

Meeting Date: Tuesday 10 March 2015
Location: Council Chambers, Level 6, Civic Centre, 1 Devlin Street, Ryde
Time: 7.30pm

Council Meetings will be recorded on audio tape for minute-taking purposes as authorised by the Local Government Act 1993. Council Meetings will also be webcast.

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1 CONFIRMATION OF MINUTES - Council Meeting held on 24 February 2015

Report prepared by: Section Manager - Governance**File No.:** CLM/15/1/4/2 - BP15/190

REPORT SUMMARY

In accordance with Council's Code of Meeting Practice, a motion or discussion with respect to such minutes shall not be in order except with regard to their accuracy as a true record of the proceedings.

RECOMMENDATION:

That the Minutes of the Council Meeting 3/15, held on 24 February 2015 be confirmed.

ATTACHMENTS

- 1** Minutes - Ordinary Council Meeting - 24 February 2015

ITEM 1 (continued)

ATTACHMENT 1

**Council Meeting
MINUTES OF MEETING NO. 3/15**

Meeting Date: Tuesday 24 February 2015

Location: Council Chambers, Level 6, Civic Centre, 1 Devlin Street, Ryde

Time: 7.30pm

Councillors Present: Councillors Chung, Etmekdjian, Laxale, Li, Maggio, Pendleton, Perram, Simon and Yedelian OAM.

Apologies: The Mayor, Councillor Pickering.

Staff Present: General Manager, Acting Group Manager – Community Life, Group Manager – Corporate Services, Group Manager – Environment and Planning, Group Manager – Public Works, General Counsel, Chief Financial Officer, Manager – Communications and Media, Section Manager – Property and Development, Section Manager – Governance and Governance, Risk and Audit Coordinator.

CHAIRPERSON

As the Mayor, Councillor Pickering was an apology for the meeting, the Deputy Mayor, Councillor Maggio assumed the Chair.

PRAYER

Pastor Dr Keith Ng of the Evangel Bible Church, Putney was present and offered prayer prior to the commencement of the meeting.

LEAVE OF ABSENCE

The Deputy Mayor, Councillor Maggio advised the meeting that Councillor Salvestro-Martin has requested a Leave of Absence for tonight's Council Meeting, 24 February 2015.

RESOLUTION: (Moved by Councillors Yedelian OAM and Etmekdjian)

That Council approve a Leave of Absence for Councillor Salvestro-Martin for tonight's Council Meeting, 24 February 2015.

Record of Voting:

For the Motion: Unanimous

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DISCLOSURES OF INTEREST

There were no disclosures of interest.

TABLING OF PETITIONS

No Petitions were tabled.

PUBLIC PARTICIPATION ON ITEMS LISTED ON THE AGENDA

No addresses were made to Council.

PUBLIC PARTICIPATION ON ITEMS NOT LISTED ON THE AGENDA

No addresses were made to Council.

MATTER OF URGENCY

Councillor Laxale advised that he wished to raise a Matter of Urgency regarding the WW1 Memorial at Memorial Park, Meadowbank.

Note: The Deputy Mayor, Councillor Maggio accepted this Item as an Urgent Item.

RESOLUTION: (Moved by Councillors Simon and Yedelian OAM)

That Council consider a Matter of Urgency regarding an the WW1 Memorial at Memorial Park, Meadowbank, the time being 7.38pm.

Record of Voting:

For the Motion: Unanimous

**MATTER OF URGENCY – WW1 MEMORIAL AT MEMORIAL PARK,
MEADOWBANK**

Note: A Heritage Inventory Report and photographs were tabled in relation to this Item and copies are ON FILE.

RESOLUTION: (Moved by Councillors Laxale and Simon)

- (a) That the General Manager commission a condition report on all War Memorial sites across the City of Ryde, including the WW1 Memorial at Memorial Park, Meadowbank.

ITEM 1 (continued)

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- (b) That the condition report be brought back to the Council Meeting on 10 March 2015 so that Council can consider any required works to be conducted in time for the Centenary of ANZAC on 25 April 2015.

Record of Voting:

For the Motion: Unanimous

COUNCIL REPORTS

1 CONFIRMATION OF MINUTES - Council Meeting held on 10 February 2015

RESOLUTION: (Moved by Councillor Etmekdjian and Chung)

That the Minutes of the Council Meeting 1/15, held on 10 February 2015 be confirmed.

Record of Voting:

For the Motion: Unanimous

2 REPORT OF THE PLANNING AND ENVIRONMENT COMMITTEE MEETING 2/15 held on 17 February 2015

RESOLUTION: (Moved by Councillors Chung and Yedelian OAM)

That Council determine Item 2 of the Planning and Environment Committee report 2/15, held on 17 February 2015 noting that Items 1 and 3 were dealt with by the Committee within its delegated powers.

Record of Voting:

For the Motion: Unanimous

2 21-24 RAILWAY ROAD, MEADOWBANK. LOTS A & B DP 343831 and LOT 13 DP 7533. Local Development Application for a residential flat building containing a total of 71 residential apartments and basement car parking. LDA2014/0307

RESOLUTION: (Moved by Councillors Chung and Yedelian OAM)

- (a) That Local Development Application No. LDA2014/0307 at 21 to 24 Railway Road, Meadowbank being LOTS A and B DP343831 and LOT 13 DP7533 be approved subject to the conditions set out below:-

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DEFERRED COMMENCEMENT CONDITION

This consent is not to operate until the applicant satisfies the Council, within 12 months of the date of this consent, that it has obtained approval/certification from Sydney Trains as to the following matters and the approval/certification has been forwarded to the Council:

1. The Applicant shall prepare and provide to Sydney Trains for approval/certification the following items:
 - a. Geotechnical and Structural report/drawings that meet Sydney Trains requirements. The Geotechnical Report must be based on actual borehole testing conducting on the site closest to the rail corridor.
 - b. Construction methodology with construction details pertaining to structural support during excavation. The Applicant is to be aware that Sydney Trains will not permit any rock anchors/bolts (whether temporary or permanent) within its land or easements.
 - c. Cross sectional drawings showing the tunnel easement, tunnel location, sub soil profile, proposed basement excavation and structural design of sub ground support adjacent to the rail tunnel. All measurements are to be verified by a Registered Surveyor.
 - d. Detailed Survey Plan showing the relationship of the proposed developed with respect to Sydney Trains easement and tunnel location.
 - e. If required by Sydney Trains, an FE analysis which assesses the different stages of loading-unloading of the site and its effect on the rock mass surrounding the rail corridor.

Any conditions issued as part of Sydney Trains approval/certification of the above documents will also form part of the consent conditions that the Applicant is required to comply with.

GENERAL

The following conditions of consent included in this Part identify the requirements, terms and limitations imposed on this development.

1. **Approved Plans/Documents.** Except where otherwise provided in this consent, the development is to be carried out strictly in accordance with the following plans (stamped approved by Council) and support documents:

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Document Description	Date	Plan Number
Cover Plan	Sept 2014	DA00 Issue B
Basement 03	Sept 2014	DA03 Issue A
Basement 02	Sept 2014	DA04 Issue B
Basement 01	Sept 2014	DA05 Issue B
Ground Floor Plan	Oct 2014	DA06 Issue C
Level 1	Sept 2014	DA07 Issue A
Level 2	Sept 2014	DA08 Issue A
Level 3	Sept 2014	DA09 Issue B
Level 4	Sept 2014	DA10 Issue B
Level 5	Sept 2014	DA 11 Issue B
Level 6	Sept 2014	DA12 Issue B
Roof	Sept 2014	DA 13 Issue B
West and east elevations	Sept 2014	DA14 Issue B
North and south elevations	Sept 2014	DA15 Issue B
Sections	Sept 2014	DA16 Issue B
Cross ventilation diagrams	Sept 2014	DA18 Issue B
Finishes Schedule	June 2014	DA20 Issue A
Planter Sections	Oct 2014	DA24 Issue A
Planter Sections	Oct 2014	DA 25 Issue A
Landscape Plan: Ground floor + typical detail	7/7/14	DA-L101 Rev A
Landscape Plan: Level 06 + typical detail	7/7/14	DA-L102 Rev A
Landscape composite plan: ground floor + Level 06	7/7/14	DA-L103 Rev A

2. **Voluntary Planning Agreement** – Prior to the issue of any Construction Certificate, the Voluntary Planning Agreement between the Council of the City of Ryde and DEP Shepherd Bay Pty Limited, John O'Brien and Joanne Rhook and that relates to the development application the subject of this consent, must be lodged for registration on the title of the property.
3. The applicant is to comply with all of the VPA obligations entered into between Council and DEP Shepherd Bay Pty Limited, John O'Brien and Joanne Rhook.
4. **Building Code of Australia.** All building works approved by this consent must be carried out in accordance with the requirements of the Building Code of Australia.
5. **BASIX.** Compliance with all commitments listed in BASIX Certificate(s) numbered 555606M_04, dated 16 September 2014.

ITEM 1 (continued)

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6. **Support for neighbouring buildings.** If the development involves excavation that extends below the base of the footings of a building on adjoining land, the person having the benefit of the development consent must, at the person's own expense:
 - (a) Protect and support the adjoining premises from possible damage from the excavation, and
 - (b) Where necessary, underpin the adjoining premises to prevent any such damage, in accordance with relevant Australian Standards.
7. **Hours of work.** Building activities (including demolition) may only be carried out between 7.00am and 7.00pm Monday to Friday (other than public holidays) and between 8.00am and 4.00pm on Saturday. No building activities are to be carried out at any time on a Sunday or a public holiday.
8. **Hoardings.**
 - (a) A hoarding or fence must be erected between the work site and any adjoining public place.
 - (b) An awning is to be erected, sufficient to prevent any substance from, or in connection with, the work falling into the public place.
 - (c) Any hoarding, fence or awning erected pursuant this consent is to be removed when the work has been completed.
9. **Illumination of public place.** Any public place affected by works must be kept lit between sunset and sunrise if it is likely to be hazardous to persons in the public place.
10. **Development to be within site boundaries.** The development must be constructed wholly within the boundaries of the premises. No portion of the proposed structure shall encroach onto the adjoining properties. Gates must be installed so they do not open onto any footpath.
11. **Public space.** The public way must not be obstructed by any materials, vehicles, refuse, skips or the like, under any circumstances, without prior approval from Council.
12. **Public Utilities.** Compliance with the requirements (including financial costs) of any relevant utility provider (e.g. Energy Australia, Sydney Water, Telstra, RTA, Council etc) in relation to any connections, works, repairs, relocation, replacements and/or adjustments to public infrastructure or services affected by the development.

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13. **Parking/bicycle Spaces.** Ninety one (91) parking spaces are to be provided, with seventy seven (77) spaces for residents and fourteen (14) for visitor parking. The car parking spaces are to be clearly line marked with the visitor spaces clearly marked "Visitor Parking". Twelve (12) bicycle spaces are to be provided within the development. Details demonstrating compliance are to be shown on the Construction Certificate plans.
14. **Discovery of Additional Information.** Council and the Principal Certifying Authority (if Council is not the PCA) must be notified as soon as practicable if any information is discovered during demolition or construction work that has the potential to alter previous conclusions about site contamination. If additional information is discovered about site contamination, the proponent must comply with any reasonable requirements of Council.
15. **Design and Construction Standards.** All engineering plans and work shall be carried out in accordance with the requirements specified within Council's Development Control Plan 2014 Part 8.5 Public Civil Works except otherwise as amended by conditions of this consent.
16. **Service Alterations.** All mains, services, poles, etc., which require alteration shall be altered at the applicant's expense.
17. **Restoration.** Public areas must be maintained in a safe condition at all times. Restoration of disturbed road and footway areas for the purpose of connection to public utilities will be carried out by Council following submission of a permit application and payment of appropriate fees. Repairs of damage to any public stormwater drainage facility will be carried out by Council following receipt of payment. Restoration of any disused gutter crossings will be carried out by Council following receipt of the relevant payment.
18. **Road Opening Permit.** The applicant shall apply for a road-opening permit where a new pipeline is proposed to be constructed within or across the footpath. Additional road opening permits and fees may be necessary where there are connections to public utility services (e.g. telephone, electricity, sewer, water or gas) required within the road reserve. No works shall be carried out on the footpath without this permit being paid and a copy kept on the site.
19. **Engineering plans assessment and works inspection fees –** The applicant is to pay to Council for assessment of all engineering and public domain plans and works inspection fees, in accordance with Council's Schedule of Fees & Charges, prior to any approval being granted by Council.

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DEMOLITION CONDITIONS

The following conditions are imposed to ensure compliance with relevant legislation and Australian Standards, and to ensure that the amenity of the neighbourhood is protected.

A Construction Certificate is not required for Demolition.

20. **Provision of contact details/neighbour notification.** At least 7 days before any demolition work or excavation commences:
 - (a) Council must be notified of the following particulars:
 - (i) The name, address, telephone contact details and licence number of the person responsible for carrying out the work; and
 - (ii) The date the work is due to commence and the expected completion date
 - (b) A written notice must be placed in the letter box of each adjoining property advising of the date the work is due to commence.
21. **Compliance with Australian Standards.** All demolition work is to be carried out in accordance with the requirements of the relevant Australian Standard(s).
22. **Excavation**
 - (a) All excavations and backfilling associated with the development must be executed safely, properly guarded and protected to prevent the activities from being dangerous to life or property and, in accordance with the design of a structural engineer.
 - (b) A Demolition Work Method Statement must be prepared by a licensed demolisher who is registered with the Work Cover Authority, in accordance with AS 2601-2001: *The Demolition of Structures*, or its latest version. The applicant must provide a copy of the Statement to Council prior to commencement of demolition work.
23. **Waste management plan.** A Demolition Waste Management Plan for the management of demolition material must be prepared and submitted to Council prior to the commencement of works.
24. **Identification and removal of hazardous materials** - Any hazardous materials, including asbestos, must be identified before demolition work commences and be removed in a safe manner.
25. **Asbestos.** Where asbestos is present during demolition work, the work must be carried out in accordance with the guidelines for asbestos work published by WorkCover New South Wales.

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26. **Asbestos – disposal.** All asbestos wastes must be disposed of at a landfill facility licensed by the New South Wales Environmental Protection Authority to receive that waste. Copies of the disposal dockets must be retained by the person performing the work for at least 3 years and be submitted to Council on request.
27. **Disposal of demolition waste.** All demolition waste must be transported in an environmentally safe manner to a facility or place that can lawfully be used as a waste facility for those wastes.
28. **Storage and removal of wastes** - All demolition and construction wastes must be stored in an environmentally acceptable manner and be removed from the site at frequent intervals to prevent any nuisance or danger to health, safety or the environment.
29. **Classification of wastes** - All wastes including soil excavated during demolition or construction work must be assessed and classified in accordance with the *Waste Classification Guidelines* (DECCW, 2009) before being transported from the site.

