

## Committee of the Whole

AGENDA NO. 08/08

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**Meeting Date:** Tuesday, 3 June 2008  
**Location:** Committee Room No. 2, Fifth Floor,  
Civic Centre, 1 Devlin Street, Ryde  
**Time:** 8.00pm

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### NOTICE OF BUSINESS

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## **1 CONFIRMATION OF MINUTES**

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### **RECOMMENDATION:**

That the minutes of the meeting of the Committee of the Whole No. 07/08 held on 20 May 2008, be confirmed.

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## **2 MACQUARIE PARK CORRIDOR – ADOPTION OF REVISED PLANNING DOCUMENTS**

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**Supplementary Report prepared by:** Nick Chapman - Place Manager Major Centres

**Report dated:** 30 May 2008

**File No.** COR2006/668

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### **1. Background**

At its Committee of the Whole meeting on 20 May 2008, Council considered the report of the Place Manager Major Centres and Senior Strategic Planner, dated 15 May 2008 (**ATTACHED**) and resolved:

*“That consideration of this matter be deferred to the Committee of the Whole meeting on 3 June 2008 and this be the only item of business at this meeting.”*

### **2. Report**

This report supplements the principal report on this matter which was submitted for Council’s consideration on 20<sup>th</sup> May. This supplementary Report is in two parts:-

The first part of this report addresses issues raised by Council following the Committee of the Whole meeting on 20 May, including issues raised at the briefing by the General Manager and Group Manager Environment and Planning on 27 May re: the refinements to the proposed FSR incentive framework. It should be noted that most of the issues raised are more directly relevant to the forthcoming exhibition of the Draft LEP2008 – Amendment 1 – Macquarie Park, rather than the resolution for consideration by Council on 3 June, which is the adoption of recommended changes to the DDCP.

The second part addresses concerns raised by members of the community at Council’s meeting on 20 May regarding specific properties on Wicks Road, Waterloo Road and Peachtree Avenue.

#### **2.1 Issues raised after the Committee of the Whole Meeting on 20 May 2008**

As mentioned above, most of the issues raised are more directly relevant to the forthcoming exhibition of the Draft LEP2008 – Amendment 1 – Macquarie Park, rather than the resolution for consideration by Council on 3 June, which is the adoption of recommended changes to the DDCP. It is anticipated that the DLEP will be exhibited later in 2008, once approval (ie issue of Section 65 Certificate) has been received from the Department of Planning.

Issues relating to the proposed refinements to the Incentive FSR Framework were addressed by the General Manager and Group Manager Environment and Planning in a briefing to Council on 27 May (see section 3.3 in the principal report for a description of the framework).

**ITEM 2 (continued)**

This supplementary report is intended to explain the rationale behind the proposed Incentive FSR which has been developed for the DLEP. A series of maps have been drafted (**CIRCULATED UNDER SEPARATE COVER**) to assist in understanding the changes proposed. The maps need to be read in conjunction with this section of the supplementary report.

As outlined in the principal report, the DLEP has:

- base FSR maps,
- base Height Control maps
- proposed access network map (open space and roads)
- incentive FSR maps
- incentive Height Control maps

The base maps are the same as the controls under LEP 137, with some changes to take account of the land in Peach Tree Road. They also include small parcels of land in the Corridor which were not included in LEP 137 eg a section North of Delhi Road.

It is important to read the FSR and height control maps together. The Incentive Height Control maps, overlaid on the proposed access network map, illustrate quite clearly the proposed form for the future of the Macquarie Park Corridor. The proposed form is 3 “town centres” around the new rail stations, more urban development along Waterloo Road, Lane Cove Road and Herring Road, and business park/campus style development on the edges of the Corridor (eg Talavera Road).

The maps (**CIRCULATED UNDER SEPARATE COVER**) show where the FSR and height changes are proposed through incentive FSR or height controls.

As explained in the principal report to Council dated 15 May, the City of Ryde was required by DoP to review LEP 137 within 2 years of its gazettal. In undertaking this LEP review, the following factors influenced the determination of the future FSR and Height Controls:

- feedback from users of the planning instruments
- the desire of the state government to ensure that the nature and form of development in the corridor supported the new rail infrastructure
- the form of existing development (eg Optus Campus)
- the need to avoid reducing heights and floor space from what was approved as part of LEP 137.
- the need to better align heights and floor space, particularly when part of a site is required for open space and/or the road system.

Rather than merely amend the base controls, it was felt that providing an incentive system for the additional height or floor space would create an additional mechanism to fund key public infrastructure.

**ITEM 2 (continued)**

The production of the new FSR and height incentive scheme has also provided an opportunity to address some of the FSR and height control issues in LEP137 so that they will work more effectively. These changes include:

Eliminating situations where more than one FSR applies to the same lot. Over the last two years Council has received many submissions advising that lots affected by more than one FSR created too much uncertainty and made it difficult to calculate the permitted FSR. The proposed refinement of LEP137 has eliminated this complex situation on over 30 sites (both small and large), particularly along Waterloo Road. (**refer map 3 circulated under separate cover**)

Improving the relationship between FSR and height controls. Many submissions received by Council regarding LEP137 and DDCP55 pointed out that height and FSR controls were incompatible on some sites. The proposed FSR and height incentive changes mean that better development outcomes can be achieved as height and floor space ratios now match.

Achieve superior design outcomes. Enhanced FSR and height controls will stimulate better design outcomes, particularly in the vicinity of the stations. This will benefit landowners and the general community for the reasons summarised above, and as described in more detail in the principal report dated 15 May (attached).

Provide for “signature buildings” in important locations. In many cases, the rationalised FSR and height controls generate optimal conditions for the creation of up to 10 taller “signature buildings”. All of these buildings will have smaller footprints. (note: while there are 11 taller buildings shown on the height incentive maps, one of these is an existing building and the draft planning controls merely acknowledge its existence).

Five of these buildings are located at the station entrances and it is proposed that they be about 18 storeys. The other five buildings are proposed to be 12 storeys and are located next to proposed open space (**not** at a station entrance).

For example, a 12 storey building is anticipated next to the proposed 1.1Ha “Central Park” to be developed on land currently owned by TIDC at 43 Waterloo Road (often referred to as the “former Water Board site”).

The additional height in these locations allows the floor space to be achieved on the site, whilst also providing the public benefit associated with new open space and/or roads

Stimulate redevelopment and fund the public benefits required for the future. The proposed incentive FSR and height controls will stimulate early redevelopment of important sites in Macquarie Park (in particular around the stations) and “release” funds for public infrastructure and community facilities.

**ITEM 2 (continued)**

5 maps (**circulated under separate cover**) have been prepared to illustrate the nature and extent of the proposed FSR changes.

**Map 1 (size A0)** identifies individual site ownership details across Macquarie Park. Please note that the information on this map represents “the best available information” and should not be relied upon as a definitive record of site ownership. In accordance with Council’s privacy requirements, this map is not available for general public viewing and does not show residential property information.

**Map 2 (size A3)** identifies sites where FSR incentive controls are proposed. These will also be exhibited later in the year as Draft LEP2008 – Amendment 1 – Macquarie Park.

**Map 3 (size A3)** shows those sites which are subject to more than one FSR in LEP137. Under DLEP2008 – Amendment 1 it is proposed that these lots be subject to one FSR only.

**Map 4 (size A3)** identifies all the sites where FSR on the incentive controls are more than the FSR of LEP 137. These adjustments are proposed to be exhibited later in the year as Draft LEP2008 – Amendment 1 – Macquarie Park. This map identifies where:

- FSR has been adjusted to ensure that sites have only one FSR.
- FSR has increased over an entire site
- FSR has increased over part of site

**Map 5 (size A3)** identifies the location of the 10 proposed taller buildings (with smaller footprints) and the one existing taller building.

**2.2 Concerns raised by Community Members on 20 May 2008**115 Wicks Road

A representative of the owner(s) expressed concern that they were unaware of the rationale behind the public domain proposals in the DDCP affecting this land. Town planning consultants acting for the owner(s) made a submission about this property dated 21 April 2008 and spoke on the telephone with a Council planner on several occasions. The concerns expressed were taken into account during the review of all the submissions on the DDCP. As outlined in attachment 3 of the principal report to Council dated 15 May 2008, the public domain relating to Wicks Road Reserve (which includes part of 115 Wicks Rd) will be subject to detailed design following completion of Council’s Water Sensitive Urban Design Strategy. It is likely that this detailed review process will result in some modification to the general approach to public domain outlined in the DDCP relating to this site. A meeting is scheduled on 3 June with the community member who addressed Council and his town planning consultant to discuss how this detailed review process is likely to work.

**ITEM 2 (continued)**33 Waterloo Road

The owner expressed concern that he had not had sufficient opportunity to consult with Council staff prior to the development of draft height and FSR incentive controls to support exhibition of the DDCP in February 2008. It should be noted that FSR is principally an LEP issue which can be analysed further during the public exhibition of the Draft LEP 2008 – Amendment 1 – Macquarie Park.

Senior council staff met with the owner on several occasions in late 2007/early 2008. Consultants for the owner made a submission on the DDCP in March, which was taken into account during the review by Council staff of all submissions on the DDCP.

It is currently proposed that the FSR and height controls on this site remain the same as in LEP137. This is because the potential for the site to be redeveloped for a signature building is quite significantly compromised by the limited size of the site (only 4.500m<sup>2</sup>), its location next door to the Shell Service Station, the challenging topography of the site (which includes an overland flow path) and its proximity to the underground rail corridor, which limits the potential for significant underground excavation.

In his submission on the DDCP, the owner proposed that all four corners of the intersection of Waterloo Road and Lane Cove Rd be treated the same.

Under the provisions of the draft LEP 2008 - Amendment 1, the site at 33 Waterloo Road has a base and an incentive FSR of 3:1, which is the same as the sites occupying the other 3 corners of the intersection. The two corners on the Southern side of Waterloo Road, however, are required under DLEP2008 and the DDCP to accommodate a significant area for public open space around rail station plazas. As a result of this requirement, the incentive height provisions for these two Southern corners allow for buildings of 16 – 17 storeys, but with smaller footprints. This allows the floor space for the site to be achieved, along with the required open space, and creates signature buildings at the station entrances which are an appropriate urban form at this important location.

