Appendix J –Ryde Development Control Plan 2014 Compliance Table

SSD-81610714 – 96 Anzac Avenue, West Ryde

Statutory Requirement	Complies	Comment
Part: 4.3 West Ryde Town Centre		
3.0 General Development Controls		
3.1.1 Building Height and Bulk		
The maximum height of any building in the town centre will be in accordance with the height shown on Ryde Local Environmental Plan 2014 Height of Building Map.	-	The proposal seeks to amend the Ryde LEP 2014 Height of Building Map to increase the maximum building height from 15.5m to 80.5m. This amendment is addressed in the Report, with detailed justification provided in **Section 5.2**.
Scale and bulk of development will primarily be determined by the maximum Floor Space Ratio applying to the land. Floor Space Ratio of buildings is to be in accordance with the Ryde Local Environmental Plan 2014 Floor Space Ratio Map.	-	The proposal seeks to amend the Ryde LEP 2014 Floor Space Ratio Map to increase the maximum FSR from 1.25:1 to 5.36:1. This amendment is addressed in the Environmental Impact & Rezoning Statement, with detailed justification provided in **Section 5.2**.
The following controls provide the minimum floor to ceiling heights, as illustrated in Figure 4.3.03: Non residential uses: • Ground floor retail/commercial uses require 3.6 metres floor to ceiling height; and • Any non residential level above require a minimum 3.3 metres floor to ceiling height; and All residential uses: • Minimum 2.7 metres floor to ceiling height.	✓	The proposal complies with the minimum floor-to-ceiling height requirements for both non-residential and residential uses (refer to **Appendix C**). The ground level provides a 4.8 metre ceiling height to suit its proposed retail and commercial tenancies. Whereas upper levels maintain a minimum 3.2 metre floor-to-floor height, enabling the ADG-recommended 2.7 metre ceiling height in habitable areas such as living rooms, dining rooms, bedrooms, and studies. Kitchens will also generally achieve 2.7 metres, except where localised mechanical or service requirements occur overhead.

In multi-storey and mixed use buildings, roof articulation should be provided to add visual interest to buildings. Any elements within the roof articulation zone are not to extend above the maximum height in metres specified by the Ryde LEP 2010.	✓	The proposal provides roof articulation through varied roof design and rooftop communal spaces, supported by an amendment to the Ryde LEP 2014 Height of Building Map (15.5m to 80.5m). The three-bar tower form responds to the heritage pumping station, using portal-style blades and stepped detailing for vertical expression, while slab extrusions and horizontal elements on east and west facades balance the design and provide solar shading. Refer to **Section 8.1** of the Report and **Appendix C**.
Building articulation is to respond to the local context and environmental conditions by considering roof shape, pitch and overhangs, entries and verandahs, balconies, terraces, materials, finishes, fixtures, patterns, colours and detailing.	✓	The proposal uses varied façades, balconies, terraces, and shading devices to enhance articulation and environmental performance. The podium references the rhythm and materiality of nearby heritage items, including the Sydney Water Pumping Station, through brickwork, arched openings, and an articulated grid. Contemporary detailing with brick, concrete, and vertical/horizontal elements further ensures a contextually responsive design. Refer to **Section 3.5** and **3.8** of the Report and **Appendix C**.
Lift overruns, plant equipment and communication devices are to be integrated into the design of the building.	✓	Roof treatments have been integrated with the façade design as a continuation of the building, utilising materials and finishes that complement the building's architecture and surrounding context. Service elements have been integrated into the roof design, set back from the roof perimeter and sufficiently screened where possible.
3.1.2 Mixed-Use Development		
Uses which promote pedestrian activity (i.e retail shops, cafes etc) are to be provided at ground floor level to promote vibrancy and allow passive and active surveillance opportunities.	✓	Active ground floor uses include retail tenancies and residential/co-living lobbies along Anzac Avenue and Victoria Road to activate the streetscape. Landscaped planters, widened pedestrian zones, and outdoor seating enhance vibrancy, while a 3m corner setback creates a defined public space anchored by a prominent retail tenancy, supporting CPTED principles to allow passive and active surveillance opportunities. Refer to **Section 8.1** of the Report and **Appendix C**.