PRIOR TO CONSTRUCTION CERTIFICATE

A Construction Certificate must be obtained from a Principal Certifying Authority to carry out the relevant building works approved under this consent. All conditions in this Section of the consent must be complied with before a Construction Certificate can be issued.

Council Officers can provide these services and further information can be obtained from Council's Customer Service Centre on 9952 8222.

Unless an alternative approval authority is specified (eg Council or government agency), the Principal Certifying Authority is responsible for determining compliance with the conditions in this Section of the consent. Details of compliance with the conditions, including plans, supporting documents or other written evidence must be submitted to the Principal Certifying Authority.

30. **Section 94.** A monetary contribution for the services in Column A and for the amount in Column B shall be made to Council prior to the issue of any **Construction Certificate**:

A – Contribution Type	B – Contribution Amount
Community & Cultural Facilities	\$171,043.52
Open Space & Recreation Facilities	\$421,074.65
Civic & Urban Improvements	\$143,215.77
Roads & Traffic Management Facilities	\$19,535.37
Cycleways	\$12,202.73
Stormwater Management Facilities	\$38,786.56
Plan Administration	\$3,289.90
The total contribution is	\$809,148.50

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These are contributions under the provisions of section 94 of the *Environmental Planning and Assessment Act 1979* as specified in Section 94 Development Contributions Plan 2007 (2010 Amendment) adopted by City of Ryde on 16 March 2011.

The above amounts are current at the date of this consent, and are subject to **quarterly** adjustment for inflation on the basis of the contribution rates that are applicable at time of payment. Such adjustment for inflation is by reference to the Consumer Price Index published by the Australian Bureau of Statistics (Catalogue No 5206.0) – and may result in contribution amounts that differ from those shown above.

A copy of the Section 94 Development Contributions Plan may be inspected at the Ryde Planning and Business Centre, 1 Pope Street Ryde (corner Pope and Devlin Streets, within Top Ryde City Shopping Centre) or on Council's website <http://www.ryde.nsw.gov.au>.

31. **Compliance with Australian Standards.** The development is required to be carried out in accordance with all relevant Australian Standards. Details demonstrating compliance with the relevant Australian Standard are to be submitted to the Principal Certifying Authority prior to the issue of the **Construction Certificate**.
32. **Security deposit.** The Council must be provided with security for the purposes of section 80A(6) of the *Environmental Planning and Assessment Act 1979* in a sum determined by reference to Council's Management Plan prior to the release of the **Construction Certificate**. (category: Other buildings with delivery of bricks or concrete or machine excavation)
33. **Fees.** The following fees must be paid to Council in accordance with Council's Management Plan prior to the release of the **Construction Certificate**:
 - (a) Infrastructure Restoration and Administration Fee
 - (b) Enforcement Levy
34. **Long Service Levy.** Documentary evidence of payment of the Long Service Levy under Section 34 of the *Building and Construction Industry Long Service Payments Act 1986* is to be submitted to the Principal Certifying Authority prior to the issuing of the Construction Certificate.
35. **Sydney Water – quick check.** The approved plans must be submitted to a Sydney Water Quick Check agent or Customer Centre, prior to the release of the Construction Certificate, to determine whether the development will affect any Sydney Water assets, sewer and water mains, stormwater drains and/or easements, and if further requirements need to be met. Plans will be appropriately stamped.

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Please refer to the website www.sydneywater.com.au for:

- Quick Check agents details - see Building, Developing and Plumbing then Quick Check; and
- Guidelines for Building Over/Adjacent to Sydney Water assets - see Building, Development and Plumbing then Building and Renovating.

Or telephone 13 20 92.

36. **Reflectivity of materials.** Roofing and other external materials must be of low glare and reflectivity. Details of finished external surface materials, including colours and texture must be provided to the Principal Certifying Authority prior to the release of the **Construction Certificate**.
37. **Disabled access:** Prior to the issue of a Construction Certificate, a report is to be provided from a suitably qualified access consultant to verify that the Construction Certificate Drawings fully comply with the Building Code of Australia and Australian Standards AS1428.1, AS4299, AS1735.12 and AS2890.6. The report is to be provided to the PCA and Council (if Council is not the PCA).
38. **Adaptable Units:** A total of 7 adaptable units are to be provided within the development. These apartments are to comply with all of the spatial requirements as outlined in AS4299. Details demonstrating compliance is to be provided on the Construction Certificate plans. Prior to the issue of the Construction Certificate, a suitably qualified access consultant is to certify that the development achieves the spatial requirements of AS4299.
39. **Acoustic Requirements.** The recommendations contained in Section 4.3 of the Acoustic Report prepared by Acoustic Logic dated 23 June 2014 are to be demonstrated on the Construction Certificate plans. Details indicating compliance with these requirements are to be submitted to the PCA prior to the Construction Certificate being issued. Prior to the occupation of the development, a suitably qualified acoustic consultant is to verify that the development complies with these recommendations in the above report.
40. **Sydney Trains.** An acoustic assessment is to be submitted to Council prior to the issue of a construction certificate demonstrating how the proposed development will comply with the Department of Planning's document titled "Development Near Rail Corridors and Busy Roads – Interim Guidelines".

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41. **Sydney Trains.** Prior to the issue of a Construction Certificate the Applicant is to engage an Electrolysis Expert to prepare a report on the Electrolysis Risk to the development from stray currents. The Applicant must incorporate in the development all the measures recommended in the report to control that risk. A copy of the report is to be provided to the PCA with the application for a Construction Certificate.

42. **Sydney Trains.** The design, installation and use of lights, signs and reflective materials, whether permanent or temporary, which are (or from which reflected light might be) visible from the rail corridor must limit glare and reflectivity to the satisfaction of Sydney Trains.

The PCA is not to issue the Construction Certificate until written confirmation has been received from Sydney Trains confirming that this condition has been satisfied.

43. **Sydney Trains.** If required by Sydney Trains, prior to the issue of a Construction Certificate a Risk Assessment/Management Plan and detailed Safe Work Method Statements (SWMS) for the proposed works are to be submitted to Sydney Trains for review and comment on the impacts on rail corridor. The PCA is not to issue the Construction Certificate until written confirmation has been received from Sydney Trains confirming that this condition has been satisfied.

44. **Sydney Trains.** Prior to the issuing of a Construction Certificate the applicant is to submit to Sydney Trains a plan showing all craneage and other aerial operations for the development and must comply with all Sydney Trains requirements. The PCA is not to issue the Construction Certificate until written confirmation has been received from the Sydney Trains confirming that this condition has been satisfied.

45. **Sydney Trains.** If required by Sydney Trains, a track monitoring plan (including instrumentation and the monitoring regime during excavation and construction phases) is to be submitted to Sydney Trains for review and endorsement prior to the issuing of a Construction Certificate. The PCA is not to issue a Construction Certificate until written confirmation has been received from Sydney Trains advising of the need to undertake the track monitoring plan, and if required, that it has been endorsed.

46. **Design verification:** Prior to a Construction Certificate being issued with respect to this development, the Principle Certifying Authority is to be provided with a written Design Verification from a qualified designer. This statement must include verification from the designer that the plans and specification achieve or improve the design quality of the development to which this consent relates, having regard to the design quality principles set out in Part 2 of *State Environmental Planning Policy No. 65 – Design Quality of Residential Flat Development*. This condition is imposed in accordance with Clause 143 of the *Environmental Planning and Assessment Regulation 2000*.

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47. **Service infrastructure/utilities:** All service infrastructure/utilities including electrical substations, fire hydrants, gas meters and the like shall be located within the building envelope. Where this is not possible and subject to Council approval such infrastructure shall be located on the subject site and appropriately screened from view. Details of all service infrastructure/utilities are to be approved prior to the issue of the Construction Certificate.
48. **Vehicular entry.** The vehicular entry is to have high quality finishes and detailing to the walls and ceiling. No service ducts or pipes are to be provided within the vehicular entry. Details demonstrating compliance is to be submitted on the Construction Certificate plans.
49. **BASIX Details to be included on the Construction Certificate:** The Construction Certificate plans and specifications are to detail all of the 'CC plan' commitments of the BASIX Certificate.
50. **Soil Depth Over Structures.** Where planting is proposed over a structure, the development is to achieve the minimum standards for soil provision suitable to the proposed planting, as contained within the Residential Flat Design Code. Information verifying that the development complies with these requirements to be provided on the Construction Certificate plans.
51. **Vehicle Access & Parking.** All internal driveways, vehicle turning areas, garages and vehicle parking space/ loading bay dimensions must be designed and constructed to comply with the relevant section of AS 2890 (Offstreet Parking standards).

With respect to this, the following revision(s) must be undertaken;

- a) To facilitate vehicle access to/ from ramps in the basement garage levels, the ramps must have a splay, no less than 1m by 1m. , on the inside swept path of a vehicle where possible. Specific locations include the base of the ramp leading to basement lower level 2 and the crest of the ramp leading to the upper basement level 01.
- b) The visitor space No. 6 is allocated as a disabled space however is impractical due to the convoluted access to/ from the space. Given this demand is served by the provision of visitor space No. 4, the space should be reconfigured as a standard carspace.

These amendment(s) must be clearly marked on the plans submitted with the application for a Construction Certificate.

52. **Stormwater Management.** To ensure that stormwater runoff from the development is drained in an appropriate manner, without impact to neighbouring properties and downstream systems, a detailed plan and certification of the development's stormwater management system must be submitted with the application for a Construction Certificate.

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Stormwater runoff on the site shall be collected and piped by gravity flow to Council's inground drainage infrastructure located in Faraday Lane, generally in accordance with the plans by Engineering Studio (Civil & Structural) (Refer to Project No. 14335 Dwg's C00.01 & C02.01–C05.01 Rev C dated 9 July 2014).

The detailed plans, documentation and certification of the system must be prepared by a chartered civil engineer with NPER registration with Engineers Australia and comply with the following;

- The certification must state that the submitted design (including any associated components such as pump/ sump, absorption, onsite dispersal, charged system) are in accordance with the requirements of AS 3500.3 (2003) and any further detail or variations to the design are in accordance with the requirements of City of Ryde – DCP 2014 Part 8.2 (Stormwater Management).
- The submitted design is consistent with the approved architectural and landscape plan and any revisions to these plans required by conditions of this consent.
- The subsurface drainage system must be designed to generally preserve the pre-developed groundwater table so as to prevent constant, ongoing discharge of groundwater to the public drainage network as well as avoid impacts such as foundation consolidation that may result from dewatering practises.

53. **Stormwater Management – Connection to Council Drainage System.** The connection to Council's inground stormwater drainage infrastructure located in Faraday Lane will require the assessment, approval and inspection by Council's Public Works section to ensure the integrity of this Council asset is maintained. Engineering plans detailing the method of connection and an inspection fee in accordance with Council's current fees and charges must be paid to Council prior to the issue of the Construction Certificate. Council must be notified when the connection has been made to the pit / pipe and an inspection must be made by a Council officer prior to restoration/ backfill at the point of connection for approval.
54. **Geotechnical – Design, Certification and Monitoring Program.** The proposed development involves the construction of subsurface structures and excavation that has potential to adversely impact neighbouring property if undertaken in an inappropriate manner. To ensure there are no adverse impacts arising from such works, the applicant must engage a suitably qualified and practicing Civil or Structural Engineer specialising in geotechnical and the hydrogeological field to design, certify and oversee the construction of all subsurface structures associated with the development.

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This engineer is to prepare the following documentation;

- a) Certification that the civil and structural details of all subsurface structures are designed to;
 - provide appropriate support and retention to neighbouring property,
 - ensure there will be no ground settlement or movement during excavation or after construction (whether by the act of excavation or dewatering of the excavation) sufficient to cause an adverse impact to adjoining property or public infrastructure, and,
 - ensure that the treatment and drainage of groundwater will be undertaken in a manner which generally maintains the predeveloped groundwater regime, so as to avoid constant or ongoing seepage to the public drainage network and structural impacts that may arise from alteration of the pre-developed groundwater table.
- b) A Geotechnical Report and Monitoring Program to be implemented during construction that;
 - is based on a geotechnical investigation of the site and subsurface conditions, including groundwater,
 - details the location and type of monitoring systems to be utilised, including those that will detect the deflection of all shoring structures, settlement and excavation induced ground vibrations to the relevant Australian Standard;
 - details recommended hold points and trigger levels of any monitoring systems, to allow for the inspection and certification of geotechnical and hydro-geological measures by the professional engineer; and;
 - details action plan and contingency for the principal building contractor in the event these trigger levels are exceeded.

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

55. **Dilapidation Survey.** A dilapidation survey is to be undertaken that addresses all properties that may be affected by the construction work (within the zone of influence of excavation), namely 11 Bay Drive. A copy of the dilapidation survey is to be submitted to the Accredited Certifier *and Council* prior to the release of the Construction Certificate.
56. **Mechanical ventilation details** - Details of all proposed mechanical ventilation systems, and alterations to any existing systems, must be submitted for approval with the application for the Construction Certificate. Such details must include:

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- (a) Plans (coloured to distinguish between new and existing work) and specifications of the mechanical ventilation systems; and
- (b) A design certificate from a professional mechanical services engineer certifying that the mechanical ventilation systems will comply with the *Building Code of Australia* and the conditions of this Consent.

57. **Detailed site investigation report** – Following the demolition of the current buildings on the site, the proponent must submit a detailed site investigation report for Council's consideration. This report is to be submitted to Council prior to the issue of any Construction Certificate. The detailed site investigation report must comply with the *Guidelines for Consultants Reporting on Contaminated Sites* (EPA, 1997) and demonstrate and clearly state that the site is suitable for the proposed use, or that the site can be remediated to the extent necessary for the proposed use.
58. **Remediation of land following detailed site investigation** - If required by the detailed site investigation report, the land must be remediated to the extent necessary for the proposed use and a copy of the site validation report must be submitted to Council for consideration. The site validation report must comply with the *Guidelines for Consultants Reporting on Contaminated Sites* (EPA, 1997) and demonstrate that the site is suitable for the proposed use.
- No Construction Certificate is to be issued for any building work on the land, excluding those works required for the remediation of the site, until Council has confirmed in writing that it is satisfied that the land is suitable for the proposed use, without the need for further remediation.
- Before commencing remediation work written notice must be submitted to Council in accordance with clause 16 of *State Environmental Planning Policy No. 55 - Remediation of Land*.
- All remediation work must be carried out in accordance with the requirements of:
- (a) *State Environmental Planning Policy No. 55 - Remediation of Land*;
 - (b) any relevant guidelines published by the NSW Environment Protection Authority; and
 - (c) any council policy or development control plan relating to the remediation of land.
59. **Council may require site audit report** - If requested by Council, a site audit statement and a site audit summary report from an accredited site auditor under the *Contaminated Land Management Act 1997* must be submitted to Council verifying the information contained in the detailed site investigation and/or validation report.