It should be noted, however, that the DDLEP2008 Amendment 1 and the DDCP do not require public roads or public domain to be achieved on 33 Waterloo Road. There is therefore no consequent requirement for a taller building with a smaller footprint on this site to accommodate the FSR.

Peachtree Road

The owner expressed concern that the FSR and parking rates on the Southern side of Peachtree Road did not match those on the Northern side, and should be amended accordingly. The concern re: FSR was previously acknowledged by Council planning staff in a letter to the owner dated 18 April 2006 and the owner was advised of Council's intention to address the FSR issue in DLEP2008 – Amendment 1. As a result of the owner's submission on the DDCP and comments to Council on 20 May, the issue re: parking rates will also be amended.

**ITEM 2 (continued)****3. Conclusion**

Most of the issues raised are more directly relevant to the forthcoming exhibition of the Draft LEP2008 – Amendment 1 – Macquarie Park, rather than the resolution for consideration by Council on 3 June, which is the adoption of recommended changes to the DDCP.

The review of LEP137 requested by DoP has, however, provided an opportunity to “tidy up” some of the FSR and height controls in LEP137 so that they work better.

Some sites owned by large land owners have not been substantially affected by the proposed FSR changes or incentives eg the Macquarie Shopping Centre and the Pinnacle Development (cnr Waterloo and Lane Cove Road). Other sites have been affected, to varying degrees, particularly in the vicinity of the stations and along Waterloo Road.

The proposed changes to FSR will provide tangible benefits to the community and landowners in the short to long term. They will stimulate early redevelopment of significant sites, particularly around the new stations, resulting in urban design improvements, new roads, parks and community facilities. They will generate a range of new, well designed and sustainable commercial buildings to support Macquarie Park’s evolution into a world-class, mixed use business centre.

**RECOMMENDATION:**

- (a) That the supplementary report of the Place Manager Major Centres, dated 28 May 2008 on the “Macquarie Park Corridor – Adoption of Revised Planning Documents, be received and noted.
- (b) That the report by the Place Manager Major Centres and Senior Strategic Planner, dated 15 May 2008, on the “Macquarie Park Corridor – adoption of revised planning documents” be received and noted.
- (c) That the “Submissions Summary and Recommended Responses table” dated 15 May 2008 be received and noted.
- (d) That the recommended changes to the “City of Ryde Development Control Plan 2006 Part 4.5 Macquarie Park Corridor” as outlined in tables 1, 2 and 3 attached to this report and in the “Submissions Summary and Recommended Responses Table” dated 15 May 2008 be adopted.
- (e) That the General Manager be delegated the authority to incorporate the adopted changes and other minor amendments to the “City of Ryde Development Control Plan 2006 Part 4.5 Macquarie Park Corridor” and to amend the “Macquarie Park Corridor Draft Public Domain Technical Manual” to reflect these adopted changes and minor amendments, and place a public notice in a local newspaper to bring the plan into effect.

**ITEM 2 (continued)**

Supplementary report prepared by:

**Nick Chapman**  
**Place Manager Major Centres**

**Lexie MacDonald**  
**Senior Strategic Planner**

Report approved by:

**Sue Weatherley**  
**Group Manager**  
**Environment & Planning**

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**ITEM 2 (continued)****PREVIOUS REPORT****APPENDIX**

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## **7 MACQUARIE PARK CORRIDOR – ADOPTION OF REVISED PLANNING DOCUMENTS**

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**Report prepared by:** Nick Chapman - Place Manager Major Centres and Lexie Macdonald - Senior Strategic Planner.

**Report dated:** 15 May 2008

**File No.** COR2006/668

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### **1. Report Summary**

This Report considers the submissions on:-

- The Macquarie Park Corridor Draft Development Control Plan (DDCP);
- The Macquarie Park Draft Public Domain Technical Manual (the Manual).

The DDCP, Manual and preliminary draft LEP maps were exhibited widely during February and March 2008. This included an A3 colour brochure which was posted with a letter to 6,300 residents and landowners in Macquarie Park and environs. Posters were displayed in the Macquarie Shopping Centre and local libraries and 3,000 brochures were letter box dropped by CoR staff to tenants in Macquarie Park. Various briefing and information sessions were held for the community, local business and stakeholder groups.

Nearly 70 submissions were received from residents, special interest/community groups, landowners and government agencies.

The planning documents exhibited were generally well received. Issues and concerns raised are summarized as follows:-.

- DDCP vision and objectives are sound.
- Council's consultative approach is commended.
- Mechanisms to secure developer-funding for public facilities and infrastructure to facilitate Macquarie Park's growth are broadly supported.
- Some elements of the proposed FSR and incentive scheme to fund necessary infrastructure and public facilities need refining.
- Some special precinct controls and generic are over-prescriptive and and/or generate unreasonable cost impacts
- Parts of the proposed road network appear unnecessary and will impact unreasonably on land value.
- Some of the public domain improvement costs are too high.
- Parking remains a concern in Macquarie Park.
- Mandatory 5 star Australian Green Building Council rating is not economically viable.
- Some residents were concerned that the DDCP appears to depart from earlier adopted planning documents in some respects.
- Affordable housing should be accorded greater significance.
- Some of the proposed cycling measures need refinement to reflect best practise.

This report to Council recommends adoption of the DDCP and Manual, subject to a number of changes outlined in the attached tables, and finalisation of the documents under the General Manager's delegated authority.

**ITEM 2 (continued)****PREVIOUS REPORT****APPENDIX****2. Background****2.1 Refining the planning documents for Macquarie Park**

For several years the City of Ryde (CoR) has been playing a significant role in facilitating change in Macquarie Park's urban form, in partnership with private and public sector stakeholders. A principal task has been to ensure that the strategic planning and planning instruments for Macquarie Park are sufficiently innovative and robust to support Macquarie Park 's evolution into a "world-class", sustainable, mixed use business centre.

Macquarie Park Corridor is identified in the State Government's Metropolitan Strategy as one of 9 Specialised Centres which "perform a vital economic and employment role" in Australia. It is anticipated that Macquarie Park's working population could more than double to approximately 75,000 by 2031, making it the 4<sup>th</sup> largest business district in Australia. Macquarie Park's urban form needs to change significantly to fulfil its potential. It needs to become a public transport orientated, pedestrian friendly, vibrant, well designed and sustainable mixed use business centre

A significant milestone was the adoption by Council in 2004 of the Macquarie Park Corridor Master Plan, prepared by CoR and Planning NSW . The Master Plan vision is summarized as follows:-

***"Macquarie Park will become a premium location for globally competitive business .... a high quality, well designed, safe, liveable environment .... with three accessible and vibrant station areas".***

Following publication of the Master Plan, LEP137 Macquarie Park was prepared to implement key elements of the Master Plan, including increased density and building heights in key locations in the Corridor. LEP 137 was gazetted in January 2006. The Department of Planning required CoR to review LEP 137 within two years. At its meeting on 2 October 2007 Council resolved to review aspects of LEP137 and a s65 Report was submitted to the Department of Planning on 18 April 2008 requesting approval to exhibit an amended LEP, to be known as DLEP 2008 – Amendment 1 – Macquarie Park Corridor. Draft DCP 55 Macquarie Park was exhibited in April 2006 and aspects of this DCP have subsequently been refined.

On 20 November 2007, Council resolved:-

“(a) That the following documents be placed on public exhibition:-

- Draft Development Control Plan - Macquarie Park Corridor (as an amendment to Development Control Plan 2006);
- Draft Ryde LEP 2008 - Amendment no. 1 - Macquarie Park Corridor;
- Draft Macquarie Park Corridor Public Domain Technical Manual,

And the documents be exhibited in accordance with the provisions of the Environmental Planning and Assessment Act.

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- (b) that the General Manager be given delegated authority to incorporate minor amendments to the above planning documents.”

As outlined in the Report to Council on 20 November 2007, this latest review of the Macquarie Park planning documents represents “an evolution, not a revolution” of LEP137 and earlier drafts of the DCP.

The vision in the DDCP and DLEP is to create over time three vibrant commercial town centres around the new stations, linked by Waterloo Road, which will become a more developed, city style boulevard with generous setbacks. Outlying areas will reflect the Corridor’s existing character and will consist mainly of large, campus style commercial buildings in landscaped grounds eg Optus’ new Head Office.

Up to \$600 million is required to fund the necessary parks, streets, cycle ways, storm water infrastructure, community facilities and public domain improvements to support Macquarie Park’s future growth. As envisaged in the 2004 Master Plan, moderate increases in development density around the three stations will provide the necessary developer funding for the public infrastructure and community benefits identified in the S94 plan and related documents.

### 3. Report

Following Council’s resolution on 20 November 2007, various minor improvements were made to parts of the Draft DCP and Manual under the General Manager’s delegated authority. The Special Precinct Plans for North Ryde Station Precinct and Macquarie University Precinct were also finalised for incorporation in the DDCP.

The following documents were exhibited from 15 February to 25 March:-

- The draft Macquarie Park Corridor Draft DCP (DDCP) **(CIRCULATED UNDER SEPARATE COVER - 1)**;
- The draft Macquarie Park Public Domain Technical Manual (the Manual) **(CIRCULATED UNDER SEPARATE COVER - 2)**;
- Preliminary draft maps for draft LEP 2008 - Amendment 1 - Macquarie Park. **(CIRCULATED UNDER SEPARATE COVER - 3)**

The public exhibition was extended beyond the normal four week period to allow people sufficient time to make submissions on a significant and complex suite of documents. Submissions lodged after this time were accepted and considered.

The opportunity to comment on the draft planning documents was promoted widely, as described below in the community consultation section of this report. Urban Planning staff also consulted extensively with internal stakeholders.

It should be noted that the Preliminary Draft LEP plans were exhibited with the DDCP to:-

- (a) help people understand how FSR and height incentives would be applied, particularly within the Station Precincts;

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- (b) test market acceptability of the proposed FSR and height incentive scheme and the FSR incentive model proposed by Council to secure developer contributions;
- (c) inform finalisation of the draft LEP maps and instrument to be incorporated in the S65 report to DoP.