New development is to encourage a mix of retail and commercial activities to be located on a single level or at ground level. Residential uses should be provided within upper levels of the building.	✓	Retail tenancies and residential/co-living lobbies activate both Anzac Avenue and Victoria Road frontages at ground level. Above, residential and co-living dwellings are sleeved along these facades for passive surveillance, with parking contained within the podium interior. No ground-level apartments are proposed.
Where new residential development is proposed as part of a mixed use development the following issues are to be considered: • the proposal should be consistent with the requirements of State Environmental Planning Policy No. 65 - Design Quality of Residential Apartment Development and the Apartment Design Guide, where appropriate; and • Development must comply with noise and sound insulation requirements under BCA and AS3671-1987: Acoustics - Recommended Design Sound Levels and Reverberation Times for Building Interiors. Design features may be used to achieve primary acoustic privacy. In addition, developments are to comply with State Environmental Planning Policy (Infrastructure) and RailCorp where appropriate.	✓	The proposal satisfies Housing SEPP design principles and Apartment Design Guide (ADG) controls for building separation, apartment sizes, solar access, natural ventilation, storage, and communal open space. Adequate separation is provided to surrounding buildings, and podium apartments are oriented away from Victoria Road to reduce exposure to traffic noise. Most dwellings have dual aspects, allowing residents to enjoy higher amenity and quieter orientations. Acoustic treatments will be applied to all windows, supported by mechanically assisted ventilation. Floor plans stack apartment types vertically and align complementary rooms to enhance acoustic privacy. Inter-tenancy walls will incorporate discontinuous construction and insulation in accordance with NCC requirements. Compliance is provided in **Appendix C** for the ADG. Acoustic performance has been addressed in detail in **Section 8.6** and **Appendix W** of the report.
3.1.3 Street Setbacks and Alignment		
New buildings are to have street frontages built predominantly to the street alignment for the first 2 storeys, except for land to which this Part of the DCP applies and are zoned residential, industrial or enterprise corridor.	✓	The first two storeys maintain a strong street alignment along Anzac Avenue and Victoria Road, reinforcing an active edge.
The first two storeys of all buildings along a build to street (hard) setback line as indicated in Figure 4.3.04, are generally to maintain a hard alignment with the street. Setbacks are to be minimised.	-	There are no site-specific building setbacks identified for the site within Part 4.3 West Ryde Town Centre of the City of Ryde DCP. Nonetheless, the proposal follows the prevailing pattern, maintaining a hard street alignment for the first two storeys. Additional setbacks have been applied only where required by the ADG for building separation and deep soil zones.

New buildings which are built along a street frontage with no build to street setback line indicated in Figure 4.3.04 are to provide setbacks as required for their development type.	-	There are no site-specific building setbacks identified for the site within Part 4.3 West Ryde Town Centre of the City of Ryde DCP. Small setbacks have been incorporated to allow footpath widening while maintaining the street wall character of adjacent buildings.
Building design is to minimise any adverse wind effects on public spaces. The orientation, height and form of development are to be designed to promote public safety and comfort at ground level. Awnings are to be provided, if necessary, for pedestrian comfort.	✓	The building minimises wind impacts through its orientation and form, with awnings along Anzac Avenue and Victoria Road for weather protection. Landscaping uses native, drought-tolerant species suited to the local micro-climate, providing shade, softening the building form, and reducing wind effects. Shade structures and pergolas offer additional comfort in rooftop areas.
All applications for buildings over 5 storeys shall be accompanied with a Wind Impact Statement from a qualified person. For buildings over 9 storeys a detailed wind impact study must be submitted.	✓	A Wind Impact Study has been prepared by SLR, with assessment provided in **Section 8.15** of the Report and detailed in **Appendix JJ**.
3.1.4 Urban Design		
Built form is to follow and reinforce the established street alignment, providing a continuous building line to define the public domain.	✓	The built form reinforces the established street alignment by providing a continuous building line along Anzac Avenue and Victoria Road. The ground level predominantly comprises retail tenancies and residential lobbies, including the opportunity for small food and beverage offerings to activate the frontage and draw visitors from nearby Anzac Park. Refer to **Appendix C** for further details.
Pedestrian corridors and linkages such as arcades, lanes and streets, should be provided, maintained and enhanced.	✓	The proposal enhances pedestrian connectivity and engagement through an activated streetscape featuring essential retail offerings and clearly defined mixed-use entries. These elements foster vibrancy, encourage pedestrian movement, and create a strong sense of place at ground level.
Built form design should respect the existing character or contribute to a preferred character of the town centre.	✓	The podium design respects the existing character and contributes to the emerging character of the town centre by referencing the rhythm, proportions, and materiality of nearby heritage structures, particularly the Sydney Water Pumping Station opposite the site. This approach grounds the development in its local context while

		expressing a contemporary architectural language through brick, concrete, and finely detailed vertical and horizontal elements.
Built form design of mixed use development should provide a transition to surrounding lower density residential development by providing building articulation, separation, and setbacks in accordance with Parts 2 and 3 of the Apartment Design Guide.	✓	The proposal provides a transition to lower-density areas through varied building heights and articulation consistent with the ADG. The height was reduced from an initial 26-storey concept after consultation with DPHI and now steps down towards housing beyond the town centre. The podium aligns with neighbouring properties to maintain a consistent street wall, with select ground-level setbacks creating widened footpaths and landscaping. A 3m setback at the Victoria Road/Anzac Avenue corner enhances sightlines and public space. Above the podium, the tower steps back over 5m from street boundaries and 9m from the eastern edge, reducing visual bulk and providing terraces and communal open space with excellent solar access. Refer to **Appendix C** for ADG compliance.
Mixed use development should be designed to positively contribute to the public domain and ensure that the interface between residential and other uses within the development is adequately addressed in accordance with Part 4S Mixed Use of the Apartment Design Guide.	✓	The proposal positively contributes to the public domain and addresses the interface between residential and other uses in accordance with ADG. Compliance with ADG criteria relating to mixed use development is demonstrated in **Appendix C**.
Open Space and public domain is to be provided, maintained and enhanced to Council's satisfaction in accordance with the City of Ryde Public Domain Technical Manual.	✓	The proposal delivers over 1,040m² (33%) of landscaped area, achieving 25% tree canopy coverage and enhancing the public domain in line with Council objectives. Refer to **Section 8.12** and **Appendix K**.
Off-street parking should be provided behind the front building line to limit impact to the streetscape and must be consistent with 3.1.6 Active Street Frontages and Street Address. Basement parking should be provided where possible.	✓	Off-street parking is not proposed along the street frontage. Parking is accommodated within basement and podium levels, consistent with the intent to limit streetscape impacts and maintain active frontages.
Where residential development is proposed, pedestrian entry should be separated from the entry to other land uses in buildings.	✓	Pedestrian entry for residential uses is clearly separated from entries serving other uses within the proposed development. Refer to **Section 3.10** of the Report and **Appendix C**.

