

Additional Information Required

Concept Plan

Area

- A table indicating the area (in hectares or m²) of each property within the Concept Plan and the total site area.

Floor space

- Floor space calculations for each building envelope (across each level) should be provided including diagrams where appropriate.
- Confirmation if the commercial floor space will be solely located within the 'signature building' (as referred to on page 56) and/or adjacent to the central foreshore plaza open space (page 28)

Sections and Perspectives

- Long Sections of the proposed envelopes from Bowden Street to Belmore Street (at the Foreshore, Constitution Road frontage and Nancarrow Avenue frontage) and from Constitution Road down to the foreshore. The long sections should include existing development adjacent to the site.
- Perspectives of the development from the water, Constitution Road, Belmore Street and Bowden Street.

Height

- Spot RLs should be provided on the Concept Elevations which indicates the ground level at key locations on the site.
- RLs for all building heights to be nominated on the elevations (eg. the RL for the 3 storey component at the Constitution Road frontage has not been provided).

Building separation

- While building separation has been provided on a stage by stage basis, a comprehensive plan for the whole Concept Plan should be provided demonstrating that separation between stages is consistent with the RFDC.
- Stage boundaries and separation between all building elements (including elements within the same building) to be nominated on the building envelope plans and all elevations.
- Confirmation on the height of approved buildings at 146 Bowden Street and the building separation provided between Stage 9 envelope and the approved development.
- Justification for separation that does not meet the RFDC guidelines.
- Setbacks to isolated properties should be increased to at least half of the minimum building separation in line with the RFDC guideline. In particular, Stage 6 and Stage 8 – 3 metre setbacks should be increased to 6 metres.

Isolated sites

- Indicative plans which demonstrate whether the isolated sites can achieve building heights and floor space consistent with the draft controls under the Draft Ryde Local Environmental Plan 2011 (not yet exhibited but available on Ryde Council's website).

Open Space

- Open Space calculations to demonstrate that a total of 19,660m² of publicly accessible open space will be provided. The area of each open space area should be provided.
- Street setbacks should not be included in the open space calculations.
- All communal and publicly accessible open space throughout the site is generally in shadow, with the exception of some areas which receive solar access in the morning.

An hour by hour analysis of the shadow impacts of the proposed building envelopes should be provided including calculations on the percentage of each open space area which achieves at least 2 hours solar access in mid winter.

Basement access

- Indicative basement entry for Church Street site to be nominated.

Flooding / Stormwater / Utilities

- Flood modelling to be provided to the Department. The department will forward to Council.
- Confirmation of the location of the Stormwater easement as the Concept Plans in Appendix 1 indicate that the stormwater easement will pass under the envelope of Stage 7. This appears to be inconsistent with the Stormwater Plans at Appendix 20.
- Response to Council's request for further consideration of Shell Crude Oil Pipeline and implications on building envelopes.

Traffic

- A comprehensive response all traffic and transport concerns raised by Ryde Council, Transport for NSW and the Roads and Maritime Authority.

Road, pedestrian and cycleway upgrades

- Details on future upgrades of local streets and pedestrian and cycle routes as part of future applications including schematic designs.
- Details on the future upgrade of Constitution Road and works along the frontage of other properties which are not within the Concept Plan.
- Confirmation on existing/approved/planned pedestrian links, in particular to Church Street.

Social/Community Infrastructure and Open Space

- Further consideration of social/community infrastructure and active/passive recreation needs for future residents and whether these are met by the current provision in the area.

Impacts on 146 Bowden Street

- A shadow analysis of the shadow impact of the development on the approved development at 146 Bowden Street demonstrating that units achieve a minimum of 2 hours solar access to living areas and private open space.

Stage 1

- Confirmation on the site area for Stage 1 – PPR references 8,449.6m² on page 5 and 18 however it is referred to as 10,468m² on page 8 and 20
- Confirmation on the open space for Stage 1 – page 18 refers to a publicly accessible pedestrian link parkland of 1029.6m² where as page 20 refers to both 877m² and 1,029m² of publicly accessible open space and 1435m² of communal open space
- Additional flooding and stormwater details as per Council's letter
- Justification for the height of the basement exceeding above 1.2 metres in Rothesay Street and Belmore Street, noting that it is considered a storey in this location. Further the lower level at the Hamilton Crescent frontage will be subterranean which is not supported. An alternate design should be considered which may include an alternate basement configuration with the use of ramps to provide for level changes within the basement.
- Further details on the proposed location of the substation including the RLs and proposed screening from the public domain and adjacent residential apartments.

- Spot RLs should be provided on the elevation plans to enable the height above ground level to be measured.
- Reduction in the number of tandem/stacked spaces to ensure that only tandem spaces are allocated to 3 bedroom apartments. The plans provide 84 stacked spaces, however only 66 spaces are required for the 33 proposed 3 bedroom apartments. Further justification is required for the tandem parking, noting that the Council's DCP states that parking in a tandem formation may only be permitted for up to 50% of dwellings to which 2 car spaces are to be allocated, ie. 17 units.
- Allocation of visitor parking spaces within the basement car park to be provided.
- Further consideration of waste collection from the site including the need for designated area/s within the basement. It is not considered appropriate to have waste/recycling collection from the kerb.
- Details of loading areas, car wash bays etc within the basement.
- Measures to provide privacy to the balconies of Unit 1-12 and 1-17, 1-21 and 1-25 and 2-12 and 2-17.
- Measures to provide privacy to the roof top terrace areas.
- Calculations on the percentage of the communal open space which achieves at least 2 hours of solar access.
- Clearer shadow analysis of the shadow impact of the development on the Bay One buildings on the opposite site of Belmore Street.
- Confirmation that the Acoustic consultant has reviewed the most recent set of amended plans (the table on page 4 reflects an earlier iteration of the plans).
- Confirmation that fencing and security gates are provided to the communal open space at the Rothesay Street frontage, and if so the materials/height of the fencing.
- Pre and post adaptable dwelling layouts should be provided for the 25 adaptable dwellings in accordance with the access review by Morris-Goding Accessibility Consulting.