A S65 Report was submitted to DoP on 18 April seeking a S65 Certificate to exhibit the draft Ryde LEP 2008 - Amendment 1 - Macquarie Park Corridor in 2008.

**3.1 Key issues raised in submissions and recommended response**

Nearly 70 submissions were received on the draft planning documents from residents, special interest/community groups, landowners and government agencies. These have been reviewed by members of the Project Team, including Lexie Macdonald and Meryl Bishop in consultation with other key staff.

A table summarizing these submissions is **CIRCULATED UNDER SEPERATE COVER – 4** entitled "Submissions Summary and Recommended Responses – 15 May 2008". The table summarises the issues raised in each submission, provides comments where relevant and recommends specific changes to the Draft DCP and Draft Public Domain Manual, where appropriate. Submissions are also available in full upon request.

Four shorter summary tables are incorporated in the body of this report:-

**Table 1** encapsulates the principal issues and concerns in the submissions. It provides comment and recommends general changes to the DDCP.

**Table 2** (attachment 2) recommends specific changes to the DCP as a result of internal submissions.

**Table 3** (attachment 3) recommends specific changes to the DCP as a result of external submissions.

**Table 4** (attachment 4) summarises comments in S62 submissions from agencies re: the proposed draft LEP.

**Table 1 - Key issues raised in submissions & recommended general changes**

issue	<b>1. DDCP vision and objectives are sound</b>
comment	Many submissions explicitly stated their general support for the vision and objectives of the DCP. A minority disagreed with the general thrust of the DDCP. The majority focussed on specific concerns only eg FSR for their site.
changes	None

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issue	<b>2. Council's consultative approach is commended</b>
comment	Several significant stakeholders (eg University, Property Council, Bike North) explicitly commended Council for its proactive and consultative approach to the preparation and refinement of the DDCP.
changes	None

issue	<b>3. Mechanisms to secure developer-funding for public facilities and infrastructure to facilitate Macquarie Park's growth are supported</b>
comment	A number of submissions acknowledged that significant developer funded investment in public infrastructure and community facilities is necessary to support Macquarie Park's growth so that it can fulfil its role as a Specialised Centre in the Metropolitan Strategy.
changes	None

issue	<b>4. FSR and incentive scheme to fund necessary infrastructure and public facilities needs refining in places</b>
comment	Most landowner submissions expressed concern that the FSR provisions were inadequate in places and that the incentive scheme would not therefore stimulate development to produce desired results. It should be noted that the planning documents try to strike the right balance between the need to stimulate appropriate and sustainable development, whilst providing adequate development funded public benefit eg parks, roads, library etc.
changes	Some refinements to the FSR incentive scheme are proposed to stimulate appropriate redevelopment and secure the necessary public benefit, as outlined below.

issue	<b>4.1 FSR/height incentives are not effective in places and need refinement</b>
comment	The DDCP aims to strike an appropriate balance between incentive FSR and height and has been informed by economic testing by the consultant team. Detailed financial analysis by land owners has, however, revealed that the FSR/height incentives are not adequate enough to stimulate appropriate redevelopment in some parts of Macquarie Park.
changes	Some refinements to the draft FSR and height incentives are likely following the exhibition of the Ryde DLEP 2008 Amendment 1 and on-going financial testing by CoR and land owners.

issue	<b>4.2 FSR/height incentive scheme needs clarification</b>
comment	The relationship between the LEP137 bonus system for roads and parks and the FSR/height incentive scheme outlined in the DDCP needs clarification to help landowners make informed decisions about redevelopment opportunities.
changes	Section 3.7 of the DDCP to be amended to reflect DLEP provisions and the FSR/height incentive model outlined in section 3.2 below.
issue	<b>4.3 \$600 sqm contribution rate for incentive floor space is not economically viable</b>
comment	Almost all the landowners stated in their submissions that the \$600/sqm incentive floor space contribution proposed in the DDCP was prohibitive and would stifle development and growth.

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	<p>The \$600/sqm incentive floor space represents the top of the range proposed by Council's economic advisors. Following a subsequent review, a contribution rate of \$200/sqm in addition to S94 (\$106/sqm) is proposed, (i.e.) a total contribution of \$306/sqm. This will generate the necessary quantum of funds for the community benefits and public infrastructure identified by CoR as being required in Macquarie Park in the short to long term, including community benefits which would not be funded by S94 following the State Government's proposed reforms.</p> <p>This figure was canvassed at the Landowners Forum on 1 May and accepted as being sufficiently viable to stimulate early redevelopment of their sites. The figure is likely to be amended during the course of reviews of the CoR Facilities Plan and S94 Plan.</p>
changes	Section 3.7 of DDCP to be amended to reflect DLEP provisions and the "incentives for sustainability and public benefits – April 2008" outlined in section 3.3 below. Some further refinements to the draft FSR and height incentives are likely following the exhibition of the Ryde DLEP 2008 - Amendment 1.

issue	<b>4.4 More detail required on the specific location and cost of developer funded public benefits</b>
comment	Some landowners requested more information in the DDCP about the specific location and cost of items of public benefit to be funded through the FSR incentive scheme. The costed inventory in the S94 Plan adopted in December 2007 identifies costs for a proportion of the required public facilities in Macquarie Park to be funded by the development process. Additional information will be provided to the Macquarie Park Landowners Forum and other stakeholder groups in due course, as the relevant information becomes available (eg following negotiation of VPA's for individual sites).
changes	None

issue	<b>5. Some special precinct controls are over-prescriptive and may not achieve the best design outcomes</b>
comment	The special precinct controls (section C) aim to strike a balance between the need to be sufficiently prescriptive to produce quality urban design, whilst allowing some flexibility to generate optimal outcomes. Some landowners argued that the special precinct controls are over-prescriptive or inadequate and could undermine their ability to generate optimal design outcomes attractive to the market. They advocated more flexible, performance-based controls.
changes	Some minor adjustments to the section C controls are recommended, as outlined in the attached tables. In addition, DDCP Sections C1.5 and C2.5 outline how a master plan can be undertaken for large sites to show how appropriate variations to the precinct controls might be achieved, for consideration and approval by CoR during the DA assessment process.

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issue	<b>6. Parts of the proposed road network appear unnecessary and will impact unreasonably on land value</b>
comment	Implementation of the proposed roads network is essential to alleviate unsustainable traffic congestion and support Macquarie Park's transition to a sustainable, vibrant, public transport orientated and pedestrian friendly place. The draft Traffic Study endorsed for public exhibition by Council on 6 May confirms that the proposed roads network will be viable and effective. LEP137 and Ryde DLEP 2008 – Amendment 1 have appropriate FSR bonus provisions for land affected by the roads network.
changes	None. A VPA policy is being developed for exhibition with the Ryde DLEP 2008. Consideration will be given to the potential for FSR incentive calculations in the future to include land which has already been dedicated for roads and parks under Ryde LEP 2008 – amendment 1.

issue	<b>7. Some public domain implementation costs are too high</b>
comment	Implementation of quality public domain (eg parks, street furniture, pavements, lighting) will support Macquarie Park's transition into a nationally significant business centre. Over the long-term the benefits of quality public domain for landowners and workers will outweigh the costs of its implementation. As articulated in section 3.3 below, the DLEP will make provision for developers to offer works in kind in lieu of Incentive FSR contributions, which may help to reduce the cost burden.
changes	Some minor improvements to the Draft Public Domain Manual are proposed which may reduce costs without compromising quality, as per table 2 (attachment 2) and table 3 (attachment 3).

issue	<b>8 Some generic controls are inappropriate and/or generate unreasonable cost impacts</b>
comment	Generic controls commonly identified in submissions as being inappropriate or too costly included ceiling heights (E1.10), site coverage and deep soil areas (E1.8), building separation (E1.6) and setbacks (E1.4). Page 8 of the DDCP requires master plans to be lodged for sites >15,000 sqm which will enable better outcomes to be approved by CoR if deemed appropriate.
changes	Modify some generic controls in the DDCP eg for ceiling heights, some set backs etc., as per tables 2 and 3 below.

issue	<b>9. Parking remains a concern in Macquarie Park</b>
comment	Some submissions argued for a more restrictive parking regime, whilst others were keen to see additional parking provided, particularly around the stations. The establishment of commuter/public car parks is listed as a desirable public benefit in D3.7. The Dept. Planning and the CoR are commissioning a Parking Study which is likely to outline options for changes to parking management for consideration in the longer term.
changes	None. Current parking rates remain unchanged.

issue	<b>10. Mandatory 5 star Australian Green Building Council star rating is not economically viable</b>
comment	A principal objective of the DDCP is for Macquarie Park to become a national showcase for sustainable commercial building design and operation. In order to secure maximum uptake, however, sustainability controls in the DDCP need to be proactive and balanced.