Car parking and servicing must not impact adversely upon desirable built form outcomes and must be consistent with active street frontages objectives. Car parking should be located behind the building or at basement level.	✓	The proposal includes an 8.5m wide combined ingress/egress driveway providing access to the car park and loading dock located behind the building, ensuring that parking and servicing do not adversely impact the streetscape or active frontages. Refer to **Sections 3.3** to **3.10** and **Appendix C** for further details.
3.1.5 Building Entrances and Lobbies		
All entrances are to be clearly visible and identifiable from the street and public areas. Use of colour, contrasting materials and articulation in the building design can assist in entrance visibility. Figure 3.4 provides preferred lobby layout principles.	✓	Entrances are clearly defined through double-height spaces, arched awnings, and contrasting materials. Residential and co-living lobbies are distinguished by wayfinding and signage, with at-grade thresholds ensuring accessibility. Retail entries activate the street, while façade articulation and detailing on the co-living podium reflect site heritage and differentiate uses. Lobby layouts are consistent with the principles outlined in Figure 3.4.
Building lobbies must be accessible from a continuous path of travel.	✓	All residential lobbies are accessible from a continuous path of travel and provide a separate, identifiable street entry at ground level. Lobby areas are designed for clear visibility from the entry point to enhance security, and suitable lighting is incorporated throughout to ensure safety and comfort. Refer to **Section 3.10** and **Appendix C** for further details.
The lobby area is to have a separate and identifiable street entry, at ground floor level from the footpath.		
All areas within the lobby are to be visible from the entry point to enhance the sense of security.		
All entrances and lobbies are to provide suitable and appropriate lighting.		
3.1.6 Active Street Frontages and Street Address		
Active street frontages are required along those property frontages identified in Figure 4.3.06. Active frontages should be achieved using one or a combination of the following uses at street level: • retail shop front; • entrance to a retail arcade; • frontage to open space;	-	The site is not identified in Figure 4.3.06; however, the proposal delivers an active street frontage through retail tenancies and glazed residential and co-living lobbies along Anzac Avenue and Victoria Road. These frontages are complemented by widened pedestrian zones, landscaped planters, and opportunities for outdoor seating adjacent to retail entries, fostering a vibrant and community-oriented streetscape.

• glazed entry to a commercial or residential lobby; • cafe or restaurant; • outdoor dining areas; and • active office uses (including community uses).		A prominent retail tenancy anchors the corner junction, supported by a 3-metre setback that defines an active public space and enhances wayfinding. These measures, combined with transparent glazing and active uses, promote pedestrian engagement and natural surveillance consistent with CPTED principles. Refer to **Section 3.0, 8.1** and **Appendix C** for further details.
Active ground floor uses are to be at the same general level as the footpath and be accessible directly from the street.	✓	Active ground floor uses are provided at the same general level as the footpath, with split levels designed to match the site's sloping topography.
Building facades are to be designed to maximise activation, movement and lighting within the public domain.	✓	Building facades are designed to maximise activation, movement, and lighting within the public domain through extensive glazing, active retail frontages, and articulated entries that enhance visibility and engagement at street level.
Developments on corner allotments should incorporate a significant architectural feature to address the corner such as a wrap around verandah, upper storey balcony, bay window, corner entry or roof feature.	✓	The podium design incorporates strong architectural features through a 3m setback, creating a civic space and a prominent residential lobby entry. The composition of the corner references local heritage character with brickwork, articulated grid, and contemporary detailing, reinforcing the corner as a gateway and civic marker. Refer to **Section 8.1** and **Appendix C** for further details.
3.1.7 Awnings		
Awnings should be provided along street frontages as shown in Figure 4.3.06 to contribute to active street frontages.	-	While the site is not identified in Figure 4.3.06, awnings are provided along Anzac Avenue and Victoria Road to enhance pedestrian amenity and activate the frontage. The awnings are weather-sealed to the building face and adjoining awnings, and maintain required clearances from overhead services. The awnings step in response to street level changes and highlight building entrances through articulation and integrated lighting. Under-awning lighting is incorporated to improve public safety and support night-time activation. In addition, the awnings extend beyond
New awnings are to be designed to: • be continuous for the entire length of the site frontage; • be set back from the face of the kerb by 0.6 m; • be weather sealed to the face of the building to which they are attached and to the adjoining awning		

