</p>



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	<p>redesigned to minimise impact on trees;                      · And that it must comply with RMS requirements.</p>		<p>provided the intersection results for with and without the Epping Road slip lane option, detailed intersection results must be provided.                      The 100% concept design for the Stage 2 - Bus Priority and Capacity Improvements Project indicated that the right turn bay storage on Herring Road at Ivanhoe Place intersection will be approximately 20-25m in length, which could accommodate about 4 vehicles. Information provided on the Technical Note dated 9/10/19 is not sufficient to determine whether the right turn bay has sufficient capacity to accommodate the right turn demand without impacting on the through lane.                      Given that Herring Road /Ivanhoe Place intersection will be the main access for the precinct, this issue must be resolved prior to determination of the development.</p>	
10	<p>Voluntary Planning Agreement offer Council received a letter from Frasers Property on 26 February 2018 outlining Public Benefit items that could be the basis of a Voluntary Planning Agreement with Council.</p>	<p>There is no formal VPA offer for this development.</p>	<p>The proposal is for a significantly large project that will cause an enormous pressure on the infrastructure and resources in addition to the adverse environmental impact as has been raised by Council on several occasions. The development also exceeds the FSR and height controls and seeks various other variations to DCP requirements. There is lack of community facilities and serious shortage of open space as a result of this development. City of Ryde seeks that the Department give strong consideration to these matters.                      Should the Concept Proposal be approved, conditions of approval must ensure that the applicant has a VPA in place prior to the commencement of any building work on the site.                      "The Developer is to make payments in accordance with Council's Section 7.11 Contributions Plan in place at the date of the relevant development consents for each subsequent stage; or provide Public Benefits and/or Monetary Contributions as required under any Planning Agreement under Section 7.4 of the EPA Act 1979 entered into with Council in respect of the this Concept approval."</p>	<p>The VPA is being negotiated separately with Council. Separate correspondence will be provided to the Department of Planning relating to this matter.</p>
11	<p>Road and Bridge Width</p>	<p>The RTS indicates that:                      · The internal road network has been designed to accommodate bus lanes that require a minimum 3.5m travel lanes. Should the lanes be reduced to 3.0m, the ability to provide bus services through the development will not be possible;                      · Road No. 3 can be changed to 14.5m</p>	<p>· Road 1 is shown as 21m in width subject to justification that bus lanes require 0.5m extra width each way. City of Ryde raises no objection to this provided the road is consistent in width throughout.                      · The Bridge needs to be widened to a minimum 14m;</p>	<p>As outlined in the Response to Submissions Report prepared by Ethos Urban, the bridge span can be accommodated at 14m wide, however land beyond the bridge cannot be designed at the same width due to the land ownership constraints and the nature of the lot boundaries. The proponent agrees to the provision of Mainstreet agreed at 21m wide,</p>

#	Issues previously raised by Council	Revised Response to Submission as exhibited: November 2019	City of Ryde's Position on the issues after review of the November Amendments	Response
				RMS submission confirms extra 0.5m width requirement.
12	Height of building Initial proposal was fully compliant with maximum height restriction under the RLEP 2014	Building height has been re-distributed across the site resulting in non-compliance with height of certain buildings.	Council notes that the development does not comply with the building height restrictions. Council acknowledges that the redistribution of height results in an improvement in the amenity in the Village Green and solar access to apartments within the site. It is noted that the height of a number of buildings are over the maximum.	A Clause 4.6 Variation Request has been submitted with the Concept Masterplan to vary the building height. It is critical to note that the variation sought will not exceed the maximum building height that can be achieved for the site pursuant to the Ryde LEP. Furthermore, due to the significant slope of the site, the RL of the proposed variation will be approximately 20 metres below the maximum RL permitted for the site.
13	Floor Space Ratio (FSR)	The previous RTS response proposed 278,000m <sup>2</sup> of gross floor area which is being reduced to 268,000m <sup>2</sup> , representing a variation of 2.5% to the development standard. Specifically, the Clause 4.6 variation notes: <ul style="list-style-type: none"> <li>· The exceedance results in a better planning outcome by strategically redistributing bulk and scale;</li> <li>· The exceedance achieves the objectives of Clause 4.4 notwithstanding the compliance;</li> <li>· The exceedance will not result in adverse environmental impacts as a result of the variation and is considered to be in the public interest; and</li> <li>· The exceedance will allow for the provision of additional space for community facilities, and therefore provides public benefit.</li> </ul>	TOTAL Permitted: 3.32:1 (261,217m <sup>2</sup> ) Total proposed: 268,000m <sup>2</sup> Over by: 6,783m <sup>2</sup> Percentage over: 2.5%. It is noted that the FSR & height is over the maximum and the proposal still does not comply.	A Clause 4.6 Variation Request has been submitted with the Concept Masterplan to vary the FSR. The Clause 4.6 demonstrates that the proposed variation will result in a better planning outcome, is consistent with the objectives of clause 4.4 of the Ryde LEP and will not result in any adverse environmental impacts that cannot be appropriately managed.