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changes	Remove mandatory 5 star requirement and offer FSR incentives instead for the achievement of 5 stars or more, as outlined in section 3.2 below.
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issue	<b>11. Some residents were concerned that some aspects of the DDCP appear to depart from earlier adopted planning documents</b>
comment	<p>Some of the residents' submissions expressed concern that the DDCP departs from the draft Macquarie Park DCP 55 (2006) and Master Plan (2004) in some areas eg precinct boundaries have shifted and building heights increased in places. It should be noted that the current DDCP was developed in order to refine some elements in the earlier planning documents and enhance their effectiveness. Much of this was driven by the statutory requirement to review LEP137. For example, the FSR/height ratios in DCP 55 did not generate sufficient incentives to redevelop in some situations and parts of the proposed road and open space network needed refinement.</p> <p>The DDCP effectively tackles these inadequacies in a conservative manner. For example in the DDCP only 7 "signature" buildings are proposed higher than the 10 storey limit in draft DCP55/LEP137, and these are to be located next to the stations or at gateway locations eg intersection of Epping and Lane Cove Roads. The majority of height and FSR controls across Macquarie Park remain the same as LEP 137.</p>
changes	None. The precinct boundaries in the DDCP may be varied in the future in response to master plan outcomes for some of the larger sites.

issue	<b>12. Affordable housing should be accorded greater significance</b>
comment	The DDCP anticipates that affordable housing will be a priority in appropriate locations, for example on the site adjacent to the M2 currently owned by the state government's TIDC and in the area around Herring Road where most of Macquarie Park's housing is located (including public housing). This reflects priorities in the Metropolitan Strategy and Draft Inner North Subregional Strategy.
changes	None to the DDCP. Master planning currently underway for the Dept Housing land off Herring Road and the TIDC land in North Ryde Station Precinct may result in changes to the DLEP to facilitate affordable housing.

issue	<b>13. Some cycling measures need to be refined to reflect best practise</b>
comment	Various submissions from residents and special interest groups criticised some of the cycling measures proposed in the DDCP eg on road cycle lanes being located next to parking lanes, with the consequent risk of injury to cyclists from opening car doors.
changes	Cycle measures have been refined in the DDCP in consultation with Bike North. For example off-road cycle lanes are now proposed for type 1 and 2 roads, commensurate with the CoR Bicycle Strategy and Master Plan. Other cycle lane improvements are proposed as per the attached tables.

**ITEM 2 (continued)****PREVIOUS REPORT****APPENDIX****3.2 Progress re: exhibition of Draft LEP 2008 - Amendment 1 - Macquarie Park**

As outlined above, the Department of Planning required LEP137 Macquarie Park to be reviewed within two years of its gazettal in January 2006. On 2 October 2007 Council resolved to review relevant sections of LEP 137. In accordance with S62 of the Environmental Planning and Assessment Act, letters were circulated to agencies in December seeking their comment on the amendment to the LEP to be known as draft Ryde LEP 2008 Amendment 1 – Macquarie Park.

Following Council's resolution on 20 November 2007, preliminary draft LEP maps were prepared to accompany the DDCP and Public Domain Manual when they were exhibited in February/March 2008.

Various comments were made by agencies in their submissions on the DDCP, Public Domain Manual and preliminary draft LEP maps, which are summarised in the attached Table "submissions summary and recommended responses" – 15 May 2008" (**CIRCULATED UNDER SEPARATE COVER 4**). Some agencies only responded in a S62 submission.

In general terms, the agencies supported the proposed LEP amendment, Comments from agencies relating specifically to DLEP issues are summarised in Table 4 (attachment 4) for information purposes.

A S65 Report was submitted to DoP by CoR on 18 April seeking a S65 Certificate to exhibit the draft Ryde LEP 2008 - Amendment 1 - Macquarie Park Corridor in 2008

**3.3 Funding public infrastructure and community facilities in Macquarie Park**

As outlined previously, up to \$600 million is required to fund the necessary parks, community facilities, foot paths, cycle ways, storm water and public domain improvements to support Macquarie Park's future growth.

The 2004 Master Plan envisaged moderate increases in development density around the three stations to provide the necessary developer funding for the public infrastructure and community benefits identified in the S94 plan and related documents.

A proposed FSR/height incentives framework was outlined in section D3.7 of the DDCP, to reflect the approach envisaged in the 2004 Master Plan.

Various comments were made about the FSR and the proposed FSR and height incentive plans (as well as DCP controls relating to incentive FSR contributions) as summarised in Table 1 of this Report (see 4.1 to 4.4).

In response to the issues raised during the public exhibition period, some refinements have been made to the incentive FSR and height framework, as outlined in full in Appendix 1 to this Report "Macquarie Park Corridor – Incentives for sustainability and public benefits".

**ITEM 2 (continued)****PREVIOUS REPORT****APPENDIX**

In summary, the proposed framework outlines a hierarchy of FSR or height bonuses which will be available in exchange for the provision of a monetary contribution or agreed works in kind for public infrastructure, community facilities and/or environmental urban design excellence. The hierarchy is as follows:-

- Bonus for the fine grain roads network outlined in the DLEP Access Network map.
- Bonus for the parks and open space outlined in DLEP Access Network map.
- Bonus for community facilities/benefits.
- Bonus for environmental design excellence. This bonus can only be applied where all other benefits have been achieved.

Multiple bonuses on the one site are possible and bonus floor space must be articulated via a Voluntary Planning Agreement.

The framework is to be implemented through an LEP, being the Draft RLEP- Amendment 1 – Macquarie Park.

It should be noted that the revised framework outlined above was presented to the May 2008 meeting of the Macquarie Park Landowners Forum and the following resolution has subsequently been adopted by a majority of Forum members

*“The Macquarie Park Landowners Forum:-*

- 1 acknowledges that Macquarie Park's future as a specialised business centre of national significance is dependent on significant investment in additional public infrastructure and community facilities;*
- 2. supports the City of Ryde's efforts to develop an innovative solution to fund the additional public infrastructure and community facilities required to support sustainable growth in Macquarie Park;*
- 3. supports the bonus and incentive floor space ratio model outlined by the City of Ryde to the Landowners Forum on 1 May to achieve infrastructure and environmental design excellence in Macquarie Park in the future.”*

**3.4 Consultation****3.4.1 Consultation with internal stakeholders**

Successful consultation with internal stakeholders has been an important part of the process. This is because the initiatives which flow from the implementation of the DDCP and Public Domain Manual will have significant implications for many other business units in Council, at both a strategic and operational level.

Resourcing is also a critical consideration for Council, both in terms of income being generated by development in Macquarie Park (eg via S94 contributions, “works in kind”, VPA's) and the CoR capital and operating expenditure required eg to fund community facilities, build roads, retrofit stormwater infrastructure etc.

**ITEM 2 (continued)****PREVIOUS REPORT****APPENDIX**

The Macquarie Park Team has consulted widely with internal stakeholders during the preparation and finalisation of the draft plans and continues to consult regularly with many interested internal stakeholders, in particular:-

- Public Works - Access, Catchments;
- Community Life - Community Services, Parks and Reserves;
- Environment and Planning - Environment Team, Development Assessment
- Executive Team, Corporate Counsel

Internal Workshops held:-

- A workshop with Councillors was held on 13 November 2007
- Numerous internal meetings and facilitated discussions have been held with representatives from the above CoR sections;
- Several briefings have been provided for members of the Executive Team

The Bicycle Advisory Committee was also consulted.

**3.4.2 Consultation with external stakeholders and the community**

The planning documents were on public exhibition for nearly six weeks from 14 February to 25 March 2008. The process included the following:-

- Preparation of an A3 folding information brochure and display panels.  
**(CIRCULATED UNDER SEPARATE COVER – 5)**
- Post out of letters and brochures to 6,300 residents and landowners in the vicinity of Macquarie Park.
- Advertisements in City View.
- Preparation and circulation of a media release.
- Letter box drop of 3,000 A3 brochures to tenants throughout Macquarie Park.
- Displays at the Macquarie Shopping Centre, North Ryde Library, Top Ryde library and CoR Customer Centre.
- Three “drop in” sessions were held for the community at the above libraries at varying times of day during the exhibition period.
- Special briefings were provided for government agency representatives on 26 February at CoR, and on 4 March to the Ryde Business Forum at Macquarie University.
- A series of “one on one” briefings/meetings with various stakeholder groups and/or interested parties eg land owners, developers, government agencies eg TIDC, Dept. Housing.

**3.4.3 Comments**

A summary of the outcomes of the internal and external stakeholder consultation process is provided in table 1 above, in the attached tables 2, 3 and 4 and in the “summary table of submissions and recommended responses – 15 May 2008”  
**(CIRCULATED UNDER SEPARATE COVER - 4).**

**ITEM 2 (continued)****PREVIOUS REPORT****APPENDIX****4. Critical Dates**

The following critical dates are anticipated over the next few months:-

- May Adoption of recommended changes to DDCP and Manual
- June Notice in newspaper regarding the Council resolution
- June/July Finalisation of DCP & Manual, incorporating changes in this report
- July/Aug Final DCP and Manual posted on CoR website

**5. Management Plan Budget / Linkages**

This project is from the Management Plan (review Macquarie Park Development Control Plan) listed on page No. 56 of the Management Plan 2007-2010.

This project forms part of the 2007/2008 Operational Budget for the Urban Planning Unit.

**5.1 Relationship to Key Outcome Areas**People

This project meets the following **key outcomes** for People (set out on pages 32-33 of the Management Plan 2007-2010):

- P1 A vibrant city that is healthy, physically attractive, economically strong and engages its community through cultural and social activities.
- P2 A city that plans for people by identifying their diverse needs and involving them in decision making to improve their quality of life.

The refinement of the DCP, amendment to the LEP and development of a Public Domain Manual contributes to the **key outcomes for people by:-**

- Facilitating reduced car dependency and increased public transport use in Macquarie Park.
- Improving the urban design, layout of buildings and open space areas in Macquarie Park to achieve a more attractive, efficient and vibrant area to better meet the needs of students, shoppers, workers and residents.
- Positively influencing the layout and function of roads, stormwater and other infrastructure to provide a better platform to support the future economic and social development of Macquarie Park.
- Fostering redevelopment in Macquarie Park which generates quantifiable economic, environmental and social benefits eg establishment of special mixed use business precincts in the vicinity of the three new rail stations .

Assets

This project meets the following **key outcomes** for Assets (set out on page 34-35 of the Management Plan 2007-2010):

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- A1 Well designed streets and paths where motorists, cyclists and pedestrians feel safe.
- A2 Well designed places and spaces that minimise personal harm and where people interact with each other, so that crime is reduced.
- A3 A high standard of visual appearance as there is no litter or graffiti, and we care for our infrastructure and public areas.

The refinement of the DCP, amendment to the LEP and development of a Public Domain Technical Manual contributes to **the key outcomes for assets by:-**

- Significantly enhancing the look and efficiency of existing roads, stormwater and open space infrastructure in Macquarie Park.
- Funding new infrastructure to improve the functioning of Macquarie Park, from a social, environmental and economic perspective. This includes construction of new roads, pedestrian paths and cycle ways, open-space and creek corridor links which integrate well with existing infrastructure, the new rail stations and other new buildings in Macquarie Park.