• have a height clearance above the footpath level of at least 3 m or a height consistent with adjacent awnings; and • maintain sufficient clearances from any overhead electricity or telecommunications installations.		the site boundary to cover the footpath, ensuring adequate weather protection for pedestrians and outdoor seating areas adjacent to retail frontages. Refer to **Section 8.1** and **Appendix B** for detailed drawings.
Awnings are to step in response to changes in street level, and may highlight building entrances. Otherwise awnings should be relatively level and should continue the alignment of other adjacent awnings.		
All awnings to provide under awning lighting to enhance public safety and to facilitate night use of the Town Centre.		
3.1.8 Balconies		
In mixed use and residential apartment buildings involving more than 20 dwellings, at least one balcony or courtyard per apartment is to be provided off the living area.	✓	All apartments are provided with a balcony or outdoor terrace directly accessible from the living area, in accordance with the ADG controls. These private open spaces are designed to maximise solar access and outlook, contributing to residential amenity and passive ventilation. Refer to **Appendix B** for detailed layouts.
In larger development, balconies should provide different styles and designs to provide visual interest to the facade.	✓	The design incorporates a variety of balcony styles, sizes, and treatments across the façades, introducing visual interest and articulation. These include outdoor terraces, balconies, and wintergardens, arranged to create rhythm and variation in the building form. Refer to **Appendix B** for detailed layouts.
3.1.9 Visual Privacy and Acoustic Amenity		
Orientate the main living spaces within apartments to the street and/or communal open space (in designing the layouts this will need to be balanced against other criteria such as solar access).	✓	All balconies open directly from living areas and, where possible, also from bedrooms. South-facing balconies have been limited to one apartment per floor on each storey, while apartments near southern corners are provided with east or west-facing balconies to optimise solar access. Balconies are orientated so that their longer side faces

		outward, and depths are limited to a maximum of 3.5 m to ensure appropriate daylight penetration and ventilation. Refer to **Appendix B** for detailed layouts.
Proposed development should address the design principles outlined in the NSW Police Service's Crime Prevention through Environmental Design (CPTED).	✓	The design incorporates CPTED principles through clear sightlines enabled by the 3m corner setback, awning archways for wayfinding, and activated façades with glazed retail at ground level, residential windows and balconies above, ensuring passive surveillance and improved safety.
Development design should incorporate the following techniques to increase public safety and security: • Provide active uses wherever possible at ground level; • Avoid blank walls onto streets, or large building setbacks with no visual supervision; • Maintain strong view corridors along streets, laneways and pedestrian linkages; • Provide high levels of lighting in carparks; • Provide passive surveillance by locating entrances and living areas where surveillance is limited; • Locate entrances and living areas to provide surveillance of the public domain; • Provide well lit entrances and main walkways, with appropriate landscaping; • Use physical barriers or other methods to deter people from entering unsafe spaces; and • Design lighting to ensure it does not produce glare or dark shadows. This can be achieved by the following: use diffused lights and/or movement sensitive lights; • direct these lights towards access/egress routes to illuminate potential offenders, rather than towards buildings or resident observation points; • lighting should have a wide beam of illumination, which reaches to the beam of the next light, or the perimeter of the site or area being traversed;	✓	The design integrates CPTED and safety principles by activating ground-level frontages with retail and glazed lobbies, avoiding blank walls, and maintaining clear view corridors along Anzac Avenue and Victoria Road. Entrances and living areas are positioned to provide passive surveillance of the public domain, supported by well-lit walkways, under-awning lighting, and appropriate landscaping. Physical barriers deter access to unsafe spaces, and lighting is designed to avoid glare and dark shadows through diffused fittings and strategic placement to illuminate access routes and potential hiding spots. Carparks and communal areas are provided with high levels of lighting to meet CPTED guidelines. These measures collectively enhance public safety, visibility, and comfort throughout the development. Refer to **Appendix C** for detailed CPTED techniques.

• as a guide areas should be lit to enable users to identify a face 15 metres away; and • illuminate possible places for intruders to hide.		
Where residential development is proposed in proximity to a major road, railway lines or major noise generating activity, appropriate materials with acoustic properties should be incorporated in the design of the dwellings.	✓	Detailed acoustic strategies include high-performance glazing, insulation, and sealing systems to reduce external noise intrusion into apartments and communal spaces. These measures are supported by the Acoustic Report, which outlines compliance with applicable criteria for internal amenity and resident comfort. Refer to **Section 8.6** of the Report and **Appendix C** for material specifications and **Appendix W**. for noise and vibration assessment.
Council may require a noise and vibration assessment to be undertaken for development applications for noise generating developments or for residential developments on sites adjacent to noise generating sources such as rail corridors.	✓	A detailed noise and vibration assessment has been prepared by PWNA. Refer to **Section 8.6** of the report and **Appendix W**.
Development must comply with noise and sound insulation requirements under BCA & AS3671-1987: Acoustics - Recommended Design Sound Levels and Reverberation Times for Building Interiors. Design features may be used to achieve primary acoustic privacy	✓	The building envelope and apartment layouts meet ADG separation controls to ensure acoustic privacy, solar access, and amenity. A BCA Assessment has been prepared by PWNA and provided at **Appendix W.**
3.1.10 Housing Choice and Mix		
Developments comprising residential uses must provide a variety of residential units mix, sizes and layouts within each residential development.	✓	The development provides a diverse mix of housing typologies and layouts, including co-living studios, affordable apartments, and 1–3 bedroom units, as well as adaptable and liveable apartments. Tenure diversity is achieved through co-living, affordable housing, and build-to-sell options, supporting a range of household types and socio-economic backgrounds. Overall, 10% of apartments are adaptable and 20% meet liveable design guidelines, supporting family living and ageing in place. Refer to **Section 8.4** of the Report and **Appendix B** for detailed layouts.