14	Solar Access issues <ul style="list-style-type: none"> <li>· Shrimptons Creek Parklands corridor and the proposed Forest playground are overshadowed;</li> </ul>	The revised response states that the required solar access is generally met to the dwellings. However, there is no detailed analysis of impact on the creek corridor.	Council requests that the following changes be incorporated via a revised proposal: <ul style="list-style-type: none"> <li>· Length of individual buildings must be reduced to be no more than 40m.</li> <li>· Building depth for apartment buildings to be no more than 18m for improved solar amenity internally and externally;</li> <li>· The building setback along the Riparian corridor be increased to 10m clear setback from the edge of the 20m wide riparian corridor.</li> </ul>	Length of buildings and building depth: The proposed envelopes have been designed to ensure that future buildings are capable of achieving high levels of residential amenity in accordance with the ADG, as well as minimise impacts on surrounding areas. It is emphasised that the building envelopes are conceptual only, and that the future detailed design of each building will be assessed as part of a separate application.  Building setback to riparian corridor:

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				Shrimptons Creek is a second order watercourse, and therefore a 20 metre riparian corridor has been incorporated into the design. The future building envelopes are set back a minimum of 5m from the edge of the riparian corridor, in accordance with the RDCP. It is noted that the average setback along the riparian corridor will be 10m, to allow for preservation of trees and vegetation.
15	Variation to Visitor Parking and car share spaces	Applicant's response via the revised Traffic Report states that "all the required residential visitor parking will now be provided in the basement of each building".	Council seeks that a specific consent condition be imposed to ensure that this requirement is met. · That the development shall provide visitor car parking spaces in accordance with Ryde Development Control Plan, that is, 1 visitor parking space per every 10 dwellings. These spaces must be calculated and provided for and within each building.	In accordance with previous responses, a reduced visitor parking rate is proposed to reduce car dependency and respond to the site's access to public transport. This strategy was supported in the TMAP Addendum Peer Review, which found that the reduced rate will provide an appropriate balance between meeting the parking demands of visitors as well as mitigating traffic impacts on the surrounding road network.
16	Variations to Car Share Council had previously raised this issue and its strong disapproval of variation to visitor and car share spaces.	The revised response states that the development will comply with this requirement.	Council seeks that a condition be imposed to ensure that the car share spaces be provided in accordance with RDCP2014 as follows: The development must provide car share spaces in accordance with Ryde Development Control Plan, that is, 1 car share space per every 50 dwellings. These spaces must be: · Publicly accessible 24 hours a day seven days per week; · Located together in the most convenient locations; · Located near and with access from a public road and integrated with the streetscape through appropriate landscaping where the space is external; · Designated for use only by car share vehicles by signage; · Parking spaces for car share schemes located on private land are to be retained as common property by the Owners Corporation of the site.	The applicant accepts a condition to this effect.
17	Lack of Open Space (Passive)	The revised response states the following: · Space will be provided along Shrimptons Creek, approximately 3.8ha with a multi-function park that provides for active transport, fitness trail etc.	Noting the density of the proposed development the amount of usable spaces are limited. The narrow strip of setback area along the creek is not adequate especially where the required setback has not been provided – refer to setback comments.	The Ivanhoe redevelopment meets best practice requirements for open space in high density areas through providing:  · Access to open space within 250m for residents · 2.4 hectares or nearly 30% of the site as

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				<p>public open space, not including communal and private open space</p> <ul style="list-style-type: none"> <li>• Multi-functional and diverse play and recreational spaces suited to a range of age groups and all abilities</li> <li>• Shared use of school open space and recreational facilities.</li> </ul> <p>Given the demographics of the future population and the fact participation rates in structured sporting activities decline significantly after age 17, the greatest demand for open space from the future population at Ivanhoe will be for passive, unstructured open spaces. The amount of open space provided will allow university students and workers in the area to utilise these spaces and facilities.</p> <p>Best practice planning for open space recognises that it is often not practical, nor efficient to incorporate active open space in higher density developments. This is due to the fact that active recreational space is best provided in sports hubs with multiple sporting fields that both provide a focus for the community and allow structured sporting activity to be organised efficiently.</p>