Environment

This project meets the following **key outcomes** for Environment (set out on pages 36-38 of the Management Plan 2007-2010):

- E1 Clean air through protection of natural resources and better integrated transport systems.
- E2 Attractive streets, public places and buildings through better planning and design which is responsive to community expectations and our local environment.
- E3 Clean water through control of pollution entering our waterways and through protection of these waterways.
- E4 Protected ecological systems and processes that support life and the environment through actions that safeguard them.
- E7 A leafy City through parks, gardens, trees and the built environment.
- E8 Sustainable practices in buildings, waste management, transport, energy systems and water use through community commitment.

The refinement of the DCP, amendment to the LEP and development of a Public Domain Technical Manual contributes to the **key outcomes for the environment by:-**

- Reducing car dependency and traffic congestion by increasing walking, cycling and use of public transport in Macquarie Park, thereby improving local air quality and reducing commuter stress and atmospheric emissions from cars.
- Facilitating the uptake by commercial developers of best practise sustainable building design and operation (eg solar efficiency, water conservation, energy efficiency, "safe" design), thereby reducing per capita atmospheric carbon contributions.
- Enhancing existing multi-purpose creek corridors and improving local biodiversity.

**ITEM 2 (continued)****PREVIOUS REPORT****APPENDIX**

- Improving stormwater management (both quantity and quality) in Macquarie Park, to better protect the ecological and recreational values of the receiving waters of Lane Cove River and the National Park.
- Making it easier, more affordable, more pleasant and safer for people to get out of their cars and move around Macquarie Park on foot, bicycles or public transport

Governance

This project meets the following **key outcomes** for Governance (set out on page 39-41 of the Management Plan 2007-2010):

- G1 Improved communication with the community and increased awareness and understanding of Council's decisions by the community.
- G2 Members of the community are engaged through involvement in democratic decision making and the promotion of active citizenship.
- G3 Incorporation of best practice approaches in the delivery of services to the community.
- G5 Compliance with all legislative requirements and statutory obligations.
- G6 An efficient and effective regulatory environment.

The refinement of the DCP, amendment to the LEP and development of a Public Domain Technical Manual contributes to **key outcomes for Governance by:-**

- Taking account of submissions made by the public on the draft DCP.
- Actively seeking a dialogue with landowners and developers to help achieve strategic planning outcomes on key sites in Macquarie Park which will be of benefit to land owners, property developers and operators, as well as workers and the broader community.
- Establishing a consistent dialogue with external stakeholders in the commercial sector and in state government to add value to the strategic planning process and improve broad community and stakeholder ownership and enjoyment of outcomes.
- Involving stakeholders in setting priorities and scoping activities which are required to make Macquarie Park a better place to work and live.

**6. Financial Impact**

This project is provided for in the current 2008/9 operating budget of the Urban Planning Unit.

**7. Policy Implications**

There are no policy implications arising from the adoption of this Report.

**8. Other Options**

None

**ITEM 2 (continued)****PREVIOUS REPORT****APPENDIX****9. Conclusion**

The submissions received demonstrated general support for the majority of the DDCP and Manual, particularly amongst landowners and government agencies, subject to some refinements. This report therefore concludes with the following recommendation to finalise the DDCP and the Manual:-

**RECOMMENDATION:**

- (a) That the report by the Place Manager Major Centres and Senior Strategic Planner, dated 15 May 2008, on the "Macquarie Park Corridor – adoption of revised planning documents" be received and noted;
- (b) That the "Submissions Summary and Recommended Responses table" dated 15 May 2008 be received and noted;
- (c) That the recommended changes to the "City of Ryde Development Control Plan 2006 Part 4.5 Macquarie Park Corridor" as outlined in tables 1, 2 and 3 attached to this report and in the "Submissions Summary and Recommended Responses Table" dated 15 May 2008 be adopted;
- (d) That the General Manager be delegated the authority to incorporate the adopted changes and other minor amendments to the "City of Ryde Development Control Plan 2006 Part 4.5 Macquarie Park Corridor" and to amend the "Macquarie Park Corridor Draft Public Domain Technical Manual" to reflect these adopted changes and minor amendments, and place a public notice in a local newspaper to bring the plan into effect.

Report prepared by:

**Nick Chapman**  
**Place Manager Major Centres**

**Lexie Macdonald**  
**Senior Strategic Planner**

Report approved by:

**Meryl Bishop**  
**Manager Urban Planning**

**Sue Weatherley**  
**Group Manager Environment and Planning**

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**Macquarie Park Corridor, North Ryde**

**Incentives for sustainability and public benefits**

**April 2008**

LEP Maps will set out the standard controls for floor space and building height.

Bonuses will be available for:

- Environmental design excellence (this will be a minimum of 5 green stars plus quality urban design – private & public domain)
- Fine grain road network (construction and dedication of the land to Council as a public road)
- Parks and open space (embellishment and dedication of the land to Council as a public open space)
- Other community facilities

**Fine Grain Street Network Bonus**

The LEP and DCP shows additional roads/streets for the MPC. These roads are essential to create an appropriate urban form and to improve accessibility for vehicle, bicycles and pedestrians.

Additional floor space will be available for those developments that provide for public roads consistent with the fine grain street system. This floor space will be calculated in accordance with the following formula:

Total site area + area of proposed road \* Base FSR for the site = Total Floor Space for the Site

Example:

$$10,000 + 1,000 * 2.5 = 27,500\text{m}^2$$

If the road was not provided then the floor space for the site would be 25,000m<sup>2</sup>

Section 94 **would apply** to this bonus floor space.

**ITEM 2 (continued)**

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Under the provisions of the draft LEP – building must be set back from the access network. This would allow that part of the access network to be provided at a later date if the bonus provisions were not taken up.

**Parks and Open Space Bonus**

The LEP and DCP shows additional open space and public parks. These areas of open space are essential to create an appropriate urban form/sense of place, to improve local amenity and create areas for recreation (passive and active)

Additional floor space will be available for those developments that provide for open space consistent with the LEP & DCP. This floor space will be calculated in accordance with the following formula:

Total site area + area of proposed park \* Base FSR for the site = Total Floor Space for the Site

Example:

$$10,000 + 1,000 * 2.5 = 27,500\text{m}^2$$

If the park was not provided then the floor space for the site would be 25,000m<sup>2</sup>

Section 94 **would apply** to this bonus floor space.

Under the provisions of the draft LEP – building must be set back from the land identified for park. This would allow the park to be provided at a later date if the bonus provisions were not taken up.

**Incentive Floor Space Provisions**

On a number of key sites it is intended to create a more urban form and to encourage this form of development the LEP provides for additional floor space and height.

In taking advantage of this incentive floor space developers will be required to make a monetary contribution of **\$200 per square metre** of incentive floor space. Alternatively, the developer may offer to provide a community benefit greater in value than equivalent of the **\$200 per square metre**. This community benefit must be acceptable to Council.

Section 94 **would also apply** to this bonus floor space.

**ITEM 2 (continued)**

<b>PREVIOUS REPORT</b>	<b>APPENDIX</b>
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**Environmental Design Excellence**

To encourage sustainable and quality development in the MPC bonus floor space up to 10% of the proposed floor space will be available.

Requirements for bonus for Environmental Design Excellence are; minimum of 5 green star, 5 ABGR star, and NATHERS 5 star and quality urban design including the public domain and private domain.

Section 94 contributions **would apply** to this bonus floor space. It may only be applied if all other community benefits envisaged for the site are realised.

**Multiple Bonuses**

It is possible for more than one bonus to apply to a site. In these circumstance height standards may be varied (up to 2 storeys or 7 metres), but not FSR.

**Implementation**

For transparency, the option of any bonus floor space must be via a Voluntary Planning Agreement. The City of Ryde will develop a proforma VPA document.

**SEPP 1**

SEPP 1 may not be used to vary FSR, but may be used for height.

## ITEM 2 (continued)

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Table 2

**Principal changes to the DDCP and Manual recommended by City of Ryde business units for adoption**

*NB This summary table does not include relatively minor changes identified in the "submissions summary and recommended responses – 15 May 2008"*

<b>Public Works</b>	
<b>comment</b>	<b>changes</b>
large development sites to employ a Workplace Travel Coordinator	amend E3.8 accordingly
Macquarie Park proponents to use results of Integrated Traffic and Movement Study when preparing development applications	amend p14 accordingly
"fine tune" street network structure plan eg identify Delhi, Wicks and Epping roads as Type 1 roads on Structure Plan	amend diagrams as required
amend street section plans to enhance cycle access and safety eg eliminate on-road cycle lanes adjacent to parked cars	amend street sections D.1
revise cycle strategy to be more consistent with CoR Bicycle Strategy and Master Plan	amend cycle strategy D3.1
<b>water sensitive urban design and stormwater management</b>	
an additional structure plan to be developed for section B outlining a suite of WSUD elements to be implemented as recommended in the CoR WSUD strategy	insert new structure plan in Section B when CoR WSUD strategy is finalised
current Macquarie Park Floodplain Risk Management Study to include hydraulic assessment of proposed new roads	noted and supported
investigate opportunities for WSUD in Porters Creek (e.g. at Wicks Rd) to augment or replace proposed wetland	noted
enhance controls to optimise Shrimptons Creek riparian zone (e.g. scale, pedestrian accessibility, landscape qualities and stormwater improvements) through appropriate dedication, WSUD treatments and other controls (including the flow path through Macquarie Centre)	amend section C2 and D2.3 as appropriate
recast section E3.1 into 3 subsections re: floodplain management, stormwater drainage and WSUD; develop additional appropriate objectives and controls.	amend E3.1 accordingly
<u>floodplain management</u> - development to comply with Floodplain Management Section of CoR DCP 2006	amend DCP sections as appropriate