The total number of studio units and one-bedroom apartments/dwellings within any development must not exceed 25% of the total number of apartments/dwellings.	-	The proposal varies the control recommending no more than 25% of dwellings to be studio or 1-bedroom apartments when accounting for co-living rooms as dwellings. However, this control does not apply as the proposed development is classified as SSD. Notwithstanding, the variation is considered acceptable because, when co-living dwellings are excluded, only 20% of the remaining apartments are 1-bedroom, therefore reaching compliance.
3.2 Traffic, Access and Pedestrian Amenity		
3.2.1 Vehicular Access		
Vehicle access is to be designed to: • Minimise the impact on the street, site layout and the building facade; and • Be integrated into the building design, if located off a primary street frontage.	✓	Vehicle access is consolidated with the loading dock and carpark entry via the internal carriageway, minimising visual and functional impact on the street and building façade. Sightlines are maintained for safe ingress and egress, and traffic calming measures such as speed humps and shared zone paving are incorporated to enhance pedestrian safety. Pedestrian access to retail and residential lobbies is provided exclusively via Victoria Road and Anzac Avenue, ensuring clear separation between vehicular and pedestrian movements. Refer to **Section 3.10** of the Report and **Appendix B** for detailed access layouts.
Vehicle access to properties should be provided from lower order roads or rear lanes where possible.	✓	All vehicle access is provided via the shared carriageway at the northern edge of the site, an access lane, minimising impact on primary frontages. Traffic calming measures, including shared zone paving and a chicane-style turn, are incorporated to enhance pedestrian safety. Trucks enter and exit in a forward direction to maintain safe operations on Anzac Avenue. Refer to **Section 3.10** of the Report and **Appendix B**.
New property access to Victoria Road will be permitted only where it is determined that access from a lower order road or laneway is not possible or	-	Not applicable. No new access points to Victoria Road are proposed as part of this development.

would result in a detrimental impact to the surrounding traffic network. Access point must be RMS compliant.		
Vehicle access points are to be minimised as much as possible, particularly within mixed use developments and residential flat buildings. Where practicable, buildings should share, amalgamate, or provide a rear lane for vehicle access points.	✓	Vehicle access points have been minimised through consolidation into a single shared carriageway that serves both the car park and loading dock. This approach reduces street-level impacts and avoids introducing additional driveways on primary frontages. Refer to **Section 3.10** of the Report and **Appendix B**.
For large scale development, all vehicles must be able to enter and leave the site in a forward direction without the need for complicated turns.	✓	The proposal incorporates an 8.5 m wide combined ingress/egress driveway designed in accordance with AS 2890 standards, ensuring safe forward entry and exit without complex manoeuvres. Internal circulation within interconnected basement car parks complies with aisle width, ramp grade, and clearance requirements. Servicing is facilitated via a dedicated loading bay accommodating a 12.5 m heavy rigid vehicle, with compliant turning paths verified. Vehicle access points are positioned to minimise pedestrian conflict and supported by traffic calming measures and clear sightlines near movement corridors. Refer to **Section 8.7** and **Appendix S** for detailed design and swept path analysis.
Vehicle access points should inflict the least amount of impact on pedestrian movement, especially movement corridors surrounding the railway station.	✓	
3.2.2 Pedestrian Access		
Pedestrian links are to be provided in accordance with the Pedestrian Circulation Framework (refer Figure 4.3.08) and the City of Ryde Public Domain Technical Manual.	-	Not applicable.
Pedestrian Refuges shall be provided where directed by Council and to Council satisfaction. This includes at the intersection of Chatham Road and Dickson Avenue.	-	Not applicable.
Where circulation is provided through a site or within a building serving to connect two points, the thoroughfare should function as a shortcut, be	✓	The development enhances the public domain by providing upgraded street frontages complemented by landscaped spaces, ensuring a