		<ul style="list-style-type: none"> <li>· Shrimptons Creek Core Riparian Corridor: 20m from the top of the creek embankment;</li> <li>· Response states that the best practice planning for open space recognises that it is often not practical, nor efficient to incorporate active open space in higher density developments. This is due to the fact that active recreational space is best provided in sports hubs with multiple sporting fields that both provide a focus for the community and allow structured sporting activity to be organised efficiently.</li> </ul>	<p>City of Ryde is still concerned with the lack of adequate open space provided on the site given the scale of development. The limited open space provision with the school site will put additional pressure on Council managed open space. Council seeks that:</p> <ul style="list-style-type: none"> <li>· The open space along the Shrimpton's Creek be widened by complying with the building setback requirements (20m riparian plus additional 10m setback);</li> <li>· The scheme must provide additional active and passive recreation throughout the development. Space must be made available on the ground plane by adjusting built form and not on the green roof.</li> <li>· Adequate arrangement must be made to ensure public access to all open spaces on the site via a Right of Way registered on the title.</li> </ul>	<p>As noted in previous responses and above, the amount of public open space provided at the site is considered to be sufficient.</p>

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			<ul style="list-style-type: none"> <li>· Council is supportive of the skate park beneath the proposed road bridge however the design should be informed by a CPTED review. The design should be welcoming to all members of the community, providing areas for beginners and intermediate users that is well integrated with the Shrimptons Creek shared user path. The design must include lighting and CCTV.</li> <li>· The riparian corridor is to be delivered to Council as a single stage upon OC of the first building fronting the creek line.</li> <li>· All street trees to be planted in accordance with CoR Urban Forest Technical Manual.</li> <li>· The design of all public open space and riparian zones should comply with Council's design and technical manuals and Council's approval.</li> <li>· The design of 'Village Green' should be reconsidered to better integrate with the retail frontage of building C3 by removing the stairs.</li> <li>· Stairs should be eliminated where possible to ensure equal access for all residents.</li> <li>· The 'Green Link' should integrate seamlessly with Council's designed upgrade from Ivanhoe Estate to Waterloo Rd.</li> </ul>	
18	<p>No provision of active open space Limited capacity – given the proposed population density, types of uses and a school. Open space required for the School</p>	<p>No additional provision of active open space has been made. Given the proposed population density, types of uses and a school with possible 1,000 student capacity, Council raises concern in relation to this matter and the RRTS. The existing sports fields are at capacity. It is not indicated as to how and which field should be boosted and by whom.</p> <ul style="list-style-type: none"> <li>· Existing sports field in the locality already used overcapacity;</li> <li>· Standard require up to 10m2 of open space per student for a high school. Details provided in the application does not provide any details or conformation as to how this requirement can be complied with;</li> </ul>	<p>City of Ryde seeks that:</p> <ol style="list-style-type: none"> <li>a) The school should be designed using the NSW Governments 'Education Facilities Standards and Guidelines' and NSW GAO 'Design Guide for Schools'.</li> <li>b) Ensure sufficient open space is available for the students to participate both actively and passively within the school site.</li> <li>c) Use of the facilities within the school site should be made available to the wider community outside of school hours.</li> <li>d) A breakdown of the requirement and how this can be achieved on the site must be provided with the application.</li> </ol>	<ol style="list-style-type: none"> <li>a) The proposed school is not intended to be a government school, and therefore the 'Education Facilities Standards and Guidelines' and GAO 'Design Guide for Schools' is not considered to be relevant.</li> <li>b) Adequate open space will be provided for students, in line with previous responses and the Community Infrastructure and Recreation Demand Study prepared by Elton Consulting submitted at Appendix U as part of the EIS package.</li> <li>c) The facilities will be available for use by the wider community outside of school hours.</li> <li>d) A breakdown will be provided as part of a future detailed design stage DA.</li> </ol>
19	<p>Issues with Creek access, connectivity and open space Council submission</p>	<p>The revised proposal and revised response to submission does not directly address any of the issues previously raised. RRTS refers Council to the No. drawing DA02.MP.202(B) with the Indicative reference</p>	<p>City of Ryde provides the following comments in relation to each of these matters:</p> <p>Shrimptons Creek Corridor:</p> <ul style="list-style-type: none"> <li>· The upgrade of Epping Rd underpass is supported. This</li> </ul>	<p>The Epping Road underpass is subject to a Voluntary Planning Agreement (VPA) currently being negotiated with Council; the details of which will be confirmed following finalisation of the VPA.</p>

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		scheme that details the active and passive open	upgrade should include integration with the Epping Rd cycle way.	