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60. **Evidence of connection by gravity flow** - Documentary evidence from a professional hydraulic engineer or other suitably qualified person demonstrating that all of the premises will be connected directly to the sewerage system by gravity flow must be submitted with the application for the Construction Certificate.
61. **Roadway Excavation.** The proposed development will result in substantial excavation adjacent to the roadway (or road embankment). The applicant shall construct a retaining wall within the property to support the roadway (or road embankment). The proposed excavation has been approved subject to the following matters being satisfied:-
- a) The owner lodging with Council a \$50,000 cash bond or bank guarantee, prior to the issue of a construction certificate, to ensure that the work is carried out in accordance with the approved plans. The bond will be refunded upon satisfactory completion of the retaining wall.
 - b) Fully detailed design drawings and calculations shall be prepared by a Geotechnical Engineer for the retaining wall and submitted to Council for approval prior to the issue of a Construction Certificate
 - c) On completion of construction of the retaining wall a Geotechnical Engineers Certificate shall be submitted to Council which states that the engineer has inspected the work during construction and that the works have been carried out in accordance with the approved design. If no certificate is produced on completion of the retaining wall, then no further work shall proceed on the site until such certificate is produced.
 - d) If the certificate referred to above is found to be unacceptable, no work shall proceed on the site until the applicant has satisfied Council's Group Manager Public Works that the retaining wall has been constructed in accordance with the approved design.
 - e) The applicant shall inform Council at least seven (7) days before commencing any excavation works.

These conditions are to ensure that the applicant and or landowner complies with Section 91 of the Roads Act 1993 and provides adequate support for the public road. The applicant should also be aware that under Section 93 of the Roads Act 1993 Council may direct the landowner to fill an excavation that threatens the stability of the roadway.

62. **Public domain** - The public domain is to be upgraded in Faraday Lane, Underdale Lane and Railway Road frontages of the development site, in accordance with the City of Ryde Public Domain Technical Manual Section 5 – Meadowbank, unless varied by the requirements listed below. This work is to include but not be limited to paving, multifunction light poles, street furniture and plantings. A Public Domain plan is to be submitted to Council for approval by Council, as the Road Authority, prior to the issue of the Construction Certificate.

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The plans shall include all details relevant to the public domain works including:

- a) The provision of street trees in Underdale Lane in accordance with the City of Ryde Public Domain Technical Manual Section 5 – Meadowbank.
- b) The construction of grey granite footway along the Railway Road, Faraday Lane and Underdale Lane frontages of the site in accordance with the City of Ryde Public Domain Technical Manual Section 5 – Meadowbank.
- c) The construction of grey granite paving in Railway Road at the junction of the Upgraded Link 3 in accordance with the City of Ryde Public Domain Technical Manual Section 5 – Meadowbank.
- d) The replacement of the existing asphalt and brick banding section on the footpath in Railway Road at the southern extent of the site (being the junction of the pedestrian pathway) with a grey granite footway and grey granite banding.
- e) The undergrounding of all telecommunication and utility services along the Faraday Lane, Underdale Lane and Railway Road frontages of the site. Plans prepared and certified by a suitably qualified Electrical Design Consultant for decommissioning the existing network and constructing the new network are to be submitted to Council and Ausgrid for approval prior to commencement of work.
- f) The provision of new street lighting serviced by metered underground power and on multifunction poles (MFP), to be designed and installed to Australian Standard AS1158.3.1-1999 Road Lighting, with vehicular luminance category V5 and pedestrian luminance category P2. Lighting upgrade shall be in accordance with the City of Ryde Public Domain Technical Manual Section 5 – Meadowbank. Plans are to be submitted to Council for approval prior to lodgement of the scheme with Ausgrid for their approval. Prior to submission of the plans to Council liaison with Council's Public Works Group is advisable so as to obtain Council's requirements and specifications for the MFP and components, including the appropriate LED luminaire and location of the meter box.

Note: Council has prepared a schema for the provision of the street lighting on MFPS. A copy of the schema can be made available to the electrical design consultant upon request to Council's Public Works Group.

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63. **Public Infrastructure Works** – Engineering drawings prepared by a Chartered Civil Engineer (with NPER registration with Engineers Australia) are to be submitted to Council for approval prior to issue of a Construction Certificate. The works shall be in accordance with City of Ryde DCP 2014 Part 8.5 Public Civil Works & Part 8.2 - Stormwater Management where applicable.

The drawings shall include plans, sections, existing and finished levels, new property alignment, and other relevant details for the following works:

- a) The proposed improvements in Faraday Lane along the frontage of the development to provide a road carriageway width of 6.5m between kerbs and a footway width of 3.0m in accordance with DCP 2014 Part 4.2 Shepherd's Bay, Meadowbank Figure 4.2.04a.
 - b) The proposed improvements along the frontage of the development in Underdale Lane to provide a road carriageway width, kerb and gutter alignment and footway width consistent with that provided along the section of Underdale Lane at No. 2 Underdale Lane.
 - c) The removal of all redundant vehicular crossings and the construction of new kerb and gutter along the Railway Road, Faraday Lane and Underdale Lane frontages of the site. Proposed kerb profiles are to be provided to ensure proper connections to existing kerb and gutter.
 - d) The extent of road pavement reconstruction along the Railway Road, Faraday Lane and Underdale Lane frontages of the site.
 - e) The installation of a new threshold across the Railway Road entrance to Underdale Lane in accordance with the City of Ryde Public Domain Technical Manual Section 5 – Meadowbank.
 - f) The relocation/adjustment of all public utility services affected by the proposed works. Written approval from the applicable Public Authority shall be submitted to council and their requirements being fully complied with.
64. **Vehicle Footpath Crossings** - Footpath crossings shall be constructed at all locations where vehicles cross the footpath, to protect it from damage resulting from the vehicular traffic. The crossing(s) are to be constructed to match the paving style along the frontage of the development site and conform to the boundary alignment levels issued by Council's Public Works Division. The location, design and construction shall comply with the City of Ryde Development Control Plan 2014 Part 8.3 Driveways and Part 8.5 - Public Civil Works, and all relevant Australian Codes and Standards.

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In order to avoid the access driveway looking like a public road, kerbs shall not be returned to the boundary alignment line.

The applicant shall provide Council with certification from a Chartered Civil Engineer (with NPER registration with Engineers Australia) confirming that the vehicle crossing design meets Council requirements and the relevant standards, prior to the issue of the Construction Certificate.

65. **Boundary Alignment Levels** - The applicant is to apply to Council for site specific boundary alignment levels prior to the issue of the Construction Certificate. The application shall be accompanied by engineering plans of the proposed civil works along the frontage of the development site. The Council issued levels shall be incorporated into the design of the internal driveway, car parking areas, landscaping and stormwater drainage plans. Fees are payable in accordance with Council's Schedule of Fees & Charges at the time of the application.

PRIOR TO COMMENCEMENT OF CONSTRUCTION

Prior to the commencement of any demolition, excavation, or building work the following conditions in this Part of the Consent must be satisfied, and all relevant requirements complied with at all times during the operation of this consent.

66. **Site Sign**

- (a) A sign must be erected in a prominent position on site, prior to the commencement of construction:
 - (i) showing the name, address and telephone number of the Principal Certifying Authority for the work,
 - (ii) showing the name of the principal contractor (if any) or the person responsible for the works and a telephone number on which that person may be contacted outside working hours, and
 - (iii) stating that unauthorised entry to the work site is prohibited.
- (b) Any such sign must be maintained while the building work, subdivision work or demolition work is being carried out, but must be removed when the work has been completed.

67. **Excavation adjacent to adjoining land**

- (a) If an excavation extends below the level of the base of the footings of a building on an adjoining allotment of land, the person causing the excavation must, at their own expense, protect and support the adjoining premises from possible damage from the excavation, and where necessary, underpin the adjoining premises to prevent any such damage.
- (b) The applicant must give at least seven (7) days notice to the adjoining owner(s) prior to excavating.

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- (c) An owner of the adjoining allotment of land is not liable for any part of the cost of work carried out for the purposes of this condition, whether carried out on the allotment of land being excavated or on the adjoining allotment of land.

68. **Safety fencing.** The site must be fenced prior to the commencement of construction, and throughout demolition and/or excavation and must comply with WorkCover New South Wales requirements and be a minimum of 1.8m in height.
69. **Construction Management Plan.** As a result of the site constraints, limited vehicle access and parking, a Construction Management Plan (CMP) must be submitted to Council for approval by Councils Public Works section, prior to the commencement of any works on the site. The CMP is intended to minimise impact of construction activities on the surrounding community, in terms of vehicle traffic (including traffic flow and parking) and pedestrian amenity adjacent the site.

The CMP must:-

- Make provision for all construction materials to be stored on site, at all times.
- Specify construction truck routes and truck rates. Nominated truck routes are to be distributed over the surrounding road network where possible.
- Provide for the movement of trucks to and from the site, and deliveries to the site. Temporary truck standing/ queuing locations in a public roadway/ domain in the vicinity of the site are not permitted unless approved by Council's Public Works.
- Include a Traffic Control Plan prepared by an RMS accredited traffic controller for any activities involving the management of vehicle and pedestrian traffic.
- Be in accordance with Council's DCP 2014 Part 8.1 (Construction Activities)
- Include a site plan showing the location of any site sheds, location of requested Work Zones, anticipated use of cranes and concrete pumps, structures proposed on the footpath areas (hoardings, scaffolding or shoring) and any tree protection zones around Council street tree's.
- Take into consideration the construction effects of current or potential development on adjoining sites and specify a contingency plan to be undertaken.

Structures or works on Council property (such as hoardings, scaffolding, shoring or excavation), the modification of parking restrictions (Work Zones) and standing heavy vehicles (crane, concrete pump, etc) on a footpath/ roadway are subject to separate approval from Council and/or the Local Traffic Committee.

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70. **Ground Anchors.** The installation of permanent ground anchors into public roadway is not permitted. The installation of temporary ground anchors may be considered subject to application for approval from Council's Public Works department, as per the provisions of Section 138 of the Roads Act. The application for consent must include detailed structural plans prepared by a chartered structural engineer, clearly nominating the number of proposed anchors, depth below existing ground level at the boundary alignment and the angle of installation. Approval is subject to the applicant paying all applicable fees in accordance with Council's Management Plan.
71. **Dilapidation Report.** To ensure Council's infrastructures are adequately protected a dilapidation report on the existing public infrastructure in the vicinity of the proposed development and within 100m of the site is to be submitted to Council. The report shall detail, but not be limited to the location, description and photographic record of any observable defects but to the following infrastructure where applicable.
- (a) Road pavement,
 - (b) Kerb and gutter,
 - (c) Footpath,
 - (d) Drainage pits,
 - (e) Traffic signs, and
 - (f) Any other relevant infrastructure.

The report is to be submitted to Council's Public Works Department, prior to works commencing with another similar report submitted at completion and prior to issue of Occupation Certificate. The reports shall be used by council to assess whether restoration works will be required prior to the issue of the Occupation Certificate.

All fees and charges associated with the review of this report is to be in accordance with Council's Schedule of Fees and Charges and is to be paid at the time that the Dilapidation Report is submitted.

72. **Erosion and Sediment Control.** The applicant shall install erosion and sediment control measures in accordance with the approved plan by Engineering Studio (Civil & Structural) (Refer to Project No. 14335 Dwgs C00.01 & C01.01 Rev C dated 9 July 2014) at the commencement of works on the site. Suitable erosion control management procedures in accordance with the manual "Managing Urban Stormwater: Soils and Construction" by the NSW Department – Office of Environment and Heritage, must be practiced at all times throughout the construction. Any dewatering of the site involving the pumping of site water to a kerb inlet pit, will require implementation of soil and sediment settlement / filtration measures as well as consent from Council under Section 138 of the Roads Act.

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73. If required by Sydney Trains, prior to the commencement of works and prior to the issue of the Occupation Certificate, a joint inspection of the rail infrastructure and property in the vicinity of the project is to be carried out by representatives from Sydney Trains and the Applicant. These dilapidation surveys will establish the extent of any existing damage and enable any deterioration during construction to be observed. The submission of a detailed dilapidation report will be required unless otherwise notified by Sydney Trains.

DURING CONSTRUCTION

Unless otherwise specified, the following conditions in this Part of the consent must be complied with at all times during the construction period. Where applicable, the requirements under previous Parts of the consent must be implemented and maintained at all times during the construction period.

74. **Critical stage inspections.** The person having the benefit of this consent is required to notify the Principal Certifying Authority during construction to ensure that the critical stage inspections are undertaken, as required under clause 162A(4) of the *Environmental Planning and Assessment Regulation 2000*.
75. **Construction noise.** The L_{10} noise level measured for a period of not less than 15 minutes while demolition and construction work is in progress must not exceed the background noise level by more than 20 dB(A) at the nearest affected residential premises.
76. **Sediment/dust control.** No sediment, dust, soil or similar material shall leave the site during construction work.
77. **Construction materials.** All materials associated with construction must be retained within the site.
78. **Site Facilities**
The following facilities must be provided on the site:
(a) toilet facilities in accordance with WorkCover NSW requirements, at a ratio of one toilet per every 20 employees, and
(b) a garbage receptacle for food scraps and papers, with a tight fitting lid.
79. **Site maintenance**
The applicant must ensure that:
(a) approved sediment and erosion control measures are installed and maintained during the construction period;
(b) building materials and equipment are stored wholly within the work site unless an approval to store them elsewhere is held;
(c) the site is clear of waste and debris at the completion of the works.