continuous and level with public pedestrian areas and incorporate an active edge of retail or commercial uses.		continuous and accessible connection between key destinations along Victoria Road and Anzac Avenue. While the site does not incorporate a dedicated pedestrian through-site link, this is due to the presence of a right-of-carriageway easement at the northern boundary, which is required for vehicular access to the proposed development and adjoining retail and residential uses. To maintain safety and functionality, pedestrian movement will be encouraged along Victoria Road and Anzac Avenue and discouraged through the carriageway. Refer to **Section 3.0** and **Appendix C** for detailed plans.
Through-site links can be provided by plazas, arcades, colonnades or tree lined passages or a combination of these. Note: Consideration will be given to the provision of pedestrian links additional to those outlined in the Pedestrian Circulation Framework, where development has frontages to two streets or provide an opportunity to extend the existing network.	✓	
All pedestrian access areas and footpaths adjacent to new development will be required to be reconstructed using paving treatment in accordance with Council's requirements. The design, finish and element of any new through site links and access ways to be in accordance with Council's Public Domain Technical Manual.	✓	
Council encourages the provision of through-site pedestrian links throughout the Town Centre Core.	✓	
Buildings should be designed to limit overshadowing of major pedestrian spaces such as the proposed village square/civic space and the southern portion of Graf Avenue, Ryedale Road and areas fronting Anzac Park.	-	Not applicable.
Internal pedestrian links should, where practical and feasible, make provision for natural light.	-	Not applicable.
Distinctive paving treatment, bollards and other street furniture should be created in the retail core where pedestrians and vehicles mix. The following streets should be considered for such treatment: • Graf Avenue; • Market Street; • Anthony Lane; • Ryedale Road; • Chatham Road; and • Anzac Lane	-	Not applicable.

3.2.3 Bicycle Facilities		
Bicycle storage racks are to be provided to accommodate a minimum of: • 1 bicycle space for every 200 square metres of office floor space; • 1 bicycle space per 300 square metres of retail; and • 1 bicycle space for every 3 residential units.	✓	Bicycle parking is provided in accordance with RDCP 2014 requirements for co-living and retail uses. Resident bicycle storage is integrated within secure storage cages (minimum dimensions 1.2 m × 2 m), ensuring convenience and security. Refer to **Section 8.7** of the Report and the Traffic & Parking Assessment (**Appendix S**).
Bicycle racks must be easily accessible from the public domain, and within areas that are well lit with adequate levels of natural surveillance.	✓	Bicycle racks and storage facilities are designed for accessibility from the public domain, located in either basement or podium parking areas, with surveillance via CCTV or secure private entry points. Secure storage is provided for residents within private garages and storage cages, ensuring safe paths for cyclists. Refer to **Section 8.7** of the Report and the Traffic & Parking Assessment (**Appendix S**).
The bicycle parking area must be capable of being made secure to protect the security of cyclists and their belongings. Communal showers, changing facilities and lockers for storing cycle attire and equipment may be required.	✓	
Notwithstanding (b) and (c) above, bicycle storage facilities for residential uses can be provided within private garage areas, where it is demonstrated that: • there is sufficient storage within the garage for a bicycle and the required number of vehicles; and • there is a safe path for cyclists to leave the garage area.	✓	
Bicycle facilities are to be in keeping with the City of Ryde Public Domain Technical Manual	✓	
3.3 Environmental Controls		
3.3.1 Solar Access		
All developments must provide shadow diagrams that accurately describe the overshadowing impact to adjacent buildings and public domain areas.	✓	An Architectural Design Report and Architectural Drawings prepared by Turner include shadow diagrams demonstrating overshadowing impacts on adjacent buildings and public domain areas. Refer to **Section 8.2.2** of the report and **Appendix B** and **C** for detailed analysis.

Demonstrate access to sunlight is to be substantially maintained so that existing private and public open spaces, footpaths and existing windows to habitable rooms in adjoining buildings receive at least 3 hours of sunlight between 9 am and 3 pm on 21 June (winter solstice).	✓	The proposal maintains solar access to adjoining properties and public spaces, achieving at least 3 hours of sunlight between 9 am and 3 pm on 21 June where required. Overshadowing impacts on the heritage-listed Sydney Water Pumping Station and associated Chilean Wine Palms are minimal and assessed as non-adverse, given the species' shade tolerance. Refer to **Section 8.2.2** of the report and **Appendix B** and **C** for detailed analysis.
Major public open spaces are to be designed to receive a minimum of 50% sunlight on the ground plane for at least 2 hours between 10 am and 2 pm on 21 June.	✓	No major public open spaces are subject to overshadowing.
3.3.2 Natural Ventilation		
In locations where wide footpaths already exist, or are proposed, ensure ground floor shops can satisfy natural ventilation requirements for operating a restaurant.	-	Not applicable. No restaurants are proposed as part of the development. Any future restaurant fit-out would be subject to a separate DA.
Design of commercial developments must incorporate mixed modes of ventilation.	✓	The building depth and internal layouts have been designed to optimise natural light penetration and ventilation, supporting appropriate ventilation for non-residential spaces.
3.3.3 Stormwater Management		
All stormwater drainage is to be designed in accordance with Part 8.2 Stormwater Management of this DCP.	-	An Integrated Water Management Plan and Stormwater Concept Design has been prepared by S&G Consultants and is attached at **Appendix EE** and **FF**. This plan outlines the proposed stormwater quality and quantity measures designed to meet drainage requirements and summarises the results of MUSIC modelling undertaken to support the development.
A Stormwater Management Plan is required to be submitted with all development applications.	✓	
Access to underground parking is to be designed with consideration to flood levels and impact on the street frontage.	✓	A Flood Impact and Risk Assessment has been prepared by S&G Consultants (**Appendix R**) which addresses potential flooding impacts. The development footprint is outside the 1% AEP flood