	<p>required that a new park with active open space be provided adjacent to the Shrimptons Creek Corridor. The proposed configuration, length and proximity of towers on the edge of the Shrimptons Creek riparian corridor limits the opportunity to extend and integrate the forest into the precinct.</p>	<p>spaces for the site. The above plan does not clarify any of the following details that were previously been raised:</p> <p>Access</p> <ul style="list-style-type: none"> <li>· Equal access connections between Main St and Shrimptons Creek pathways heading north and south from each side of Main St;</li> <li>· Epping Rd Local Link 10 should be seamlessly integrated into the Shrimptons Creek shared user path, that is, ramp connections;</li> <li>· Shrimptons Creek shared user path to be upgraded to 4m width as per Council's design north of the site to Waterloo Rd;</li> <li>· Play elements within the road reserve is not supported due to ongoing compliance and maintenance issues. This must be removed. Shrimptons Creek &amp; Bridge;</li> <li>· Maximise and enhance where possible the unique naturalistic qualities of this area;</li> <li>· Provide equal access through 'Forest Threshold';</li> <li>· Combine the two north/south pathways into one sinuous 4m wide path. Match CoR's project to the north scheduled for construction in 2022/23;</li> <li>· Skate Park supported. Is there potential to include half court/ additional recreational infrastructure here? Concerns about passive surveillance in the area. Bouldering on concrete retaining walls;</li> <li>· Ensure equal access between both sides of the Main St and the Shrimptons Creek pathway;</li> <li>· Support adjustments to the Epping Rd underpass. Ensure treatment responds to floods, sightlines. Provide equal access and cyclable connection between to the Epping Rd cycle way. Explore opportunities for public art;</li> </ul>	<ul style="list-style-type: none"> <li>· The duplication of pathways through the corridor is not supported. This design should harmoniously integrate with Council's designed upgrade from Ivanhoe Estate to Waterloo Rd and follow Council PDTM.</li> </ul> <p>Public Open Space:</p> <ul style="list-style-type: none"> <li>· The design of all public open space should comply with Council's design and technical manuals and Council's approval.</li> <li>· The design of 'Village Green' should be reconsidered to better integrate with the retail frontage of building C3 by removing the stairs.</li> <li>· Stairs should be eliminated where possible to ensure equal access for all residents.</li> <li>· Council is supportive of the skate park beneath the proposed road bridge however the design should be informed by a CPTED review. The design should be welcoming to all members of the community, providing areas for beginners and intermediate users that is well integrated with the Shrimptons Creek shared user path. The design must include lighting and CCTV.</li> <li>· The 'Green Link' should integrate seamlessly with Council's designed upgrade from Ivanhoe Estate to Waterloo Rd.</li> </ul> <p>Recreation</p> <ul style="list-style-type: none"> <li>· The amended design does not provide sufficient active or passive recreation opportunities for the number of dwellings proposed.</li> </ul> <p>Other matters:</p> <ul style="list-style-type: none"> <li>· The development should be conditioned so that all publicly accessible public open space is design to Council's approval.</li> <li>· The design of playgrounds should be informed by Council's Play Plan 2019 Design Framework.</li> <li>· All street trees to be planted in accordance with Council's Urban Forest Technical Manual.</li> <li>· Access along Shrimptons Creek cycle way must be maintained at all times during the redevelopment of the site unless a suitable, lit, minor diversion is provided.</li> <li>· All landscaped areas are to include a minimum 12-month establishment period.</li> <li>· Council will only accept hand over of any public open space 5 years after OC being issued for the final building of the</li> </ul>	<ul style="list-style-type: none"> <li>a) The design of the pathways is subject to a Voluntary Planning Agreement (VPA) currently being negotiated with Council, the details of which are to be confirmed following finalisation of the VPA.</li> <li>b) Same as above.</li> <li>c) The current design of all public open spaces is considered to be the most appropriate in consideration of the context of the site. Stairs are required under certain circumstances to adequately facilitate cross site accessibility and to provide open spaces that are level.</li> <li>d) Same as above.</li> <li>e) Same as above.</li> <li>f) The design of the Skate Park is subject to a Voluntary Planning Agreement (VPA) currently being negotiated with Council, the details of which are to be confirmed following finalisation of the VPA.</li> <li>g) Noted.</li> <li>h) As aforementioned, the current level of open space proposed is considered to be adequate, and represents a significant exceedance of the amount required under the Ryde DCP.</li> <li>i) The detailed design of future public domain will be subject to a future separate application.</li> <li>j) The design of the playgrounds is subject to a Voluntary Planning Agreement (VPA) currently being negotiated with Council, the details of which are to be confirmed following finalisation of the VPA.</li> <li>k) Street trees are not considered to be within the scope of the Concept Masterplan, instead forming part of a future detailed design DA Application.</li> <li>l) Subject to the finalisation of the VPA, minor closures without diversion is required to facilitate the upgrade works.</li> <li>j) The details of this arrangement is current subject to the VPA being negotiated. The</li> </ul>

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		<ul style="list-style-type: none"> <li>· Consolidate fitness equipment into skate area;</li> <li>· Pedestrian bridge connection beneath road design to allow for additional connection to the north for proposed pedestrian way in DCP; Village Green</li> <li>· Remove stairs on the 'Green Link' in the east of the drawing to improve equal access;</li> <li>· Incorporate a greater amount of recreational opportunities;</li> <li>· Refine alignment of the pedestrian crossing in the south and the Green Link;</li> <li>· Remove playground as it will be provided for in Forest Playground if these lots are to be dedicated.</li> </ul> <p>Forest Playground</p> <ul style="list-style-type: none"> <li>· Regrade to remove steps along Green Link;</li> <li>· Supportive of connection to Epping Rd. must be sympathetic to STIF.</li> </ul> <p>School Garden &amp; Playground</p> <ul style="list-style-type: none"> <li>· Insufficient recreational infrastructure to support 1,000 students;</li> <li>· Utilise NSW Education Educational Facilities Standards and Guidelines to inform design, spatial and recreational requirements for students.</li> </ul> <p>Neighbourhood Gardens/Mews;</p> <ul style="list-style-type: none"> <li>· Ensure elements that are not within Public Domain Technical Manual are within private land.</li> </ul>	<p>redevelopment. The public open space must be to a standard acceptable to Council.</p>	<p>applicant is willing to hand over assets immediately whilst maintaining them until the completion of the last building. This is to be confirmed following the finalisation of the VPA.</p>