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80. **Work within public road.** At all times work is being undertaken within a public road, adequate precautions shall be taken to warn, instruct and guide road users safely around the work site. Traffic control devices shall satisfy the minimum standards outlined in Australian Standard No. AS1742.3-1996 "Traffic Control Devices for Work on Roads".
81. **CCTV Cameras.** CCTV cameras will be required to be installed in the following locations:
- The residents carpark;
 - The ground floor lobby and lifts
 - The car park entry/exit points.
- Digital technology will be required to be used to record images from the camera and this is to be located in a secure location. The surveillance equipment will need to be able to zoom in and out on a person without losing focus. It must be maintained in working order at all times and installed by a qualified and reputable company.
82. **Car parking security.** Vehicular entry to residential parking and visitor's parking areas is to be through a secured roller shutter with an intercom system for visitor's access. The doors are to be controlled by locksets such as remote or card operating electronic lock sets. The phasing of the roller door needs to minimise the opportunity for unauthorised pedestrian access after a vehicle enters/exits the car park.
83. **Lighting.** Lighting is to be provided around the site and all lighting is to comply with the following requirements:
- Lighting is to be designed and installed in accordance with the relevant Australian and New Zealand Lighting Standards.
 - A Lighting Maintenance Policy is required to outline the maintenance, monitoring and operation of lighting.
 - Lighting is to be provided to all common areas including all car parking levels, stairs and access corridors and communal gardens.
 - Lighting is to be automatically controlled by time clocks and where appropriate, sensors for energy efficiency and a controlled environment for residents.
84. **Graffiti.** All surfaces on the street level that are not glass should use graffiti resistant paints and/or other surfaces that discourage graffiti.

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85. **Security.** To enhance the physical security of doors, all glass doors are to be laminated and the main entry/exit doors to individual units on the ground floor, including balcony doors and fire exit doors to the development are to be fitted with a single cylinder lockset (Australian and New Zealand Standard - Lock Sets), which comply with the Building Code of Australia. Windows to individual units on the ground floor should also be fitted with key operated locksets (Australia and New Zealand Standard - Lock Sets) to restrict unauthorized access to the unit.
86. **Intercom System.** Intercom facilities should be incorporated into these entry/exit points to enable residents to communicate and identify with people prior to admitting them to the development. An auxiliary lock set should also be incorporated into the design of each of the entry/exit points to enable emergency services to access the development particularly in emergency situations.
87. **Balcony doors to units.** Balcony doors to units are to be fitted with single cylinder locksets (Australian and New Zealand Standard – Lock Sets) to restrict unauthorised access to units.
88. **Unit windows.** The windows to individual units are to be fitted with key operated locksets (Australian and New Zealand Standard – Lock Sets) to restrict unauthorised access to units.
89. **Lift access and security.** Electronic access controls are to be installed on the lift. The equipment should include card readers to restrict access to the level a resident residents on, to the car parking levels and to the Ground Floor.
90. **Studies.** All studies within the development are to be provided with the internal joinery for the construction of a desk and storage areas. At no times are the studies to be used as a bedroom.
91. **Construction of garbage rooms.** All garbage rooms must be constructed in accordance with the following requirements:
 - a. The floor must be constructed of concrete finished to a smooth even surface, coved to a 25mm radius at the intersections with the walls and any exposed plinths, and graded to a floor waste connected to the sewerage system.
 - b. The floor waste must be provided with a fixed screening in accordance with the requirements of Sydney Water Corporation.
 - c. The walls must be constructed of brick, concrete blocks or similar solid material cement rendered to a smooth even surface and painted with a light coloured washable paint.
 - d. The ceiling must be constructed of a rigid, smooth-faced, non-absorbent material and painted with light coloured washable paint.

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- e. The doors must be of adequate dimensions to allow easy access for servicing purposes and must be finished on the internal face with a smooth-faced impervious material.
- f. Any fixed equipment must be located clear of the walls and supported on a concrete plinth at least 75mm high or non-corrosive metal legs at least 150mm high.
- g. The room must be provided with adequate natural ventilation direct to the outside air or an approved system of mechanical ventilation.
- h. The room must be provided with adequate artificial lighting.
- i. A hose cock must be provided in or adjacent to the room to facilitate cleaning.

92. **Traffic Management.** Any traffic management procedures and systems must be in accordance with *AS 1742.3 1996* and City of Ryde, Development Control Plan 2014: - Part 8.1; Construction Activities. This condition is to ensure public safety and minimise any impacts to the adjoining pedestrian and vehicular traffic systems.

Accordingly, a detailed plan of traffic management prepared by a traffic engineer including certification indicating compliance are to be submitted with the Construction Certificate application.

93. **Truck Shaker.** A truck shaker grid with a minimum length of 6 metres must be provided at the construction exit point. Fences are to be erected to ensure vehicles cannot bypass them. Sediment tracked onto the public roadway by vehicles leaving the subject site is to be swept up immediately.
94. **Geotechnical – Implementation of Geotechnical Monitoring.** The construction and excavation works are to be undertaken in accordance with the Geotechnical Report and Monitoring Program (GMP) submitted with the Construction Certificate. All recommendations of the Geotechnical Engineer and GMP are to be carried out during the course of the excavation. The applicant must give at least seven (7) days notice to the owner and occupiers of the adjoining allotments before excavation works commence.
95. **Construction Management Plan – Compliance.** All works and construction activities are to be undertaken in accordance with the approved Construction Management Plan (CMP). All controls in the CMP must be maintained at all times and all traffic management control must be undertaken by personnel having appropriate RMS accreditation. A copy of the approved CMP is to be kept onsite at all times and made available to the accredited certifier or Council on request.

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96. **Stormwater Management - Construction.** The stormwater drainage system on the site must be constructed in accordance with the Construction Certificate version of the Stormwater Management Plan by Engineering Studio (Civil & Structural) (Refer to Project No. 14335 Dwgs C00.01 & C02.01– C05.01 Rev C dated 9 July 2014) submitted in compliance to the condition labelled “Stormwater Management.” and the requirements of Council in connection to the trunk drainage system.
97. **Mechanical ventilation of rooms** - If the airborne noise level with windows and doors open exceeds the above noise criteria by more than 10dBA, an approved system of mechanical ventilation must be provided so that the building occupants can leave the windows and doors closed.
98. **Plumbing and drainage work** - All plumbing and drainage work must be carried out in accordance with the requirements of Sydney Water Corporation and the NSW Department of Fair Trading.

PRIOR TO OCCUPATION CERTIFICATE

An Occupation Certificate must be obtained from a Principal Certifying Authority prior to commencement of occupation of any part of the development, or prior to the commencement of a change of use of a building.

Prior to issue, the Principal Certifying Authority must ensure that all works are completed in compliance with the approved construction certificate plans and all conditions of this Development Consent.

Unless an alternative approval authority is specified (eg Council or government agency), the Principal Certifying Authority is responsible for determining compliance with conditions in this Part of the consent. Details to demonstrate compliance with all conditions, including plans, documentation, or other written evidence must be submitted to the Principal Certifying Authority.

99. **Landscaping.** All landscaping works approved by condition 1 are to be completed prior to the issue of the final **Occupation Certificate**.
100. **Sydney Water – Section 73.** A Section 73 Compliance Certificate under the *Sydney Water Act 1994* must be obtained from Sydney Water Corporation. Application must be made through an authorised Water Servicing Co-ordinator. Please refer to the Building Developing and Plumbing section of the web site www.sydneywater.com.au then refer to “Water Servicing Coordinator” under “Developing Your Land” or telephone 13 20 92 for assistance.

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Following application a “Notice of Requirements” will advise of water and sewer infrastructure to be built and charges to be paid. Please make early contact with the Co-ordinator, since building of water/sewer infrastructure can be time consuming and may impact on other services and building, driveway or landscape design. Details demonstrating compliance are to be submitted to the Principal Certifying Authority prior to the issue of any Interim/Final Occupation Certificate.

101. **Public domain – work-as-executed plan.** A works as executed plan for works carried out in the public domain must be provided to and endorsed by Council prior to the issue of the **Occupation Certificate**.
102. **Letterboxes and street/house numbering.** All letterboxes and house numbering are to be designed and constructed to be accessible from the public way. Council must be contacted in relation to any specific requirements for street numbering.
103. **BASIX Commitments.** Prior to the issue of the Occupation Certificate, the Principle Certifying Authority is to ensure that the BASIX commitments have been implemented in accordance with the approved BASIX Certificate. Note: Certificates from suitably qualified persons are to be submitted to the Principle Certifying Authority (if Council is the PCA) verifying that all BASIX commitments listed have been fulfilled in accordance with the BASIX Certificate.
104. **Design Verification.** Prior to an Occupation Certificate being issued to authorise a person to commence occupation or use of a residential flat building, the Principal Certifying Authority (PCA) is to be provided with a Design Verification from a qualified designer. The statement must include verification from a qualified designer that the residential flat development achieves the design quality of the development shown on plans and specifications in respect to any Construction Certificate issued, having regard to the design quality principles set out in Part 2 of the State Environmental Planning Policy No 65 – Design Quality of Residential Flat Development. This condition is imposed in accordance with Clause 154 of the *Environmental Planning and Assessment Regulations 2000*.
105. **Stormwater Management - Work-as-Executed Plan.** A Work-as-Executed plan (WAE) of the as constructed Stormwater Management System must be submitted with the application for an Occupation Certificate. The WAE must be prepared and certified (signed and dated) by a Registered Surveyor and is to clearly show the constructed stormwater drainage system (including any onsite detention, pump/ sump, charged/ siphonic and onsite disposal/ absorption system) and finished surface levels which convey stormwater runoff.

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106. **Stormwater Management – Positive Covenant(s).** A Positive Covenant must be created on the property title(s) pursuant to Section 88 E of the Conveyancing Act (1919), providing for the ongoing maintenance of the pump/ sump components incorporated in the approved Stormwater Management system. This is to ensure that the drainage system will be maintained and operate as approved throughout the life of the development, by the owner of the site(s). The terms of the 88 E instrument are to be in accordance with the Council's draft terms for these systems as specified in City of Ryde DCP 2010 - Part 8.4 (Title Encumbrances) - Section 7, and to the satisfaction of Council, and are to be registered on the title prior to the release of the Occupation Certificate for that title.
107. **Compliance Certificates – Engineering.** To ensure that all engineering facets of the development have been designed and constructed to the appropriate standards, Compliance Certificates must be obtained for the following items and are to be submitted to the Accredited Certifier prior to the release of any Occupation Certificate. All certification must be issued by a qualified and practising civil engineer having experience in the area respective of the certification unless stated otherwise.
- a) Confirming that all components of the parking areas contained inside the site comply with the relevant components of AS 2890 and the City of Ryde DCP 2010, Part 9.3 “Car Parking”.
 - b) Confirming that the Stormwater Management system (including any ancillary components such as onsite detention) servicing the development complies with the City of Ryde DCP 2010, Part 8.2, “Stormwater Management” and has been constructed to function in accordance with all conditions of this consent relating to the discharge of stormwater from the site.
 - c) Confirming that after completion of all construction work and landscaping, all areas adjacent the site, the site drainage system (including the on-site detention system), and the trunk drainage system immediately downstream of the subject site (next pit), have been cleaned of all sand, silt, old formwork, and other debris.
 - d) Confirming that the connection of the site drainage system to the trunk drainage system complies with Section 4.7 of AS 3500.3 - 2003 (National Plumbing and Drainage Code) and the relevant sections of the City of Ryde DCP 2010, Part 8.2 “ Stormwater Management” and associated annexure.
 - e) Confirming that erosion and sediment control measures were implemented during the course of construction and were in accordance with the manual “*Managing Urban Stormwater: Soils and Construction*” by the NSW Department – Office of Environment and Heritage and the City of Ryde DCP 2010, Part 8.1 “Construction Activities”.

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- f) Certification from a suitably qualified structural or geotechnical engineer confirming that any temporary soil/ rock anchors installed into public roadway, have been de-stressed and are no longer providing any structural support.
 - g) Certification from a suitably qualified geotechnical engineer confirming that the Geotechnical Monitoring Program (GMP) was implemented throughout the course of construction and that all structures supporting neighbouring property have been designed and constructed to provide appropriate support of the neighbouring property and with consideration to any temporary loading conditions that may occur on that site, in accordance with the relevant Australian Standard and building codes.
 - h) Compliance certificate from Council confirming that all external works in the public road reserve have been completed to Council's satisfaction.
108. **Certification of mechanical ventilation work** - Where any mechanical ventilation systems have been installed or altered, an installation certificate from a professional mechanical services engineer certifying that the systems comply with the approved plans and specifications must be submitted to the Principal Certifying Authority before the issue of an Occupation Certificate.
109. **Signage and Line Marking - Internal.** The applicant must submit to, and have approved by Council, a signage and line marking plan for the operation of the basement levels, specifically addressing the concerns regarding the ramp operation prior to the issue of an Occupation Certificate.
110. **Signage and Line Marking - External.** The applicant must submit to, and have approved by Council, a signage and line marking plan identifying the proposed parking restrictions and line markings, prior to the issue of an Occupation Certificate.
111. **Road widening – Faraday Lane** - The dedication of a strip of land for the widening of Faraday Lane to provide a road carriageway width of 6.5m between kerbs and a footway width of 3.0m in accordance with DCP 2014 Part 4.2 Shepherd's Bay, Meadowbank Figure 4.2.04a. The dedication and associated administrative registration costs where applicable shall be borne by the applicant and should only be initiated after Council has provided written confirmation of a satisfactory final inspection and acceptance of the completed public infrastructure works.

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112. **Right of Footway (Limited in Stratum) - Underdale Lane** – A Right of Footway (Limited in Stratum) of minimum 1.2m wide shall be created along the Underdale Lane frontage of the development site consistent with that created at No. 2 Underdale Lane. The dedication and associated administrative registration costs where applicable shall be borne by the applicant and should only be initiated after Council has provided written confirmation of a satisfactory final inspection and acceptance of the completed public infrastructure works.
113. **Public Domain – Work as Executed plan** – A works-as-executed plan for works carried out in the public domain must be provided to Council and endorsed by Council, as the Road Authority, prior to the issue of the Occupation Certificate. All public domain works are to be completed to Council's satisfaction prior to the issue of the Occupation Certificate.
114. **Indemnity.** As it will be necessary for waste collection vehicles to enter the property to service the waste containers, the property owner must indemnify Council and its contractor in writing against claims for damage to the driveways and manoeuvring areas. Evidence that this has occurred is to be issued to the PCA and Council prior to the issue of any Occupation Certificate.
115. **Public Art.** Prior to the issue of any Occupation Certificate, the public art is to be completed in accordance with plan and documentation provided by Richard Goodwin Pty Ltd.

OPERATIONAL CONDITIONS

116. **Parking Allocation.** Both the owner and occupier of the development must provide and maintain the minimum parking allocation as follows;
- 77 residential spaces
 - 14 visitor spaces.
117. **Offensive noise** - The use of the premises must not cause the emission of 'offensive noise' as defined in the *Protection of the Environment Operations Act 1997*.
118. **Noise and vibration from plant or equipment** - Unless otherwise provided in this Consent, the operation of any plant or equipment installed on the premises must not cause:
- (a) The emission of noise that exceeds the background noise level by more than 5dBA when measured at, or computed for, the most affected point, on or within the boundary of the most affected receiver. Modifying factor corrections must be applied for tonal, impulsive, low frequency or intermittent noise in accordance with the *New South Wales Industrial Noise Policy* (EPA, 2000).