		extents; therefore, no flood modelling was required. The proposal does not alter existing flood behaviour on or around the site.
All new development should meet best practice targets for stormwater management set out in Managing Urban Stormwater (The Blue Book) by Landcom.	✓	An Integrated Water Management Plan (**Appendix EE**) prepared by S&G Consultants outlines stormwater quality and quantity measures consistent with best practice principles. The strategy includes On-Site Detention (OSD), water quality treatment devices, rainwater reuse tanks, and diversion/upgrading of stormwater trunk mains. MUSIC modelling confirms pollutant reduction targets can be achieved, and runoff will be managed via a treatment train approach.
Runoff which enters a property from upstream properties must not be obstructed or impeded from flowing onto the site and must not be redirected so as to increase the quantity or concentration of surface runoff entering adjoining properties.	✓	The northern portion of the site currently comprises hardstand surfaces that exacerbate runoff and localised flooding. The proposal introduces deep soil zones within this area to assist in stormwater management, improve infiltration, and enhance biodiversity, thereby reducing adverse impacts on adjoining properties.
Where appropriate enable the installation of grey water collection treatment on site, so that waste water can be re-used for non-potable purposes, such as toilet flushing and irrigation of gardens and landscape.	✓	The stormwater design incorporates a treatment train approach, including a 10m³ rainwater tank for reuse in accordance with Council guidelines. Additional infrastructure includes a 74.56m³ OSD tank, a Stormfilter chamber with PSorb cartridges, and measures to achieve a Neutral or Beneficial Effect.
3.4 Public Domain		
3.4.1 Street Furniture, Paving & Street Lighting		
Developments which entail the provision of new public spaces (i.e. streets, footpaths, walk ways and the like) will need to incorporate new street furniture and paving and in some cases underground power lines and new light poles in the public space.	✓	The proposal includes new street furniture and paving upgrades, as well as improvements to pedestrian infrastructure. This includes upgrading the pedestrian crossing at Little Victoria Road and Anzac Avenue to a raised crossing, enhancing safety, accessibility, and connectivity. Refer to **Section 8.14** of the Report.
Street furniture, paving, underground power lines, and lighting should be designed and installed in accordance with the City of Ryde Public Domain Technical Manual.	-	Noted.

Provide a pavement surface which is consistently graded both along and across the pedestrian route.	-	Noted.
Use tactile indicators in paving with discretion, considering the needs for all pedestrians.	-	Noted.
Council encourages lighting, located approximately 2 to 2.5 metres apart, above ground level located on building walls, awnings or other appropriate structures to minimise shadow from built form and structures.	-	Noted.
The multifunction pole lighting system is to be used in the West Ryde Town Centre in accordance with council requirements. The multifunction pole will incorporate lighting, street signage and banners into one element.	-	Noted.
3.4.2 Street Tree Planting and Landscaping		
All development proposals are to be accompanied by a landscape plan prepared by a qualified and suitably experienced landscape architect.	✓	A Landscape Design Report has been prepared by A Total Concept and is provided at **Appendix K**.
Where appropriate, developments should incorporate landscaping in the form of planter boxes on the upper levels of buildings to soften the building form (i.e. roof gardens, planting on structures).	✓	The residential frontage along Anzac Avenue features a deeply articulated façade with varied materials, complemented by planter boxes and screens on podium areas to soften the building form and conceal car parking. Existing street trees along Anzac Avenue will be retained and protected during construction, and low planters will be provided around active frontages to enhance streetscape quality. The proposed development also incorporates various podium and rooftop communal open spaces, all of which include landscaped areas. Refer to **Sections 3.7** and **8.12** of the Report and the Landscape Design Report provided at **Appendix K**.
Ground level entry areas to upper level dwellings shall be well lit and not obstructed by planting in a way that reduces the actual or perceived personal safety and security of building occupants or pedestrians.	✓	The proposal enhances the Anzac Avenue and Victoria Road frontages as vibrant, green public interfaces while maintaining clear sightlines and safe access. Existing mature trees along Anzac Avenue are retained, complemented by low planters and widened pedestrian zones to avoid obstruction. A 3-metre setback at the corner junction