20	<p>Community Facility/ Community Centre Adequate community facilities co-located with open space is required. Adequate access to sunlight, car parking etc required</p>		<p>City of Ryde supports the provision of a community facility space in the Village Green. However, the inclusion of the pool is not supported as a community facility. The following concerns are raised with the proposed community facility space:</p> <ol style="list-style-type: none"> <li>1. Limited natural light and ventilation.</li> <li>2. Lack of car parking.</li> </ol> <p>It is unclear how large the current proposed community facility is. However, based on the limited parking and comments in the revised submission it is clear that it has been designed to primarily service the needs of residents of the future Estate.</p>	<p>The Concept Masterplan includes 2,011sqm for community facilities. A preliminary design was developed for a swimming pool, however, will be progressed subject to further negotiation of the VPA with Council.</p>

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21	Stormwater Management Council submission included detailed requirements in relation to this matter		<p>The matters of concern cannot be verified as being satisfactory at this stage. The following issues remain outstanding and the Department should impose these as conditions of consent:</p> <p>1. Stormwater Management</p> <p>a. Trunk Drainage - Dedication - The development is expansive and shall be done in multiple stages that will occur a long period of time. With regards to the trunk drainage infrastructure, it is requested that the Developer only dedicates the (intended) public infrastructure to Council prior to the issue of the Occupation Certificate of the final stage of the development (currently designated as Stage 8). The condition of the infrastructure at the time of dedication should be at Council's satisfaction.</p> <p>b. Adjoining Property Drainage – Council does not support the proposed arrangement to divert the existing stormwater disposal easement for Lot 1 DP 609711 through basement A1 of the proposed development. Council recommends that the diverted easement shall be designed along the boundary of Future lot A2 as depicted in Concept Stormwater Plan</p>	<p>a) Future trunk drainage will be dedicated in alignment with the road dedication.</p> <p>b) Future A2 lot shares basement and a loading with A1 to minimise garbage pickup points and improve public domain by reducing the number of driveways. Accordingly, Council's proposal is not agreed.</p>
			<p>Drawing 300001(1)-EX-001, Version C, prepared by ADW Johnson dated 4 October 2018.</p> <p>c. Proposed works over Council's existing drainage infrastructure: Council's records indicate that there is an existing 1200 mm diameter pipeline that runs along the northern boundary of 2-4 Lyonpark Road (Lot 1 DP 859537). This pipe and outlet headwall/GPT has not been shown on the submitted stormwater concept plan and appeared to be affected by the proposed works for Road 1 as well as the bridge and embankment works. Updated plans must be submitted to Council with details of this pipeline in relation to the proposed works and how this would be protected during construction. Council will also require maintenance access to this pipeline through the various construction phases of the proposed development. A plan showing access arrangements shall be provided to Council.</p> <p>d. Maintenance Plan – Temporary Basins: Further information is required with regards to temporary stormwater diversion works/ basins and maintenance of these Temporary Basins, regular monitoring, maintenance frequency and reporting/certification from a qualified engineer. It is not clear how these basins shall be decommissioned between the construction stages as the development progresses.</p>	<p>(c) - The 1200mm diameter pipe and headwall are shown on drawing 006 and noted to remain in place. The pipe currently has in the order of 4m of cover and the proposed design is to provide a small amount of extra fill over this area (in the order of 300-500mm). Given the existing cover, it is considered that the construction will not have an adverse impact on the pipe. Further to the above, it is noted that the construction methodology used in this area needs to consider the stability of the existing retaining wall and will therefore have limited impact on the existing infrastructure in the area.</p> <p>(d) This matter can be conditioned to be prepared prior to CC.</p> <p>(e) Maintenance accesses can be conditioned in the relevant stage DA. It is noted that vehicular access is not available to the current GPT and headwall on the southern side of the creek (on the 1200mm diameter pipe) and</p>



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			<p>e. Water Quality Treatment Devices in Shrimptons Creek – It is not clear what the strategy is with regards to Council water quality treatment devices (such as GPTs) in Shrimptons Creek. This includes provision of maintenance access to the existing water quality structures and the provision of new structures to treat runoff from the site. The Applicant shall consider provision of dedicated maintenance access routes at the bridge for maintenance of both the bridge, abutment and access to Shrimptons Creek on both banks. The grading of the maintenance access shall consider grades compatible with relevant Australian Standards for pedestrian and vehicular access.</p> <p>2. Overland Flow Path and Flooding</p> <p>a. TUFLOW Model – The TUFLOW models have not been provided to Council at this stage. An electronic copy of the input and output files of the TUFLOW model shall be submitted to Council in a form compatible with Council's computer software along with the plan and a hard copy of the input and output data.</p> <p>b. Mitigation impacts on riparian corridor of Shrimptons Creek - Details have not been provided on whether there is a need, or not, for scour protection for the bridge structural design. Also, for riparian corridor erosion, there is no detail on whether having the "similar" erosional risk as the existing pre-development condition negates the need for any scour/erosion mitigation in Shrimptons Creek. The bridge design report shall be amended to include discussion of this.