ITEM 1 (continued)

ATTACHMENT 1

- (b) An internal noise level in any adjoining occupancy that exceeds the recommended design sound levels specified in Australian/New Zealand Standard AS/NZS 2107:2000 *Acoustics – Recommended design sound levels and reverberation times for building interiors*.
- (c) The transmission of vibration to any place of different occupancy.

119. **Hard Waste Storage Room.** Only material contained with the bulky goods room on the ground floor will be collected. No material is to be left outside of this room as this would impede access to the waste room. Consideration should be given to providing a second bulky goods room for the storage of bulky goods. If a second room is provided, material from this room will be required to be transported to the bulky goods room adjacent to the waste room for collection by the building manager.
120. **VPA requirements.** The affordable housing unit identified in the VPA referred to in condition 2 is to be dedicated to Council prior to the earlier occurrence of the issue of any Occupation Certificate for any part of the development or the occupation of any part of the development.

PRIOR TO SUBDIVISION CERTIFICATE

121. **Final plan of subdivision.** The submission of a final plan of subdivision plus 3 copies suitable for endorsement by the Authorised Officer of Council.
122. **Final plan of subdivision – title details.** The final plan of subdivision shall contain detail all existing and/or proposed easements, positive covenants and restrictions of the use of land.
123. **Section 88B Instrument.** The submission of an Instrument under Section 88B of the Conveyancing Act 1919 plus 3 copies, creating Easements, Positive Covenants and Restrictions on Use. This Instrument shall nominate the City of Ryde as the authority empowered to release, vary or modify the terms of the Instrument.
124. **Completion of the Development.** The development is to be completed in accordance with the requirements of this development consent before the issue of any Subdivision Certificate.
- (b) That the persons who made submissions be advised of Council's decision.

Record of Voting:

For the Motion: Councillors Chung, Etmekdjian, Li, Maggio, Pendleton, Perram, Simon and Yedelian OAM

Against the Motion: Councillor Laxale

ITEM 1 (continued)

ATTACHMENT 1

3 DECEMBER QUARTERLY REVIEW REPORT - DELIVERY PLAN 2014-2018 AND 2014/2015 OPERATIONAL PLAN

RESOLUTION: (Moved by Councillors Pendleton and Etmekdjian)

- (a) That the report of the Chief Financial Officer dated 31 December 2014 on the *Quarterly Review Report. Four Year Delivery Plan 2014-2018 and One Year Operational Plan 2014/2015, Quarter Two, October – December 2014* be received and endorsed.
- (b) That the proposed budget adjustments included in this report resulting in a net decrease of \$0.73 million in Council's Working Capital, to a projected balance as at 30 June 2015 of \$3.02 million, be endorsed and included in the 2014/2015 Budget.
- (c) That the proposed transfers to and from Reserves as detailed in the report, and included as budget adjustments, totalling a net increase in Transfers to Reserves of \$18.66 million be endorsed.
- (d) That Council approve the use of loan funds for the amount of \$275k, for the purposes as detailed in the list of budget adjustments included in this report.
- (e) That the Certificate of the Responsible Accounting Officer dated 31 December 2014 be endorsed.
- (f) That Council endorse the Projects recommended for cancellation, deferral, being placed on hold or proposed to be carried over as detailed in the Report.
- (g) That a quarterly report regarding the status of the Surf Ryder Attraction be provided to Councillors through the Councillors Information Bulletin.
- (h) That a report regarding the proposed demolition of the Pony Club Building in Marsfield Park be provided to the next Works and Community Committee Meeting.

Record of Voting:

For the Motion: Councillors Chung, Etmekdjian, Li, Maggio, Pendleton, Perram and Yedelian OAM

Against the Motion: Councillors Laxale and Simon

ITEM 1 (continued)

ATTACHMENT 1

4 INVESTMENT REPORT - January 2015

RESOLUTION: (Moved by Councillors Etmekdjian and Chung)

That Council endorse the report of the Chief Financial Officer dated 3 February 2015 on Investment Report – January 2015.

Record of Voting:

For the Motion: Unanimous

5 REPORTS DUE TO COUNCIL

RESOLUTION: (Moved by Councillors Li and Simon)

That the report on Outstanding Council Reports be endorsed.

Record of Voting:

For the Motion: Unanimous

LATE ITEMS

7 CONFIRMATION OF MINUTES - Extraordinary Council Meeting held on 17 February 2015

RESOLUTION: (Moved by Councillors Yedelian OAM and Etmekdjian)

That the Minutes of the Extraordinary Council Meeting 2/15, held on 17 February 2015 be confirmed.

Record of Voting:

For the Motion: Unanimous

QUESTIONS BY COUNCILLORS AS PER POLICY

1 QUESTIONS WITH NOTICE – Deputy Mayor, Councillor Roy Maggio

RESOLUTION: (Moved by Councillors Yedelian OAM and Perram)

That the following Answers to Questions with Notice be received and noted.

Record of Voting:

For the Motion: Unanimous

ITEM 1 (continued)

ATTACHMENT 1

Question 1:

Damage to a home due to growing tree roots is not known to be covered by any insurer. What liability does Ryde Council hold after refusing the removal of a tree which is responsible for structural damage to a house which results to the need for extensive repairs?

Answer 1:

Council's General Counsel has advised that Council may be generally protected under the provisions of the Civil Liability Act 2002, provided that when it made the relevant decision to refuse the removal of the tree it took into account a number of matters, including but not limited to:

- (a) The information at hand when Council made that decision;
- (b) The availability to Council of appropriate resources (both financial and technical) for it to make that decision;
- (c) Whether the decision was reasonable having regard to all the matters at hand; and
- (d) Council's compliance with its established procedures for the determination of tree removal applications.

Question 2:

What is the scope of Council liability where the removal of a tree has been refused and there is an unfortunate incident which results to injury to a passing pedestrian or car?

Answer 2:

Every case is considered on its own merits. However, if Council has taken into consideration, amongst other things, the elements raised in answer 1 above in making its decision to refuse the removal of the tree, it is reasonable to expect that Council may be protected as to any liability under the relevant provisions of the Civil Liability Act 2002.

Question 3:

How does the Urban Forest Policy support the safety of residents with sizeable trees on their property who have been refused tree removal to avoid potential danger? How does the resident meet safety hazard criteria which will result to the removal of the tree in question?

ITEM 1 (continued)

ATTACHMENT 1

Answer 3:

Council's administration of the Tree Preservation DCP is undertaken by qualified arborists who undertake assessment in accordance with the industry best practise standards to determine if tree requires removal.

It needs to be understood that large trees in suburbia do not immediately equate to a significant danger. Trees, like all assets located on private property, require maintenance. Maintenance includes regular pruning and inspection and if undertaken can significantly reduce future hazards.

The pruning and maintenance of the tree is the responsibility of the owner.

Any resident can obtain and submit an independent arborist report to Council for consideration, if they believe that the tree is likely to present a potential danger.

Question 4:

While the 10/50 vegetation clearing code of practice reduces the impact of bush fires, other conditions such as torrential weather can also prove to have catastrophic effects on lives and homes. What safety measures are in place to afford a similar level of safety to residents affected by large trees in close proximity to their home?

Answer 4:

Council's Development Control Plan 9.5 – Tree Preservation, allows for trees located within 3 metres of a dwelling to be removed without application to Council, so long as:

- The Tree is not part of a Threatened Ecological Community; and/or
- The tree or property does not fall within a Heritage Conservation Area or is not a Heritage Listed Item.

Council also offers an urgent tree assessment process, if the resident believes that the tree poses imminent danger. This is a guaranteed 3 day turn around and in most cases, if the tree is found dangerous, permission is granted on the same day of application and urgent application fee refunded.

Question 5:

In light of recent discussions about the SRV to address the costs of maintaining or upgrading infrastructure, cost is a critical factor. How does Ryde Council substantiate the costs of trees including pruning by a qualified arborist, removing fallen branches and structural repairs to homes and other hidden/unexpected costs?

ITEM 1 (continued)

ATTACHMENT 1

Answer 5:

Trees, like all assets located on private property, require maintenance. Maintenance includes regular pruning and inspection and if undertaken, can significantly reduce future issues. Like a dwelling that requires annual maintenance which comes at a cost, a healthy tree also requires maintenance pruning approximately every 5 years.

The maintenance cost of the tree is market driven. Residents are encouraged to obtain at least two quotes to ensure they are getting value for money.

For Council owned street and park trees, this is a resourcing issue, subject to a funding allocation.

CLOSED SESSION

ITEM 6 - PROPERTY MATTER

Confidential

This item is classified CONFIDENTIAL under Section 10A(2) of the Local Government Act, 1993, which permits the meeting to be closed to the public for business relating to the following: (c) information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business; AND (d) (ii) information that would, if disclosed, confer a commercial advantage on a competitor of the council.

RESOLUTION: (Moved by Councillors Perram and Yedelian OAM)

That the Council resolve into Closed Session to consider the above matters.

Record of Voting:

For the Motion: Unanimous

Note: The Council closed the meeting at 8.20pm. The public and media left the chamber.

6 PROPERTY MATTER

RECOMMENDATION: (Moved by Councillors Chung and Yedelian OAM)

- (a) That the Department of Planning & Environment be advised that Council will accept the offer of the subject land, for nominal consideration, subject to terms to be negotiated and agreed and expressed in an appropriate Deed of Agreement as detailed in the report.

ITEM 1 (continued)

ATTACHMENT 1

- (b) That the General Manager be authorised to negotiate, finalise and execute the terms of acquisition and the accompanying Deed and to affix Council's seal to any documentation, as required.
- (c) That Council resolves to classify the land as Operational in accordance with the provisions of Section 31(2) of the Local Government Act.

Record of Voting:

For the Motion: Unanimous

OPEN SESSION

RESOLUTION: (Moved by Councillors Perram and Yedelian OAM)

That Council resolve itself into open Council.

Record of Voting:

For the Motion: Unanimous

Note: Open Council resumed at 8.32pm.

RESOLUTION: (Moved by Councillors Etmekdjian and Pendleton)

That the recommendations of Items considered in Closed Session be received and adopted as resolutions of Council without any alteration or amendment thereto.

Record of Voting:

For the Motion: Unanimous

NATIONAL ANTHEM

The National Anthem was sung at the conclusion of the meeting.

The meeting closed at 8.35pm.

CONFIRMED THIS 10TH DAY OF MARCH 2015

Chairperson

**2 REPORT OF THE PLANNING AND ENVIRONMENT COMMITTEE MEETING
3/15 held on 3 March 2015**

Report prepared by: Section Manager - Governance
File No.: CLM/15/1/4/2 - BP15/191

REPORT SUMMARY

The Minutes of the Planning and Environment Committee Meeting 3/15 held on 3 March 2015 are to be circulated on Thursday, 5 March 2015 after the meeting has been conducted. The Minutes will be listed for confirmation at the next Planning and Environment Committee Meeting.

A report detailing Items which were dealt with by the Committee within its delegated powers, together with any Committee recommendations will be circulated at the same time as the Minutes on Thursday, 5 March 2015.

**3 REPORT OF THE WORKS AND COMMUNITY COMMITTEE MEETING 2/15
held on 3 March 2015**

Report prepared by: Section Manager - Governance**File No.:** CLM/15/1/4/2 - BP15/192

REPORT SUMMARY

The Minutes of the Works and Community Committee Meeting 2/15 held on 3 March 2015 are to be circulated on Thursday, 5 March 2015 after the meeting has been conducted. The Minutes will be listed for confirmation at the next Works and Community Committee Meeting.

A report detailing Items which were dealt with by the Committee within its delegated powers, together with any Committee recommendations will be circulated at the same time as the Minutes on Thursday, 5 March 2015.

4 PLANNING PROPOSAL - 388 - 392 LANE COVE ROAD MACQUARIE PARK

Report prepared by: Strategic Planner
File No.: GRP/09/5/1/7 - BP15/13

REPORT SUMMARY

Council has received a Planning Proposal (PP) to amend controls within LEP 2014 as they apply to 388 – 392 Lane Cove Road, Macquarie Park being LOTS 44 – 46 in DP1111722 (known as the “the site”).

The Planning Proposal seeks to review the height and floor space controls applying to the site to facilitate the development of the site for a serviced apartment development containing 148 serviced apartments and approximately 120 car parking spaces.

This will require:

- Amending LEP 2014 Height of Buildings Map to increase the maximum height of buildings permitted at the site to 65m and
- Amending LEP 2014 Floor Space Ratio Map to increase the FSR across the whole of the site to 3:1.

The site is currently zoned B3 Commercial Core (B3) and serviced apartments are a permitted use in the B3 zone with Council consent.

A Proposed Concept Masterplan for the site was submitted with the PP. The below table indicates the proposed development within that Masterplan.

SUMMARY OF PROPOSED AND EXISTING DEVELOPMENT

388 – 392 Lane Cove Road, Macquarie Park	
Existing Land Use	Two single storey brick cottages separated by a hardstand area Currently used as a plant hire office and storage of heavy earthworks equipment and a dwelling house(PP AppC Page 11)
Proposed Land Use	Serviced apartment development containing:- <ul style="list-style-type: none"> • 148 serviced apartments/120 car spaces • Ground floor café and lobby • 1st floor roof garden • Roof level recreation area containing lap pool, café, gym and bar facilities  
Proposed Building Heights	Increase in building height from 37m to 65m (18 storeys over 3 basement parking levels)
Proposed Floor Space Ratio	Increase in FSR from 2:1 to 3:1

ITEM 4 (continued)

The Planning Proposal (JBA PP) is **ATTACHMENT 1 - CIRCULATED UNDER SEPARATE COVER.**

Council on the 22 October 2013 resolved to adopt Ryde LEP 2014 (Amendment 1) – Macquarie Park and forward the Plan to the Department of Planning and Environment (DoPE) with a request that the Minister make the Plan. On that date Council also adopted the Macquarie Park Access Network Strategy and Open Space Network Strategy Plans (MPSP).

Under Amendment 1 the site has a maximum FSR of 3:1 and a maximum height of 65m. The additional FSR and height is subject to the provision of a Voluntary Planning Agreement being entered into with Council which includes the dedication of a strip of land to increase the width of the adjacent Hyundai Drive from 10m to 16m as indicated on the MPSP.