		creates an active public space with retail frontage, supporting natural surveillance and CPTED principles. Refer to **Sections 3.7** and **8.12** of the Report and the Landscape Design Report provided at **Appendix K**.
Street trees shall be provided in accordance with the City of Ryde Public Domain Technical Manual and shall be provided at the developers' cost in conjunction with any new building work involving additional floor space.	-	Noted.
Street tree species must be selected for their hardiness under adverse and polluted conditions, to provide screening to pedestrians and residents from traffic, and to improve the visual quality of the area.	-	Noted.
Street trees at the time of planting shall have a minimum container size of 200 litres, and a minimum height of 3.5 m, subject to species availability.	-	Noted.
3.4.3 Public Art		
Public art is to be in keeping with the City of Ryde Public Domain Technical Manual and the City of Ryde Public Art Policy.	-	Noted.
Public art must be included in all new mixed use development with an estimated construction value of more than $20 Million.	✓	An Art & Cultural Framework has been prepared by Vertebrae (**Appendix L**), which outlines strategies to integrate public art and cultural elements within the development, supporting placemaking and community engagement objectives.
A site specific Arts Plan is to be submitted together with a development application.	✓	
Requirements for the provision of public art and the format of an Arts Plan are to be confirmed with Council prior to lodging a Development Application.	-	Non-applicable. The proposal is being assessed as an SSD by the DPHI. An Art & Cultural Framework prepared by Vertebrae is provided at **Appendix L** to address public art integration.
4.5 Victoria Road Mixed Use		
4.5.1 Character Statement		

New development should provide a primary interface to Victoria Road.	✓	The proposal provides an active frontage to Victoria Road, incorporating retail uses and pedestrian-friendly design to reinforce the street interface.
The intention is to develop a mix of uses. This will be achieved by the following measures: • the precinct will encourage retail uses at ground level fronting onto Victoria Road and existing and proposed land uses; • generally commercial uses will be provided on the second levels; and • residential uses should be positioned on and above the third level.	✓	Ground level retail tenancies are positioned along Victoria Road to activate the street and support local amenity. Residential apartments are located from level two upwards, ensuring separation from retail activities.
Balconies and other facade elements should be provided to the upper levels of buildings which front Victoria Road to increase visual interest to the street.	✓	The design incorporates balconies, wintergardens, podium setbacks and articulated façade elements along Victoria Road to enhance visual interest and contribute to an active streetscape.
Part: 9.3 Parking Controls		
2.1 General		
Where the calculation of the parking required results in a fraction, the parking requirement will be rounded up to the nearest whole number.	-	Noted. The parking provision will comply with Council's requirement to round up fractional calculations to the nearest whole number.
Where it is proposed to provide more parking than required, the additional parking floor space will be included in the calculation of floor space for the purposes of Floor Space Ratio calculations in accordance with Ryde Local Environmental Plan 2014.	-	Noted. The proposal seeks to amend the Ryde LEP 2014 Floor Space Ratio Map to increase the maximum FSR from 1.25:1 to 5.28:1. This amendment is addressed in the Report, with detailed justification provided in **Section 5.2**.
Where a change of use which, under this Part, would require the provision of a greater number of on-site parking spaces than the previous use, the amount of parking required will be the difference between the existing parking for the previous use and the amount of parking required for the proposed use.	-	None-applicable.
All car parking must be provided on-site.	✓	All parking is provided on-site.

Tandem or stack parking may be carried out for a development if it is considered appropriate to the proposed development or land use/s. Tandem or stack parking will only be permitted where: • each tandem or stacked parking arrangement is limited to a maximum of two spaces; • in residential buildings and commercial/retail developments, the spaces are attached to the same strata title; • in residential buildings and serviced apartments, they are used for resident parking only; • in commercial or retail development, they are used for staff parking only; • they are not used for service vehicle parking; and • the manoeuvring of stacked vehicles is able to occur wholly within the premises.	-	Noted. Tandem parking is proposed for some residential dwellings and complies with the above provisions, ensuring arrangements are limited to two spaces, allocated to the same strata title, and used exclusively for resident parking with manoeuvring occurring wholly within the site.
The minimum length of a tandem or stacked space is to be 10.8 m.	-	Non-compliant. The proposed tandem spaces do not meet the minimum length of 10.8 m; however, this is considered acceptable as the design accommodates efficient vehicle manoeuvring within the site and ensures no adverse impact on functionality or safety. Refer to **Appendix S** for detailed justification.
Up to 10% of the required car spaces may be nominated as "small" car spaces within any development. Small car spaces shall comply with AS 2890.1 2004 (at least 2.3 m wide and 5.0 m long)	✓	Small car spaces represent less than 10% of the total parking provision.
A Traffic and Parking Impact Assessment Report will be required by Council, where: • development is likely to generate significant traffic and / or parking; • an activity or land use is not included in Section 2.0 Parking Required In Respect of Specific Uses.	✓	A Traffic and Parking Impact Assessment Report has been prepared by TTPA and is provided at **Appendix S**.
2.2 Residential Land-uses		

Residential Development - High Density (Residential Flat Buildings) • 0.6 to 1 space / one bedroom dwelling • 0.9 to 1.2 spaces / two bedroom dwelling • 1.4 to 1.6 spaces / three bedroom dwelling • 1 visitor space / 5 dwellings	✓	The proposed development meets the applicable residential development car parking requirements, as detailed in **Section 8.7** of the Report.
2.3 Non–residential Land Uses		
Retail Premises and Industrial Retail Outlet • 1 space / 25 m2 GFA	-	Non-compliant. The proposed development does not meet the minimum amount for non-residential land uses; however, this is considered acceptable as the site demonstrates sufficient transport accessibility. Refer to **Section 8.7** for detailed justification.