</p> <p>c. Embankment blockage of waterway: It is unclear what provisions for blockage has been applied for the proposed bridge across Shrimptons Creek. This includes debris blockage and structural element (piers) blockage. The Flood Impact Assessment for Ivanhoe Estate Master Plan prepared by BMT WBM dated June 2018 indicates 50% blockage is applied for bridges whose diagonal dimension exceeds 6 metres. The Shrimptons Creek Bridge Hydrologic and Hydraulic Assessment prepared by BMT WBM dated October 2018 indicates a 14% blockage has been applied for the L1 (waterway) area.</p> <p>d. Pedestrian Bridge under Road Bridge – The "sinuous pedestrian bridge under road bridge" as documented in Appendix D – Supplementary Design Report Document No. S12067-R011, Issue D, prepared by Batesmart + Hassell dated</p>	<p>therefore only pedestrian access will be provided to this headwall.</p> <p>2a) The TUFLOW model and updated plans can be provided directly to Council.</p> <p>2b) Scour protection is to be confirmed during detailed design, but some localised armour using a 'natural' material (such as stone)</p> <p>2c) The Shrimptons Creek Hydrologic and Hydraulic Assessment dated October 2018 assessed the base case with 14% blockage, which is representative of the area of the waterway that would be taken up by piers. This scenario represents the bridge with no additional blockage. The reference to the 50% blockage in the Flood Impact Assessment prepared June 2018 applied to culverts. In this report, it was assumed that the bridge would have a single span above the PMG, however this design was revised in the October 2018 assessment.</p> <p>2d) It is requested that there is a condition of consent requiring that further modelling is undertaken when the detailed bridge design is developed.</p>

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			September 2018 has not been accounted for the Flood Impact Assessment Reports to date	
			<p>. Council has the following concerns:</p> <p>a) The bridge will be affected and potentially overtopped by the 1% AEP and PMF flooding events.</p> <p>b) Shrimptons Creek is a high-risk flooding area. This pedestrian bridge amplifies use of a high-risk flooding area and poses a significant safety risk to life in the event that the bridge is overtopped.</p> <p>c) Flood mitigation measures such as flood gates and barriers will require extensive on-going maintenance and is not recommended above passive measures.</p> <p>d) The pedestrian acts as a hydraulic blockage and increases the risk of blockage from upstream debris. Council notes that alternative flood-safe access across Shrimpton's Creek may be provided across the road bridge if the shared paths are directed and graded within the site to tie into the new proposed road.</p>	<p>a) Noted.</p> <p>b) The bridge is not an emergency access or evacuation route. As such, no one will have cause to be using this structure during a flood. It is recommended that appropriate signage warning of the hazard be provided. Note that the NSW FDM does not seek to prevent use floodplains, just to ensure that the risks are appropriately managed.</p> <p>c) Noted. These measures will be confirmed during detailed design.</p> <p>d) Noted.</p>
			<p>3. Inconsistencies:</p> <p>a. Ivanhoe Estate Masterplan Staging Plan referenced in various reports and plans should be updated to reflect the revised stages including Stage 1A, 1B and 1C.</p>	Please note that civil staging is different to building staging.
22	Civil Engineering Plans – Temporary Basin adjacent to Shrimptons Creek	Erosion and Sediment Control Plan, Issue E dated 9/9/2019 still shows a Temporary Basin in the same location	City of Ryde Council requests that the Department ensure that the engineering plans / Erosion and Sediment Control Plan and any subsequent Staged Development Application is amended so that the basin does not encroach into the Tree Protection Zones of trees to be retained along Shrimptons Creek. In addition civil drawings and the concept plan should be amended and additional details for the bridge, width of the road, building and basement setbacks must be clearly documented prior to the issue of any Development Consent.	The applicant agrees to a condition to this effect, which can be facilitated through the means of a standard Condition of Consent.
23	School Drop Off Zone It is considered crucial that the pickup-drop off services for the proposed school be provided internal to the school site, clear of the public domain. Often such facilities are implemented from the	The applicants Technical Note dated 22/8/19 indicated that: · School parking will be available directly adjacent to the School, with designated short stay parking provided to accommodate drop-off and pick-up demand during the school arrival and departure peaks respectively. Approximately 25 spaces will be available for school pick up / drop-off purposes.	It is not clear where these 25 on-street parking spaces are to be allocated. Council will not support provision of pick up and drop off spaces outside of the school frontage road. Therefore, Council seeks that a condition be imposed requiring an internal drop-off/pick-up zone within the school boundary. The bus zone for the school bus can be allocated on the Main Street but it must be within the school frontage. Design of the bus stop/bus zone must be in accordance with State Transit Bus Infrastructure Guide.	This was discussed as part of the former RTS Report and technical studies lodged with the Department. Internal drop-off within the school site cannot be accommodated and the design of Main Street has included provisions for loading zones and bus parking to service the school. On street parking directly adjacent to the school will accommodate drop-off and pick-up demand. This parking would provide for short-term parking during school arrival and

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	street frontage however at cost of traffic congestion and jeopardising pedestrian safety. Accordingly, such a service must be provided off the public road and within the site.			departure peaks. It is considered that the provision of this on-street parking provides both efficient and safe design outcome. The provision of off-street spaces is not considered suitable due to the requirement for vehicles to leave the road network and cross pedestrian desire lines adjacent to the school access and bus pick up / drop off area. It's also important to note that both Aspire traffic consultant and the Department's peer review traffic consultant confirm that the level of pick-up / drop off is considered appropriate. Please also refer to the Technical Note prepared by Ason Group and appended to the RTS at Appendix Q
24	Child care Centre Drop Off Zone	No details provided	Council sought that the childcare centre to provide a circulatory parking area to facilitate safe and efficient pickup-drop off activities clear of the public domain. The use of on-street parking spaces is not supported as this is impact on the road and will be at the expense of a public resource (on street parking). This will further require Council resources to manage the ensuing installation of parking restrictions (ie Parking Enforcement Officers).	