**ITEM 2 (continued)****PREVIOUS REPORT** **APPENDIX**  
**ATTACHMENT 2**

<u>stormwater drainage</u> – development to comply with Stormwater Drainage Section of CoR DCP 2006. Stormwater design and construction to comply with requirements of CoR DCP 2006 (WSUD), Infrastructure Manual and Design and Construction Specifications. Size “minor” street and trunk drainage system for 1 in 50 yr ARI	amend DCP sections and Public Domain Manual as appropriate
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<b>Development Assessment</b>	
<b>comment</b>	<b>changes</b>
Building separation controls do not comply with SEPP 65	Clarify that building separation controls apply to all building types except for residential
incorporate Water Sensitive Urban design (WSUD) more thoroughly in certain sections eg street types (D1) and public domain principles (D2)	amend sections D1 and D2
Incorporate drainage issues in site analysis	add to “site analysis” section, p10

<b>Community Services</b>	
<b>comment</b>	<b>changes</b>
incorporate a social impact assessment for master plans for large sites >15,000sqm	Amend Preliminaries section
add additional facilities to table D3.7 e.g. family health care, public toilets	amend section D3.7
refine public art controls and tailor them to larger sites	amend section D3.5

## ITEM 2 (continued)

PREVIOUS REPORT	APPENDIX
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Table 3

**Principal changes to the DDCP and Manual recommended for adoption**

*NB This summary table does not include relatively minor changes identified in the "submissions summary and recommended responses – 15 May 2008"*

**1. Preliminaries, section A Vision, section B Structure Plan**

DDCP section	changes
<b>Preliminaries Scale comparison</b>	<ul style="list-style-type: none"> <li>Amend text to make it clear that the comparison between the Botanic Gardens and Lane Cove national Park relates to scale.</li> </ul>
<b>Preliminaries requirements for large sites</b>	<ul style="list-style-type: none"> <li>Clarify that Stage 1 DAs (Master Plans) approved by CoR may guide variations to the general and special precincts DCP provisions</li> <li>Amend DCP to require that the Macquarie Park Integrated Traffic and Movement Study (and its accompanying models) be used when preparing DA's and master plans</li> </ul>
<b>B1 structure plan - Street Network</b>	<ul style="list-style-type: none"> <li>No change to the proposed streets network other than minor changes in the attached "submissions summary table and recommended responses – 15.5.08"</li> <li>New shared pedestrian and cycle links over M2 to be added to Structure Plan drawing – final locations to be in accordance with the Integrated Traffic and Movement Study</li> <li>Change Road 3 from Type 1 to a Type 2 road</li> <li>No direct access from new Road 3 to Lane Cove Rd – cul de sac only</li> <li>Remove new proposed overpass link across M2 to Fontenoy Rd &amp; Tuckwell Place</li> <li>Delhi Rd &amp; Epping Rd to be Type 1</li> <li>Road 18 to be Type 2</li> <li>Add new proposed Pittwater Road North. To be Type 2</li> <li>Proposed extension to Waterloo Rd East along M2 boundary to be a Type 2</li> <li>insert new Type 3 extending North to TIDCM2 site</li> <li>Type 3 roads in Macq University</li> <li>Additional minor adjustments are detailed in table 2 (attachment 2)</li> </ul>
<b>B2 Open Space Network</b>	<ul style="list-style-type: none"> <li>open space network may be reviewed following finalisation of Integrated Traffic and Movement Study and CoR Water Sensitive Urban Design Strategy</li> </ul>

## ITEM 2 (continued)

**PREVIOUS REPORT**   **APPENDIX**  
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**2. Section C, Special Precincts**

<b>DDCP section</b>	<b>changes</b>
<b>Introduction</b>	<ul style="list-style-type: none"> <li>○ Stage 1 DAs (master plans) approved by CoR may vary general and special precinct provisions.</li> <li>○ Clarify that special precinct provisions take precedence over general provisions where there is a discrepancy (eg in relation to deep soil and setbacks)</li> </ul>
<b>C2 Macquarie University Station Precinct</b>	<ul style="list-style-type: none"> <li>● Movement Study to recommend quantum &amp; locations for pedestrian and Cycle bridges over M2.</li> <li>● Require consideration of the Macquarie University master plan particularly to coordinate public transport interchange, pedestrian and vehicular movement etc.</li> </ul>
<b>C3.3 North Ryde Station Precinct</b>	<ul style="list-style-type: none"> <li>● Insert an explanatory note to the effect that the Transport Infrastructure Development Corporation has indicated a desire to continue to evolve planning for their lands in conjunction with adjoining landowners. Provisions for the North Ryde Special Precinct will allow variation based on a comprehensive approved Master Plan or Stage 1 DA</li> <li>● Amend DCP to reflect vegetation protection for Bundara Reserve</li> </ul>

## ITEM 2 (continued)

<b>PREVIOUS REPORT</b>	<b>APPENDIX</b>
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**3 Section D, Public Domain**

<b>DDCP section</b>	<b>changes</b>
<b>D1 streets</b>	<ul style="list-style-type: none"> <li>• Ensure detailed roads network plans in section D.1 are consistent with Street Network Structure Plan</li> <li>• Amend all street sections as per sketches attached. Notations accompanying drawings are: <ul style="list-style-type: none"> <li>• Street trees on Type 1 streets are to be located in the front setback to avoid conflict with underground services. Native tree species to be specified</li> <li>• New roads to have shared services pits to reduce conflict with street tree roots and minimise maintenance costs.</li> </ul> </li> </ul> <p>NOTE: there will be consequential changes to the Public Domain Manual to ensure consistency with the revised Street Sections and minor clarifications.</p>
<b>D2 public open space</b>	as per B1 and C1 above
<b>D2.4 Porters Creek</b>	<ul style="list-style-type: none"> <li>○ Rename Wick Road Reserve</li> <li>○ Add notation to Open Space Network Structure Plan to indicate that the network between Wicks Road and the M2 will be subject to detailed design and the outcomes of a Water Sensitive Urban Design Strategy</li> </ul>
<b>D3.1 Cycle strategy</b>	<ul style="list-style-type: none"> <li>• Amend some aspects of cycle network, as illustrated in attached sketches and as per Attachment 2.</li> <li>• Amend DDCP to include a Signage Plan for Macquarie Park as a community benefit.</li> <li>• Amend DDCP to include references to Ryde Bicycle Strategy and Master Plan 2007</li> <li>• indicate improved connections from Epping Road to Shrimptons Creek cycling path</li> <li>• indicate improved cycleways along Epping Road (show Epping Road as a Type 1 road and text based controls)</li> </ul>
<b>D3.2 Street furniture, paving and lighting</b>	<ul style="list-style-type: none"> <li>• NOTE: incorporate changes to public Domain Manual as outlined in attached "submissions summary table and recommended responses – 15.5.08"</li> </ul>
<b>D3.4 Community Facilities</b>	<ul style="list-style-type: none"> <li>○ Remove reference to CoR Community Facilities Plan (2008/10) as it is not yet finalised and publicly available</li> </ul>
<b>D3.5 Public Art</b>	<ul style="list-style-type: none"> <li>• Require implementation of a site specific Public Art and Cultural Plan prepared by the applicant for sites over 15,000sqm as part of a Stage 1 DA (master plan) submission.</li> </ul>
<b>D3.7 Implementation</b>	<ul style="list-style-type: none"> <li>○ Amend contribution rate for floor space incentive to \$200/sqm in addition to S94 contributions</li> <li>○ Add the following to the table of community benefits <ul style="list-style-type: none"> <li>○ Pedestrian and cycle access over M2 and elsewhere as recommended by Movement Study and Bicycle Strategy and Master Plan</li> <li>○ New footpaths provided along Delhi Road</li> </ul> </li> </ul>

## ITEM 2 (continued)

**PREVIOUS REPORT**   **APPENDIX**  
**ATTACHMENT 3**

**4. Section E, Site and Building Design**

<b>DCP section E</b>	<b>changes</b>
<b>E1.2 FSR controls</b>	<ul style="list-style-type: none"> <li>○ Add reference to an incentives framework policy.</li> <li>○ Add control regarding environmental excellence and cross reference to sE1.15</li> </ul>
<b>E1.3 Site planning &amp; staging</b>	<ul style="list-style-type: none"> <li>○ More clearly define what is meant by primary and secondary frontage and how this can be achieved in a building form e.g. front door located on primary frontage, loading dock at rear etc</li> </ul>
<b>E1.4 street Setbacks and Build to lines</b>	<ul style="list-style-type: none"> <li>● Ensure clarity in the controls regarding zero setbacks where active frontage is specified</li> <li>● Reduce setbacks for specific sites along Eden Park Dr and Waterloo Rd to 5m to reflect current building setbacks</li> </ul>
<b>E1.5 side setbacks</b>	<ul style="list-style-type: none"> <li>○ Adjust setbacks to 5m minimum to allow for side boundary and maintenance access, flexibility and adaptability over time. Basement car parking may encroach into the side setback.</li> </ul>
<b>E1.6 Building Separation</b>	<ul style="list-style-type: none"> <li>○ Specify building separation controls are for commercial not residential buildings</li> </ul>
<b>E1.7 Building Bulk</b>	<ul style="list-style-type: none"> <li>○ Atria and courtyards are encouraged to promote environmental excellence, access to natural light, pedestrian through site access and slender building forms</li> <li>○ Arrange courtyards and atria to respond to street, lot and solar orientation.</li> <li>○ The maximum permitted height width ratio of atria is 3:1</li> <li>○ The preferred distance of any point on a habited floor from a source of natural light is 12m maximum (such as from an external window to the service core)</li> <li>○ The maximum floor plate for buildings above 8 storeys is not to exceed 2000sqm unless it can be demonstrated that slender building forms are achieved through articulation, courtyards, atria or other architectural devices that emphasize verticality.</li> </ul>
<b>E1.8 site coverage &amp; deep soil</b>	<ul style="list-style-type: none"> <li>○ delete references to developable area in deep soil controls</li> <li>○ deep soil zone must be at least 20% of the total site area (unless the site is within a special precinct)</li> <li>○ front and rear setbacks, where required, should be included in the calculations for deep soil area</li> <li>○ deep soil depth must be at least 2m</li> <li>○ open space network may be included in deep soil zone calculations</li> <li>○ deep soil planting must measure at least 20mx10m and be at least 25% of the developable site area (unless the site is within a special precinct)</li> <li>○ permit basement car parking under roads and hard paved areas</li> </ul>
<b>E1.10 Ceiling Heights</b>	<ul style="list-style-type: none"> <li>○ Amend the requirement for minimum heights to 4m floor to floor minimum for the ground floor / street level regardless of use and 2.7m minimum floor to ceiling for the first floor and above except for levels which are predominantly plant or parking</li> </ul>