The proposed increases in the PP to FSR and height on the site are in accordance with those permitted under Amendment 1. Details of the general terms of a draft VPA have been provided to Council in the PP which indicate the provision of the required road widening. A formal draft VPA was lodged with Council on the 28 January 2015 and is under consideration. The provisions of the VPA will be reported to Council at a later date.

The master plan for the site was reviewed by the Urban Design Review Panel (URDP) on the 12 November 2014. UDRP advised that the panel supports the overall direction and architectural treatment of the proposal.

As the development proposed for the site complies with the zoning of the land under Ryde LEP 2014 and the floor space and height controls in the planning proposal comply with those in Draft Ryde LEP 2014 (Amendment 1) it is recommended that the proposal be supported.

It is considered that should a Gateway Determination be issued by the Minister that the exhibition of the Planning Proposal should not occur until the draft VPA is to Council's satisfaction. This will ensure that the VPA and the Planning Proposal are exhibited together for consideration by the community.

RECOMMENDATION:

- (a) That Council support the Planning Proposal for 388 – 392 Lane Cove Road , Macquarie Park (LOTS 44 – 46 in DP1111722) to amend Ryde Local Environmental Plan 2014 by:-
- amending the Height of Buildings Map for the site to a maximum height of 65m
 - amending the Floor Space Ratio Map for the site to a maximum FSR of 3:1

ITEM 4 (continued)

- (b) That Council endorse forwarding the planning proposal for 388 – 392 Lane Cove Road, Macquarie Park to receive a gateway determination in accordance with Section 56 of the Environmental Planning and Assessment Act 1979 and that the Ministers delegation enabling Council to determine the LEP be requested.
- (c) That Council endorse that in the event of a gateway determination being issued pursuant to Section 56 of the Environmental Planning and Assessment Act 1979, the Planning Proposal not be placed on public exhibition until a draft Voluntary Planning Agreement which is satisfactory to Council has been submitted to Council and the two documents are exhibited at the same time.
- (d) That Council endorse that a further report be presented to Council following the completion of the exhibition period advising of the outcomes and next steps.

ATTACHMENTS

- 1 338 to 392 Lane Cove Road, Macquarie Park - Planning Proposal -
CIRCULATED UNDER SEPARATE COVER

Report Prepared By:

Susan Wotton
Strategic Planner

Report Approved By:

Meryl Bishop
Manager - Urban Planning

Dominic Johnson
Group Manager - Environment and Planning

ITEM 4 (continued)**Discussion**

The following outlines the “gateway plan-making process”, a summary of required content of a planning proposal and the assessment of the subject planning proposal.

Gateway Plan-Making Process

1. **Planning proposal** – this is an explanation of the effect of and justification for the proposed plan to change the planning provisions of a site or area which is prepared by a proponent or the relevant planning authority such as Council. The relevant planning authority decides whether or not to proceed at this stage.
2. **Gateway** – determination by the Minister for Planning or delegate if the planning proposal should proceed, and under what conditions it will proceed. This step is made prior to, and informs the community consultation process.
3. **Community Consultation** – the proposal is publicly exhibited (generally low impact proposals for 14 days, others for 28 days).
4. **Assessment** – the relevant planning authority considers public submissions. The relevant planning authority may decide to vary the proposal or not to proceed. Where proposals are to proceed, it is Parliamentary Counsel which prepares a draft local environmental plan – the legal instrument.
5. **Decision** – the making of the plan by the Minister (or delegate).

According to section 55 of the Environmental Planning and Assessment Act 1979, a Planning Proposal must include:

- A **statement** of objectives and intended outcomes of the proposal
- An **explanation** of the provisions of the proposal;
- A **justification** of the objectives, outcomes and provisions including the process for implementation;
- **Maps where relevant**, containing the appropriate detail are to be submitted, including land use zones; and
- Details of the **community consultation** that will be undertaken.

Council is the relevant planning authority for this proposal.

The report relates to step 1 of the Plan making process. The key areas addressed in this report in the assessment of the subject Planning Proposal are:

1. Site Description and Context
2. Current Planning Controls
3. Strategic Context
4. Proposed amendment to LEP 2014
5. Appraisal of the Planning Proposal

ITEM 4 (continued)

1. SITE DESCRIPTION AND CONTEXT

Site Description

The land the subject of the Planning Proposal is known as 388 – 392 Lane Cove Road, Macquarie Park being LOTS 44 – 46 in DP 1111722. The site has:-

- Three separate land holdings with a total site area of 2 477sqm
- a frontage of 52m to Lane Cove Road,
- a frontage to 47m to Hyundai Drive

The site is located on the south west corner of Lane Cove Road and Hyundai Drive (Figure 1 Site)



Figure 1 Site (JBA – PP page 3)

The site contains two single storey dwelling houses separated by a hard paved area currently used as a plant hire office, storage of heavy earthworks equipment and a dwelling house(PP JBP AppC Page 11).

All three sites are under the one ownership.

LOTS 51 – 53 DP1111722 along the frontage of Lane Cove Road (see Figure1A) have been acquired by the RMS for the purposes of future road widening and do not form part of the planning proposal site . (JBA PP page 3).

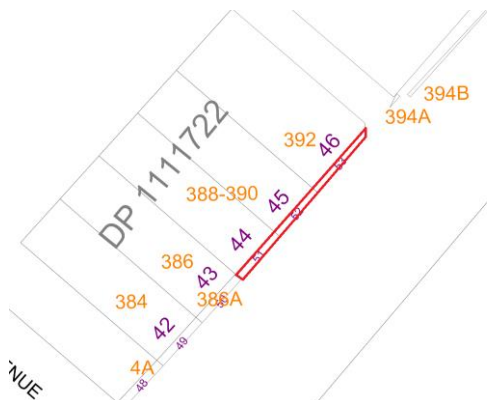


Figure 1A

ITEM 4 (continued)

Topography

The site is essentially level , falling from the Lane Cove Road frontage to the rear of the site .Lane Cove Rd rises up to the site from the north making the site have a dominate location when viewed from the north. (JBA PP Page 3).

Context

Immediate Context

The subject site is located on Lane Cove Road between its major intersections with Waterloo and Epping Roads. It has a secondary frontage to Hyundai Drive, a narrow one-way road that connects to Giffnock Avenue.

The immediate context is a mix of low to medium rise commercial, light industrial and warehouse development (see Figure 2). Relatively recent commercial developments such as the Aristocrat building to the south and the Hyundai building to the north are generally 7 to 8 storeys in height. Older development , such as the one to the north of the site are typically lower in height. (JBA PP Page 2).

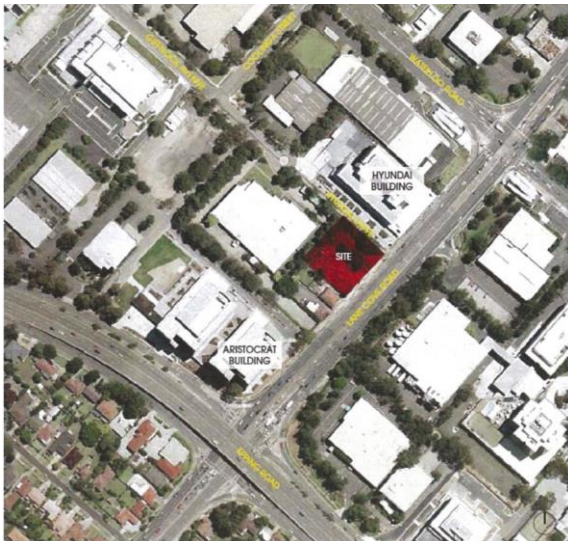


Figure 2 Aerial photo(JBA – PP page 4).

Broader Context

The Macquarie Park Corridor is a 75km² employment centre located equidistant from Sydney City and Parramatta City Centre. Employment within the Corridor exceeds 39,000 and more than 30,000 students attend Macquarie University.

The Corridor is bounded by arterial roads - the M2, Epping Road, and Delhi Road. On the southern side of Epping Road the Corridor is adjoined by low density residential development. (see Figure 3 – Locational context)

The Macquarie Park Corridor is part of Sydney's Global Economic Corridor and a specialised commercial precinct, with more than 800,000sqm of commercially zoned land, being a mix of B3 Commercial Core, B4 Mixed Use and B7 Business Park. (JBA – PP Page 2).

ITEM 4 (continued)

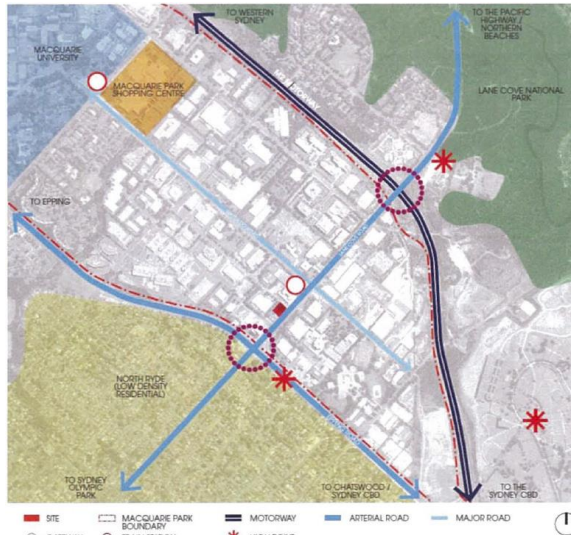


Fig 3 Locational context (JBA PP Page2)

Macquarie Park is the location of many of Australia's leading companies including Optus and Foxtel, and plays a strategic role in this economy. It is a specialised centre offering a range of commercial research activities in the areas of information technology, telecommunications, pharmaceuticals, medicine, health and education.

The corridor has developed into a major employment centre in the past 30 years.

2. CURRENT PLANNING CONTROLS

Zoning and Land Use

The subject site is zoned B3 Commercial Core under the Ryde LEP 2014. An extract of the zoning map is shown in Figure 4.



Figure 4 - LEP 2014 Land Zoning Map

ITEM 4 (continued)

The proposed use of the site as a serviced apartment is permitted with Council consent in the B3 Commercial Core zone. Other key uses permitted in the B3 zone include light industries and commercial premises (which are comprised of a variety of retail, office and business land uses) and hotel and motel accommodation.

Draft Ryde LEP 2014 (Amendment 2) - Subdivision of Serviced apartments

Under LEP 2010 the strata subdivision of serviced apartments was prohibited in the B3 zone. As a result of concerns by the DoPE over the prohibition on subdivision of such development Council was required to delete the clause relating to the prohibition from LEP 2014. As a result a serviced apartment development can currently be subdivided.

Council on the 8 October 2013 resolved to amend Ryde LEP 2014 (known as draft Ryde LEP (Amendment 2)) with one of the amendments being the re-introduction of the prohibition on the subdivision of serviced apartments in the B3 zone. Council on the 11 November 2014 was advised of the outcomes of the exhibition of draft LEP (Amendment 2) and resolved to adopt the Plan and that it be forwarded to the DoPE to come into effect.

Draft Ryde LEP 2014 (Amendment 2) was forwarded to the Parliamentary Counsel and the Department on the 29 November 2014 for drafting prior to notification on the NSW legislation website.

The applicant by e-mail dated the 10 December 2014 confirms that they understand strata subdivision of serviced apartments in the B3 zone is not supported by Council.

Building Height and FSRRyde LEP 2014

Under Ryde LEP 2014 the maximum height of a building permitted on the site is 37m (see figure 5) and the maximum floor space ratio permitted is 2:1 (see figure 6)

Draft Ryde LEP 2014 (Amendment No. 1)

On 22 October 2013 Council resolved to adopt Open Space and Access Network Maps that identify the extent and location of proposed roads and parks in the Macquarie Park Corridor (MPC) and draft planning controls for the MPC that provide incentives (additional height and floor space) in return for the proposed parks and new roads.

Specifically the adopted changes for the MPC include:-

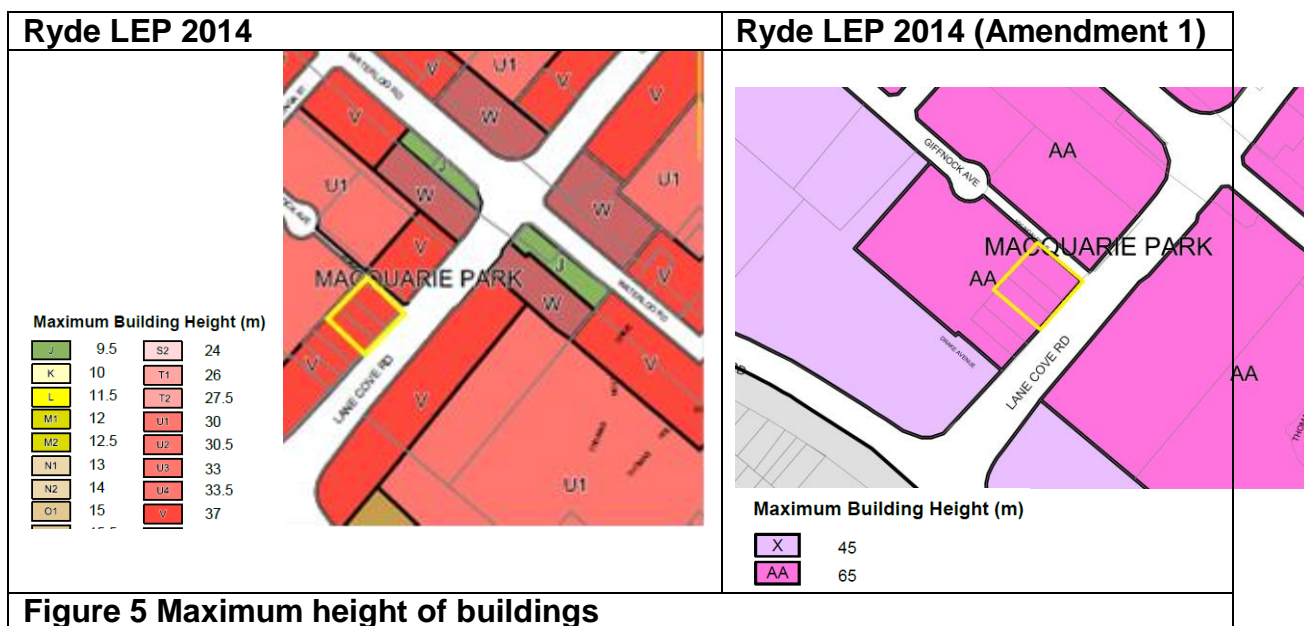
- Provisions for increased (incentive) FSR and building height controls to become available for development upon entering into an agreement with council to implement roads and / or parks as an in-kind or cash contribution.
- New maps including maximum incentive FSRs and maximum incentive building heights.