25	Traffic Issues - Other	Technical Note dated 22/8/19 indicated that: It is the conclusion of Ason Group that there is no reasonable justification for the provision of roundabouts at these intersections instead of the proposed priority control, particularly when the provision of the roundabouts would results in the significant loss of social housing dwellings.	The report concluded that roundabouts are not warranted based on the results of intersection level of services. It should be aware that the U-turn facility is required to minimise the impact on the road network as a result of the signalisation of Herring Road/Ivanhoe Place intersection as it restricts the access to the other developments on both sides of Herring Road. It should be noted that the RMS 2016 survey showed the peak "U-turn" movements at the intersection are 176 (AM) and 60 (PM) vehicles per hour, considering both the northbound and southbound U-turn vehicles. In addition to the existing demands, the development at 137-143 Herring Road will also rely on the U-turn facility to access the buildings from Epping Road. Furthermore, provision of the two roundabouts is needed to accommodate demands from school traffic. The response also discussed the impact on development yield as a consequence of the proposed roundabouts. Council is willing to assist the applicant to reduce the size and the footprint of the roundabouts to reduce the potential loss of residential units. Therefore, Council seeks that a condition be imposed requiring the applicant/ developer to construct a roundabout at the intersection of Road No. 1/Road No. 2 and Road No. 1/Road	This issue was directly addressed in the Technical Note prepared by Ason Group and appended to the first RTS response at Appendix Q. It has also been further discussed in a meeting on 19 June 2019 with RMS, TfNSW, the Department, and LAHC that the provisions for these roundabouts would impact the development yield and loss of social housing dwellings.

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			No. 3. This must be incorporated as part of the appropriate stages of construction. Suitably prepared civil plans shall be submitted to and approved by the Certifying Authority (City of Ryde) prior to the determination of any detailed application relevant to the particular stage.	
	Herring Road/Ivanhoe Place Traffic Signals	Response noted	Roads and Maritime Services or the Department to provide a relevant condition regarding the monetary contribution for the construction of Herring Road/Ivanhoe Place Traffic Signals, as required.	Noted.
	Implementation of a 40km/h HPAA zone throughout the Ivanhoe Estate to ensure maximum safety.	Response noted	The applicant is to undertake necessary actions to obtain approval from RMS for the implementation of a 40km/h HPAA zone throughout the Ivanhoe Estate to ensure maximum safety for all road user types. Exact locations must be confirmed with City of Ryde during detailed design stage. The Department to provide a relevant condition for the implementation of a HPAA zone.	Noted.
	Footpath/Shared User Path (SUP)	No response provided by the applicant	The Department to provide a relevant condition for provision of Shared User Path in accordance with the Transport for NSW Centre for Road Safety along the Main Street (Road No. 1).	This matter will be resolved as part of the future separate development application for the relevant stage.
	Developer Bus Service	FPA has agreed to make the provision of the community bus a condition of consent prior to issuing an Occupation certificate for building C1 in Stage 1.	Noted – relevant consent condition to be provided by the Department	Noted.
	Bus Access to Ivanhoe Estate	Bus parking bays have been designed to be 3m wide in accordance with Austroads standards. The travel lanes for Main Street have been designed as 3.5m wide in accordance with Austroads to cater for buses.	Noted – Design of the bus stop/bus zone must be in accordance with State Transit Bus Infrastructure Guide.	Noted.
	Indented Parking Bays on Road No. 3	This comment references the parking bays on the deleted section of Road No.3	This requirement is no longer relevant with the removal of Epping Road slip lane.	Noted.
	Road Safety Audits	Applicant notes and agrees that a reasonable Condition of Consent would require road safety audits through all phases of development.	Council seeks that a condition be imposed requiring road safety audits of all new traffic facilities including intersections and traffic devices to be undertaken by a qualified road safety auditor by the applicant. The road safety audit must be undertaken for all project phases such as pre-construction, construction and post-construction.	The applicant accepts a condition to this effect.