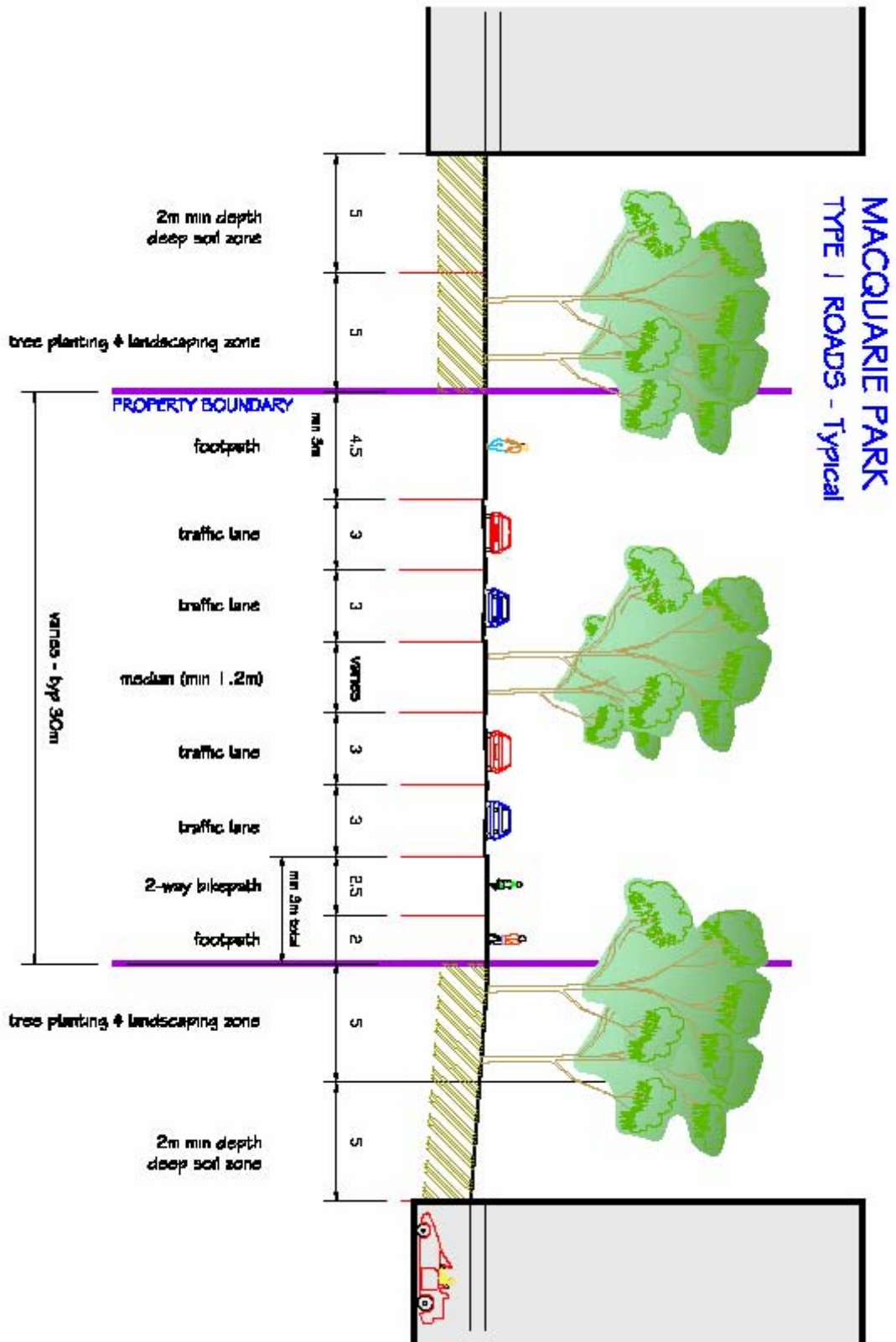
## ITEM 2 (continued)

<b>PREVIOUS REPORT</b>	<b>APPENDIX</b>
	<b>ATTACHMENT 3</b>

<b>E1.15 Environmental Performance</b>	<ul style="list-style-type: none"> <li>• Amend the requirement for 5 Greenstar to 4 Greenstar</li> <li>• Provide an incentive for development which exceeds the 4 Greenstar requirement, as articulated in the proposed FSR incentive framework (attachment 1).</li> <li>• Cross reference to sE1.7 controls which also contribute to environmental performance e.g. atria, access to natural light and building depth.</li> </ul>
<b>E2.1 Landscaping &amp; Communal Courtyards</b>	<ul style="list-style-type: none"> <li>• 30% of site to be landscaped</li> </ul>
<b>E2.2 Pedestrian through-site links</b>	<ul style="list-style-type: none"> <li>• Require that the Movement Study recommendations are implemented by through-site-links that are a minimum 3m wide and accessible at least 12 hours each weekday. Active frontage should be located along pedestrian through site links.</li> </ul>
<b>E31 Stormwater management</b>	<ul style="list-style-type: none"> <li>○ Amend DCP to encourage best practise WSUD</li> <li>○ Utilize Sydney's Water current "best practise guidelines" for water conservation/reuse</li> </ul>
<b>E3.8 Workplace Travel Plans</b>	<ul style="list-style-type: none"> <li>○ Enhance WTP requirements (as per Table 2) to promote public transport use and require the employment of WTP coordinator on large sites</li> <li>○ Require all developments that must undertake a master plan to utilize the Transport and Movement Study so that it remains current and a consistent, RTA supported approach is implemented.</li> </ul>

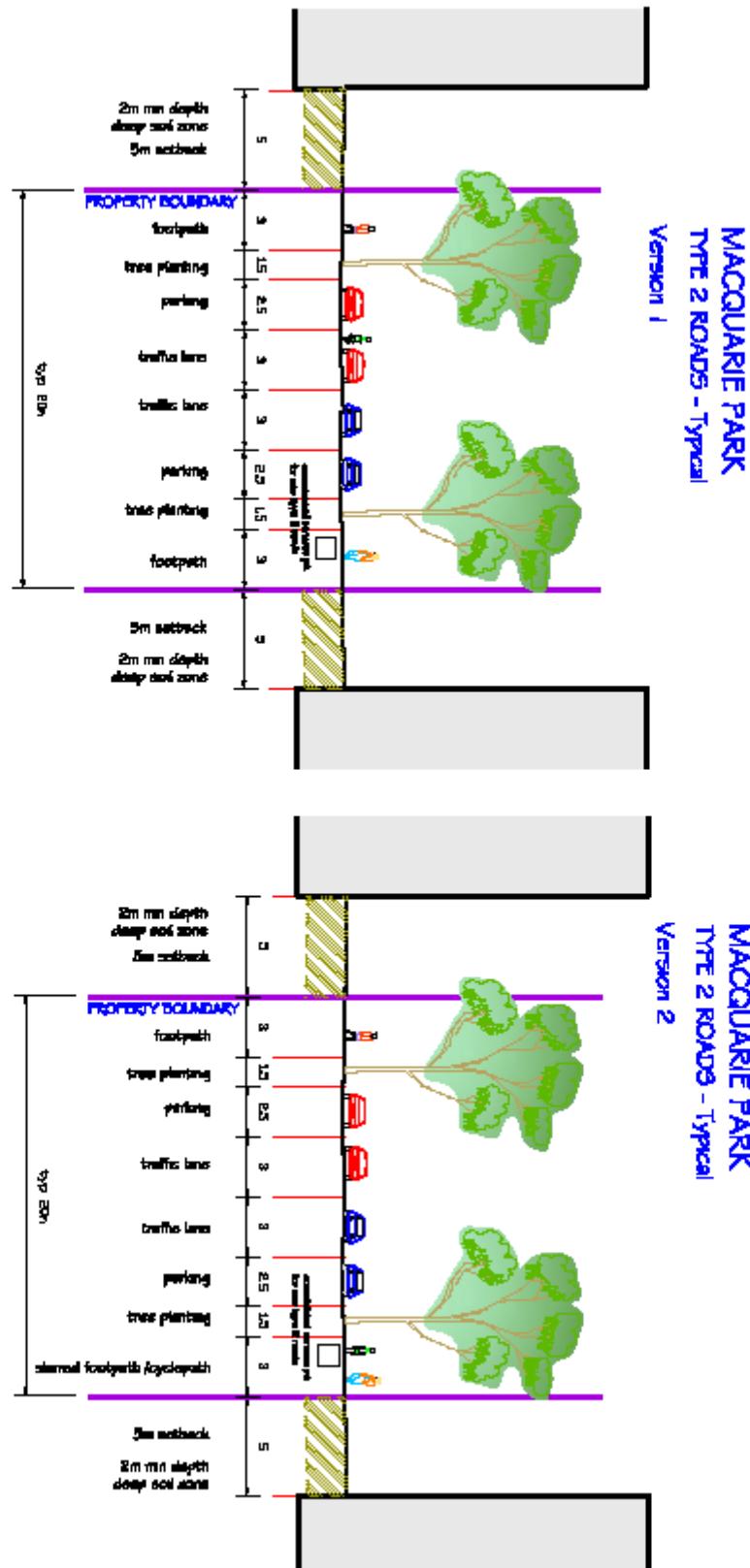
ITEM 2 (continued)