ITEM 4 (continued)

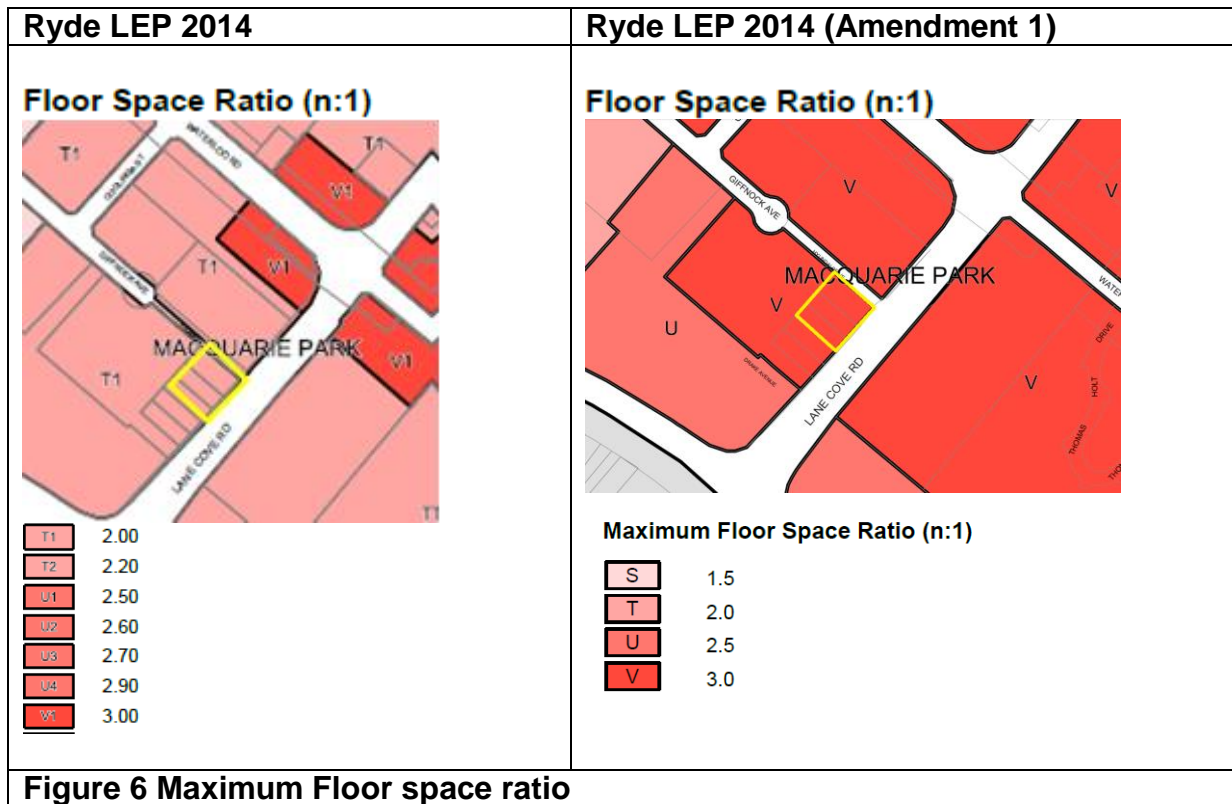
The Plan, known as Draft Ryde Local Environmental Plan 2014 (Amendment 1) Macquarie Park - was submitted to Department of Planning and Environment (DoPE) in November 2013 with a request that the plan come into effect. DoPE subsequently advised that RLEP Amendment 1 would not be processed until Council's comprehensive LEP i.e. LEP 2014 was gazetted. This occurred on 12 September 2014.

Council has been in discussions with the DoPE in the past 12 months regarding the most effective way to administratively deliver the outcomes of the Plan i.e. the incentive floor space and height controls. On 23 December 2014 requested that the DoPE provide direction as how to proceed with respect to those administrative issues so the Plan can be come into effect as soon as possible.

Under draft Ryde LEP 2014 (Amendment 1) the maximum height of a building permitted on the site is 65m (see figure 5) and the maximum floor space ratio permitted is 3:1.(see figure 6)



ITEM 4 (continued)



Draft DCP 2014 – Part 4.5 Macquarie Park Corridor

Council resolved on 22 October 2013 to amend Ryde Development Control Plan (DCP) to provide detailed guidance to the incentive scheme and to co-ordinate the implementation of the proposed new parks and roads which are based on the Open Space and Access Network Maps.

Council on the 9 December 2014 resolved to endorse the draft Plan for exhibition. It is anticipated that the Draft DCP Part 4.5 Macquarie Park will be on exhibition in March 2015.

Under the draft DCP and the adopted Access Network Plan the subject property is identified as adjacent to Hyundai Drive where the widening of Hyundai Drive to 16m is indicated. (see Figure 7).

ITEM 4 (continued)

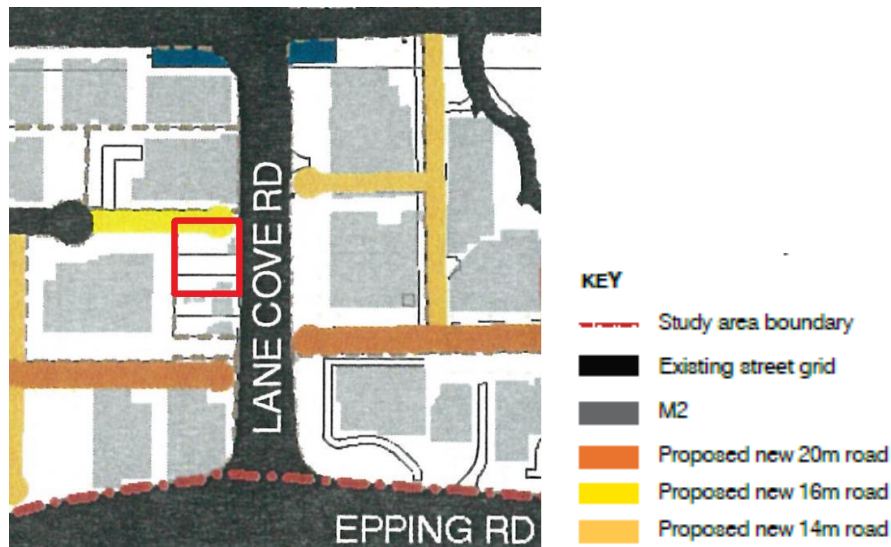


Figure 7 - The Macquarie Park Access Network

3. STRATEGIC CONTEXT

The strategic planning framework for this Planning Proposal is found in the recently released NSW State Government key document:-

Plan for Growing Sydney – December 2014

The Plan which guides land use and planning decisions for the next 20 years identifies the Government's vision for Sydney as a strong global city, a great place to live.

To achieve this vision, the Government has set down goals that Sydney will be:

1. a competitive economy with world-class services and transport;
2. a city of housing choice with homes that meet our needs and lifestyles;
3. great place to live with communities that are strong, healthy and well connected; and
4. a sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources.

In the Plan Macquarie Park Corridor is identified as a strategic centre the priorities of which include:-

1. to retain a commercial core in Macquarie Park for long-term employment growth.
2. to concentrate capacity for additional mixed-use development around train stations, including retail, services and housing.
3. Support education and health-related land uses and infrastructure around Macquarie University and Macquarie University Private Hospital.
4. Support the land use requirements of the Medical Technology knowledge hub.
5. Investigate opportunities to deliver a finer-grain road network in Macquarie Park.

ITEM 4 (continued)

Other key documents which provide strategic context include:-

- Inner North Subregion and Draft Subregional Strategy
- City of Ryde Local Planning Study; and
- Macquarie Park Corridor – General Background Studies including:-
 - Macquarie Park Plan Review – Architectus 14 May 2013'
 - Space Syntax Movement Study 2010;
 - Macquarie Park Parking Study (2009) , ARUP;
 - Bitzios Macquarie Park Transport Management Plan;
 - Stephen Collier Road Network Structure Plan;
 - Hill PDA Opinion on the Value of Incentive Floor Space, 17 September 2007;
 - City of Ryde Infrastructure Cost Study 2010; and
 - Drew Bewscher and Associates Macquarie Park Flood Management Plan.

4. PROPOSED AMENDMENTS TO RYDE LEP 2014Proposal

The Planning Proposal seeks to change the height and floor space controls applying to the site to facilitate the development of the site for a serviced apartment development that contains:-

- 148 serviced apartments/120 car spaces
- Ground floor café and lobby
- Roof level recreation area containing lap pool, café, gym and bar facilities on the site.

The use of the site for a serviced apartment is currently permitted with Council consent in the B3 Commercial Core Zone.

The applicant states:-

“..... this Planning Proposal seeks to increase the height and FSR for the site as proposed under MPCPP (Macquarie Park Corridor Planning Proposal) . The Planning Proposal therefore reflects Council's desired built form outcome and will enable the consent authority to approve the future Development Application ensuring that the redevelopment of the site is not delayed by the resolution of broader process issues with MPCPP. (JBA PP Page 8).

“Consistent with the amendments envisaged under the MPCPP and to facilitate the development, the following amendments to Ryde LEP 2014 are proposed:-

- increase the 'maximum height of buildings' development standard from 37m to 65m; and
- increase the maximum FSR development standard from 2:1 up to 3:1 (JBA PP Page 9) (see figure 8)

ITEM 4 (continued)

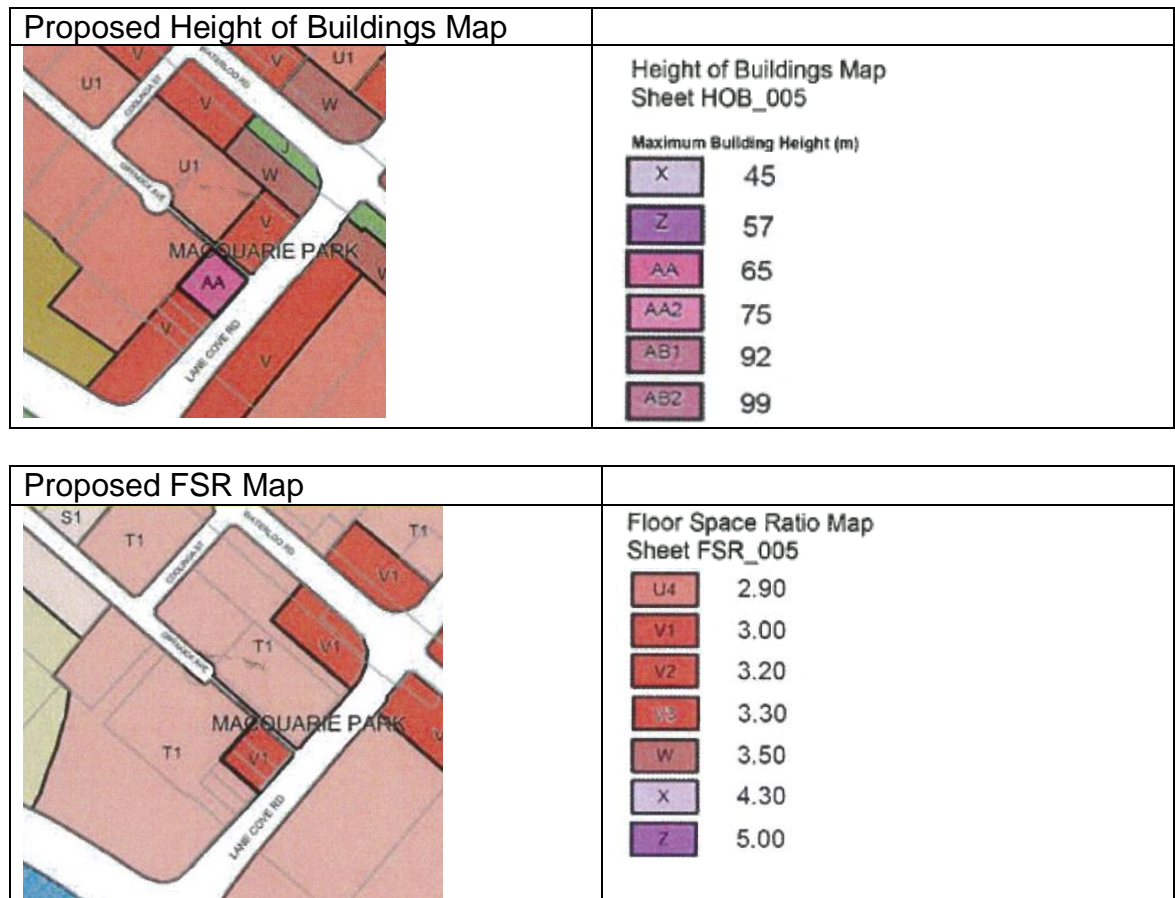


Figure 8 – Proposed FSR and Height

Objectives and Intended Outcomes

The applicant identifies the primary objective of the Planning Proposal as follows:

“The amendments will allow for a serviced apartments development to be delivered on the site that is consistent with Council's envisaged built form and strategic planning objectives for the Macquarie Park Corridor.(JBA PP Pge 1)

“...develop a complimentary business use to support the key commercial functions of Macquarie Park as well as providing significant public domain improvements, including land dedication, which will enable the provision of part of the fine grain road network and improved pedestrian connectivity that will support use of the public transport infrastructure within the Corridor” (JBA PP Pge 14)

The Planning Proposal is accompanied by an indicative Concept Plan prepared by Group GSA that indicates the following:-

- 3 basement car parking levels
- 18 storey building (over 3 basement car parking levels – 65m in height
- 5.8m widening to Hyundai Drive
- Ground floor reception, service areas and café

ITEM 4 (continued)

- Levels 1 – studio and 2 bedroom units and roof top garden
- Levels 2- 16 – studio and 1 bedroom units
- Level 17 – 5 executive suits with open roof terrace
- Level 18 - Roof level recreation area containing lap pool, café, gym and bar facilities on the site.(Figure 9- Indicative Design)

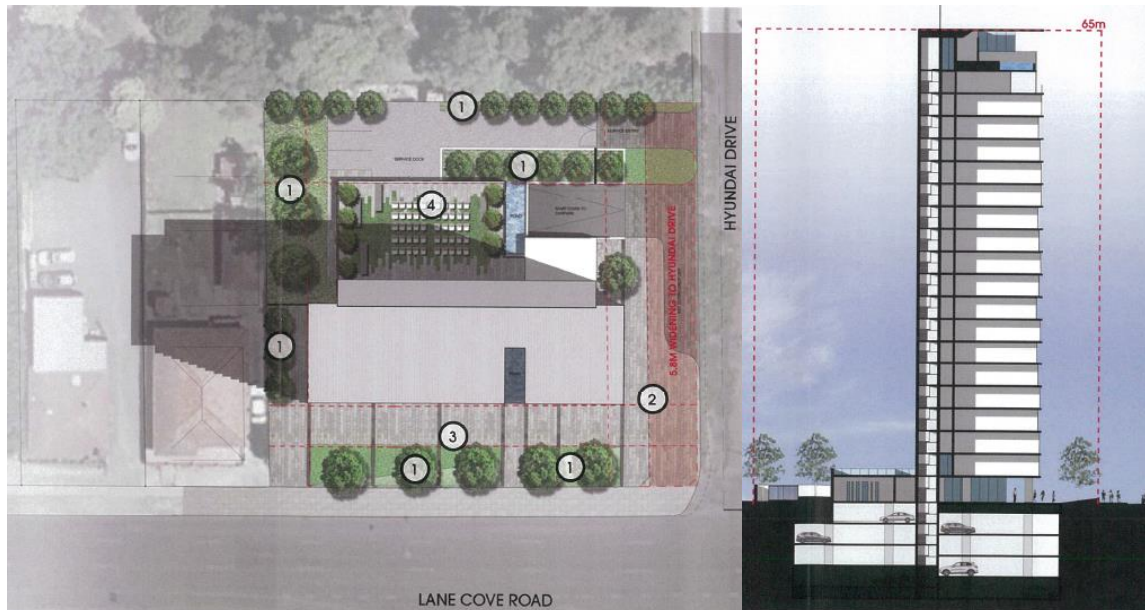


Figure 9 – Indicative Design(JBA PP – Indicative Design Pages 15&20)

Urban Design Review Panel

The concept plan for the site was reviewed by the Urban Design Review Panel (URDP) on the 12 November 2014. The URDP addressed areas relating to street widening setbacks, servicing and on grade car parking, massing strategy, architectural diversity and building identity, common open space and café use.