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	Traffic Impact Assessment Report	Required	To ensure that traffic and parking implications are addressed for each building and/or development stage, the Department to provide a relevant condition for a traffic impact assessment report to be submitted with each future Development Application.	The applicant accepts a condition to this effect.
32	Public Domain · DCP2014 standards to be complied with; · Road width to be consistent with RDCP2014; · Proposed bridge to be wider; · Clarification on Staging and delivery of infrastructure.		The City of Ryde seeks the following: a) Given that this development is rather expansive, and would be done in Stages over a relatively long period of construction activity, it is envisaged that a large volume of construction traffic will be required to travel over the newly constructed roads and infrastructure. Therefore, in regard to the road infrastructure and hand-over staging, it would be ideal for Council to request the Developer/Applicant dedicate to the Council, all roads that are intended to be public roads, prior to the issue of the Occupation Certificate of the final stage of the development (currently designated as Stage 8). b) The staging of the development should be modified so that contiguous public open spaces are delivered holistically rather than staged. Appendix C noted this request for Shrimptons Creek corridor however Appendix E does not reflect this; c) Stages 3 and 6 should be adjusted to reflect that the Shrimptons Creek Corridor will be delivered in a single stage with the first building that fronts Shrimptons Creek; d) The landscape between buildings D3 and D2 that contains the 'Forest playground' should be delivered in a single phase rather than split across stages 4 and 5; e) It is unclear when stage A and B will be delivered as they do not follow the same numerical sequencing as the other stages; f) Bus stops and bus shelters shall also be provided at no cost to Council. g) Given the proximity of the development to Shrimpton's Creek, the Developer is required to install a sedimentation basin at the downstream end of the site to prevent sediments entering the creek. This basin could be a temporary or permanent feature of the development site.	a) The dedication of public infrastructure would be undertaken in accordance with the subdivision staging plans, which will enable infrastructure to be handed over as it is completed. b - d) Public domain works will be delivered in accordance with the staging plan. This will allow the public domain to align with construction works, ensuring that the relevant areas of open space are delivered as residential buildings are completed. The alternative suggested by Council may compromise the quality of the public domain, as construction work may damage areas of public domain that are delivered ahead of the buildings. e) Stage A and B will be operated by a third party. Accordingly, these stages will be delivered as soon as practical and in agreement with the final operator. f) The cost of infrastructure in the public domain will be provided in accordance with Council's section 94 contributions policy and subject to negotiation of the VPA. g) Noted.
33	Waste management	No details have been included relating to this matter.	The following requirements will apply: · The waste and recycling is required to be serviced within the building to ensure that the amenity of the building is not compromised and the residents are not affected by the noise. · The height clearance required will be 4.5m for an 11m long truck. No conduit, ducting, signage or other objects should	These matters are noted and will be resolved as part of the future separate development applications for each building.

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			<p>encroach on the required clearance space; this could prevent waste collection services being carried out by the waste collection vehicle. Council's waste collection trucks will service the buildings bins utilising a rear load vehicle.</p> <ul style="list-style-type: none"> <li>· Swept paths for the above 11m truck size must be considered as part of the SSD assessment to ensure that they can enter and exit the loading bay in a forward direction.</li> <li>· Trucks will be entering the building to service the bins, so a Positive Covenant will be required for Onsite Waste Collection.</li> </ul>	
35	Water Quality	<p>Adequate information in relation this matter has not been provided. City of Ryde could not review this since the following information was not provided:</p> <ul style="list-style-type: none"> <li>· No drainage outlets identified and so no impact assessment has been carried with this application;</li> <li>· There is no provision for future access for vehicles to manage Gross Pollutant Traps (GPT) on the site;</li> <li>· Erosion/ sediment control plans – not submitted for council review under Stage 1 approval to ensure no water pollution impacts.</li> </ul>	<p>The revised response to submission from the applicant has simply ignored this requirement. No details have been provided. City of Ryde provides the following recommendation in relation this matter:</p> <ul style="list-style-type: none"> <li>· Development must reduce the number of drain outlets into the creek.</li> <li>· Identify locations of GPT and make provision for future access for vehicles to manage existing Gross Pollutant Traps (GPT) on the site;</li> <li>· Proponent should include treatment measures for capturing on site pollutants and litter prior to entry into existing GPTs.</li> <li>· Council expectation is that the existing GPTs would be decommissioned by Frasers and on site treatments to be provided.</li> <li>· Erosion/ sediment control plans – to be submitted for council review under Stage 1 approval to ensure no water pollution impacts.</li> </ul>	<p>The number of outlets can be decreased to two by joining the two most southern outlets, however it is noted that the two outlets were provided to match the existing flow regime as closely as possible. Removing the southernmost outlet would remove environmental flows from the creek that in the sites current state would drain to the creek</p> <p>The stormwater management report outlines water quality measures to be adopted within the individual lots to capture pollutants and sediments prior to discharge into the public network. Council has previously requested that no water quality devices are provided within the public network due to the maintenance burden.</p> <p>Detailed erosion and sediment control plans can be conditioned within each stage DA as required prior to CC.</p>