PREVIOUS REPORT APPENDIX  
ATTACHMENT 3



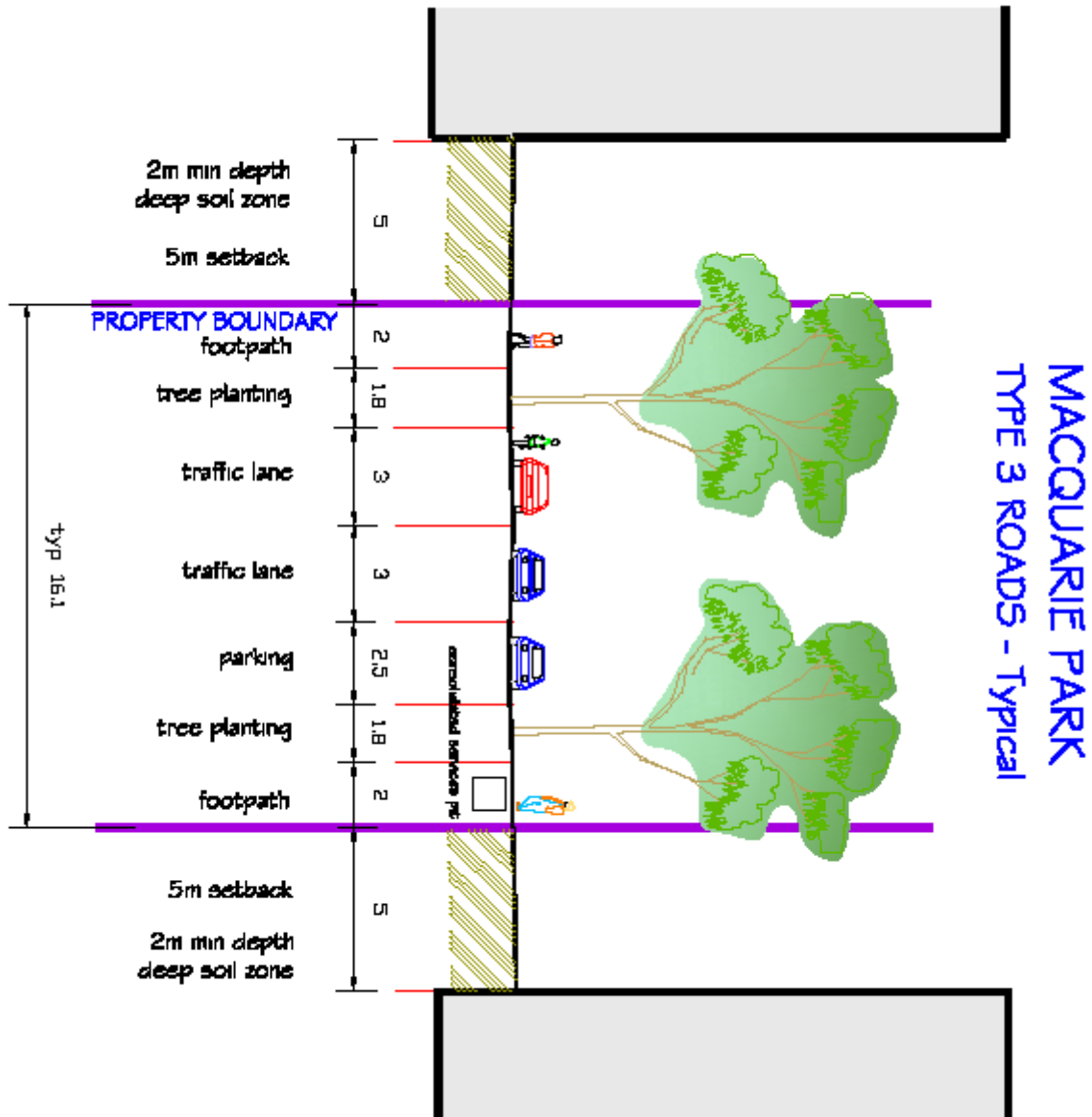
ITEM 2 (continued)

PREVIOUS REPORT APPENDIX  
ATTACHMENT 3



ITEM 2 (continued)

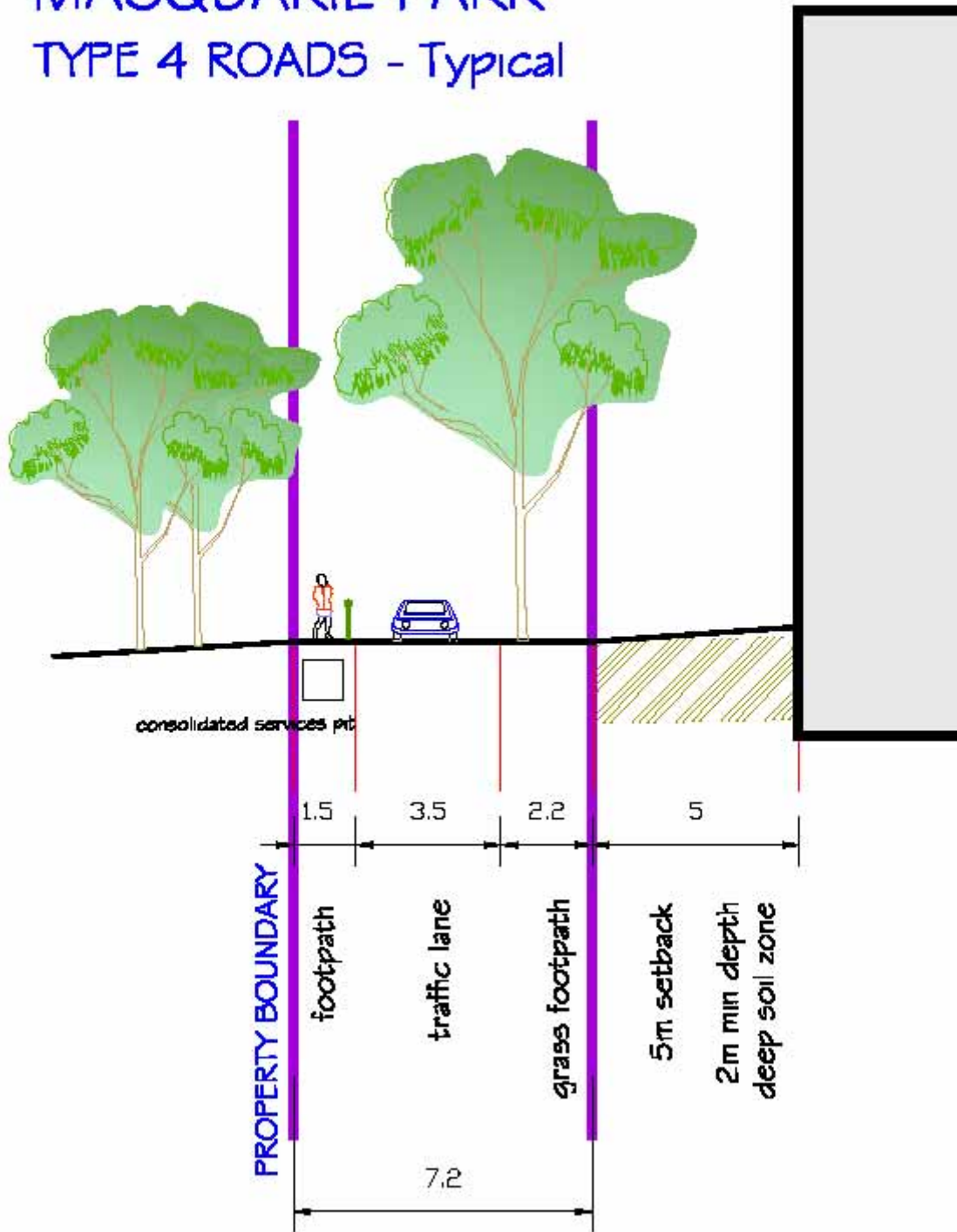
PREVIOUS REPORT APPENDIX  
ATTACHMENT 3



ITEM 2 (continued)

PREVIOUS REPORT APPENDIX  
ATTACHMENT 3

# MACQUARIE PARK TYPE 4 ROADS - Typical



## ITEM 2 (continued)

PREVIOUS REPORT	APPENDIX
ATTACHMENT 4	

**Table 4 – summary of comments from agencies re: DLEP issues**

<b>DECC</b> - Dept. Environment & Climate Change	Supports the draft plan. Requests appropriate zoning to preserve core habitat (eg Bundarra Reserve). Overshadowing to be avoided.
<b>TIDC</b> - Transport Infrastructure Development Corporation	Supports the strategic direction. Need clarification on some aspects of FSR/height incentives. Request that provisions relating to TIDC sites in the vicinity of North Ryde Station be excised from DLEP, pending completion of the master plan for this station precinct.
<b>DET</b> – Dept. Education and Training	Does not own any operational schools within Macquarie Park. Primary and Secondary schools in the vicinity have capacity to cater for Macquarie Park.
<b>STA</b> – State Transit Authority (Sydney Buses)	No issues of concern. Request that Council’s proposed controls support bus operation and access and promote cycling and walking access to public transport. Need to manage parking and traffic control to promote street-based transport and avoid traffic generation.
<b>RailCorp</b>	Car parking near stations needs attention and car parking strategies should promote use of public transport. Zoning should permit retail near stations.
<b>NSCCAHS</b> – NSW Health (Northern Sydney & Central Coast)	Some requested amendments to LEP controls to further promote sustainable public domain improvements, active transport networks and healthy environments.
<b>RTA</b> – Roads and Traffic Authority	Support for CoR’s use of FSR incentives to fund suitable public infrastructure. The Macquarie Park Integrated Traffic and Movement Study needs to be completed and the TMAP updated prior to the finalisation of the DLEP. TMAP to include agreed road improvements. Zonings (including residential zonings) to be supported to promote greater containment. Plans need to promote and support effective bus, train and cycle facilities to maximise public transport use and the safety and comfort of public transport users and cyclists.
<b>DoH</b> – Department of Housing	Requests approval from CoR for a master plan to be completed for DoH sites in Macquarie Park and for the outcomes to be taken into account when DCP controls and LEP provisions are being finalised.

In addition to the agencies identified above, the following agencies and/or utilities responded to the DLEP with either a “no comment” or offered comments relevant only to the DDCP:-

- NSW Rural Fire Service
- Hornsby Council
- Ku-ring-gai Council
- Parramatta Council
- Sydney Water Corporation
- Telstra