The URDP in their review stated the following:-

The panel considers that the proposal (with amendments suggested) provides the opportunity for a simple and elegant building form that will enhance the Macquarie Park area and Lane Cove Road. With further design development of the Hyundai Drive elevation (so that its character is of a street front elevation rather than a side elevation) and the rear elevation to provide activity and visual interest beyond the faceted façade, the proposal can provide a high quality solution.

The panel supports the provision of facilities on the top floor of the development. This will create an area of significant amenity for the visitors and excellent views. The panel also supports the ground floor café although question its location.

The panel supports the overall direction and architectural treatment of the proposal. However there are still some areas that need further design and adjustment.the panel recommends that amended drawings are provided to another panel meeting for discussion.

ITEM 4 (continued)

The applicant advises the following: -

“The detailed design for the purposes of DA lodgement is still in the process of being developed. However, an indicative scheme which shows the general intent of the future development has been included at Appendix A for information. It is noted that since preparing the indicative scheme the proponent met with Council for a pre-DA meeting and Design Review Panel. The proponent is currently in the process of amending its design to reflect the Council's comments, which are not reflected in the indicative scheme presented with this planning proposal.” (JBA PP page 10).

Justification/Need for a PP

The applicant has provided planning reasons for the justification or need for the planning proposal in Section 5 of the Planning Proposal.

In summary, the applicant provides the following key points for justification of the planning proposal:

“The Planning Proposal is the best way and currently the only way of achieving the intended outcome of increasing commercial space and associated services in the Macquarie Park corridor for the following reasons:

- The Planning Proposal provides incentive for the amalgamation and cohesive redevelopment of the site for a use which is better suited to the employment prospects of Macquarie Park than the existing buildings on the site.
- The Planning Proposal includes an improvement in the public domain, and a widening of Hyundai Drive so as to support two way traffic. Both of these public benefits reflect the objectives of the Macquarie Park corridor in the DCP, which include the provision of a new street network, and an improvement of the connectivity to the Macquarie Park station locations.
- The existing controls on the site, as well as the physical constraints of the existing site do not provide an appropriate incentive to redevelop the site, leaving it in its current state which is inconsistent with the vision of the Macquarie Park corridor.
- The Planning Proposal facilitates the evolution of Macquarie Park envisaged by Council from a Business Centre to an Urban Centre.
- The utilisation of Clause 4.6 to achieve the increased height and FSR envisaged for the site is considered inappropriate due to the scale of variation required.”(JBA PP page 15).

ITEM 4 (continued)Voluntary Planning Agreement

The applicant advises that in conjunction with the Planning Proposal, Starin (a representative for the owner) is currently in the process of entering into a Voluntary Planning Agreement (VPA) for the delivery of the public benefit associated with the uplift in development potential from the increase in FSR and height.

The terms of the VPA are informed by the 'Draft Guideline for 'Un-deferrals' and delivery of Public Infrastructure' that was exhibited with the MPCPP.

The applicant in the Planning Proposal advises they are offering a monetary contribution in conjunction with a Section 94 contribution in response to obtaining increased height and floor space for the site. The applicant advises that the overall contribution provided to Council will take into account the value of the land to be dedicated to Council for the widening of Hyundai Drive and the value of any works in kind to construct the road. The area of land to be dedicated is approximately 275sqm.

The applicant on the 10 December 2014 was requested to submit a draft VPA based on a template prepared by Council's General Counsel. A draft VPA was submitted to Council on the 28 January 2015 and is currently with Council's General Counsel and Development Contribution Coordinator for consideration. A report to Council on the VPA will be provided to Council at a later date.

The works/requirements in the draft VPA that are under discussion include:-

- Dedication of the land to allow for the widening of Hyundai Drive to 16m. The land area dedicated is approximately 275m².
- Cash contribution in the vicinity of \$600,000.

The VPA negotiated outcomes will be in accordance with the infrastructure implementation framework prepared to support the development of the Corridor as proposed under Amendment 1.

It is considered that should Council support the PP the exhibition of the PP should not occur until the draft VPA is to Council's satisfaction so enabling the two documents to be exhibited together.

Support information

A number of reports and ancillary documentation have been provided in support of the Planning Proposal and are as follows:

- *Indicative Design Scheme*
- *Parking and Traffic Study*
- *Site surveys*

5. ASSESSMENT OF THE PLANNING PROPOSALAdequacy of Documentation

The documentation as submitted is satisfactory and addresses all necessary requirements.

ITEM 4 (continued)

A draft VPA was submitted to Council on the 28 January 2015 and is being reviewed by Council's General Counsel and Development Contribution Coordinator. The provisions of the VPA will be reported to Council at a later date.

It should be noted that at the time of the submission of the PP the State Government Strategic document *A Plan for Growing Sydney* had not yet been released. This document had previously been known as Draft Metropolitan Plan for Sydney to 2031. It is considered that the material submitted with the PP with respect to the strategic direction of Macquarie Park is still relevant as it addresses the Draft Metro Plan and the adopted Metro Plan that were the basis for the recently released *A Plan for Growing Sydney*.

Assessment of Need for the Planning Proposal

Is this planning proposal the result of any strategic study or report?

Planning Proposal states:- (JBA – PP page 14)

"...the site has been subject of significant strategic planning work and is currently subject to a Planning Proposal that applies to the entire Macquarie Park Corridor"

Response

As stated previously Council has recently adopted and forwarded to DoPE draft Ryde LEP 20104 (Amendment 1) which provides deferred provisions for increased (incentive) FSR and building height controls to become available for development upon entering into an agreement with Council to implement roads and /or parks. The PP is in accordance with Amendment 1 which was developed through numerous studies over the past 10 years the latest being undertaken by Architectus in 2013.

Is the planning proposal the best means of achieving the objective, or is there a better way?

Planning Proposal states:- (JBA – PP page 8)

"The Planning Proposalwill enable the consent authority to approve the future Development Application ensuring that the redevelopment of the site is not delayed by the resolution of broader process issues with MPCPP."

Response

The PP seeks to increase the height and FSR for the site to the same maximums as proposed in draft LEP (Amendment 1). Council is anticipating that Amendment 1 will come into effect before June 2015 subject to no other significant delays occurring.

It should be noted that under the exhibited provisions of Amendment 1 the incentive FSR and height controls are made available to a specific site upon a PP being submitted for a site with a related Voluntary Planning Agreement.

Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

ITEM 4 (continued)

As stated previously at the time of the submission of the PP the State Government Strategic document *A Plan for Growing Sydney* had not yet been released. This document had previously been known as Draft Metropolitan Plan for Sydney to 2031. It is considered that the material submitted with the PP with respect to the strategic direction of Macquarie Park is still relevant as it addresses the Draft Metro Plan and the adopted Metro Plan that were the basis for the recently released *A Plan for Growing Sydney*.

Planning Proposal states:- (JBA – PP pages 17 - 19)

The PP provides evidence to support that it is consistent with the core goals, objectives and targets of the Metropolitan Plan, Draft Metropolitan Plan for Sydney 2031, NSW Long Term Transport Masterplan and Draft Inner North Subregional Strategy, through supporting job growth, delivering infrastructure and the complementary nature of proposed used to office uses in the Corridor.

Response

The State Government released a *Plan for Growing Sydney* the latest strategic direction with respect to the future growth of Sydney in December 2014. The direction of this document is very much about protection of Strategic Centres such as Macquarie Park. It states”

PRINCIPLE 2: STRONGER ECONOMIC DEVELOPMENT IN STRATEGIC CENTRES AND TRANSPORT GATEWAYS

Sydney’s largest and most important hubs for business and employment are ‘strategic centres’ and Sydney’s ‘transport gateways’. Together, these locations account for 43 per cent of all jobs across Sydney.

These locations will be an important focus for future growth because of their size, diversity of activities, their connections (mainly to the rail network), and the presence of major institutional activities such as health and education facilities or Sydney’s major airports and port.(A Plan for Growing Sydney page 11)

Macquarie Park is identified as a strategic centre within the Global Economic Corridor within The Plan. (Figure 10)

ITEM 4 (continued)

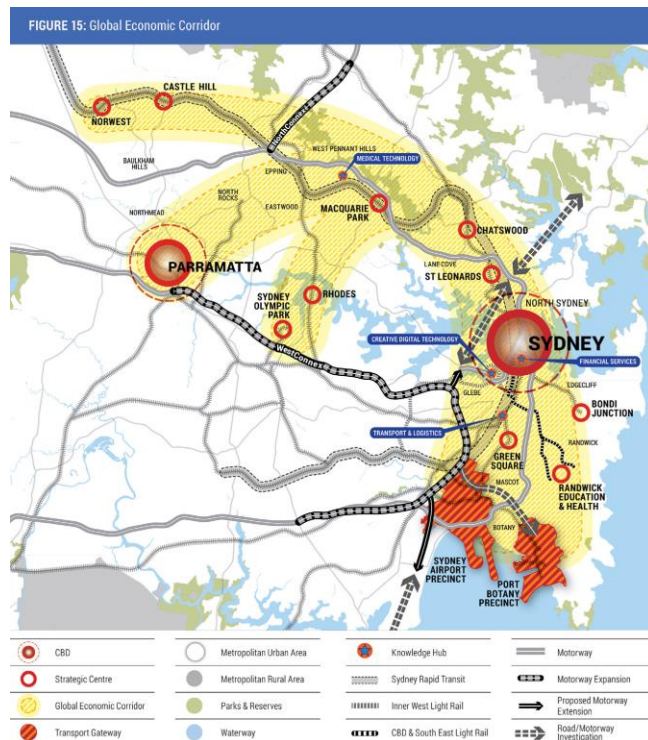


Figure 10. (A Plan for Growing Sydney page 45)

Some of the priorities identified in The Plan for Macquarie Park include:-

- *Work with council to retain a commercial core in Macquarie Park for long-term employment growth.*
- *Work with council to concentrate capacity for additional mixed-use development around train stations, including retail, services and housing.*
- *Support the land use requirements of the Medical Technology knowledge hub.*
- *Investigate opportunities to deliver a finer-grain road network in Macquarie Park. (A Plan for Growing Sydney page 127)*

It is considered that the PP supports these priorities in that:-

- the proposed increase in floor space and height will result in delivery of the infrastructure required for the identified growth in Macquarie Park through satisfying the requirements of the Macquarie Park Access Network Plan and
- the complementary nature of proposed use as a result of the increases to height and FSR ie a serviced apartment uses to office, health and educational uses in the Corridor.

Draft Inner North Subregional Strategy

A key point of the subregional strategy is to ensure that Macquarie Park '*continues to evolve as Australia's leading technology park with jobs growth, further investment and improved public transport accessibility*'.

ITEM 4 (continued)

As identified previously, the proposed use as a service apartment is currently permitted in the B3 zone and is considered to be complementary and compatible to the nature of Macquarie Park and its future growth and development. Furthermore, the proposed increases in height and floor space are compatible with the amendment to LEP 2014 through Amendment 1 to encourage the provision of infrastructure to support the growth of the Macquarie Park Corridor.

Is the planning proposal consistent with a council's local strategy or other local strategic plan?

Planning Proposal states:- (JBA – PP page 20 - 21)

The PP addresses The City of Ryde 2025 Community Strategic Plan and Draft City of Ryde Economic Development Plan and states that the PP is considered to be highly compatible with the goals of the both Plans in that it will provide additional public benefits including the widening of Hyundai Drive, lead to the creation of jobs within the Macquarie Park area, complement the offices uses in the Corridor and is located close to public transport.

Response

It is considered that the PP is in accord with the two studies addressed in the PP as well as the two relevant sections of the Local Planning Study 2010 ie the Centres and Corridors Study and Employment Study.

Centres and Corridors Study

The Study states the vision / desired future character for Macquarie Park is that:
Macquarie Park will mature into a premium location for globally competitive businesses with strong links to the university and research institutions and an enhanced sense of identity.

The corridor will be characterised by a high quality, well designed, safe and liveable environment that reflects the natural setting with three accessible and vibrant railway station areas providing focal points.

Residential and business areas will be better integrated and an improved lifestyle will be forged for all those who, live work and study in the area.

The proposed changes to floor space and height will not contradict the above vision

The Employment Study - The proposed increases to floor space ratio and height and intended use of the site as a serviced apartment which will support the functioning of other land uses in the Corridor are considered to be in accord with Macquarie Park achieving the employment targets detailed within the employment study.

ITEM 4 (continued)

Is the planning proposal consistent with applicable State Environmental Planning Policies?

It is considered that the PP does not contradict any applicable State Environmental Planning Policies, however further consideration of these Policies will occur with the detailed assessment of the Development Application.

Is the planning proposal consistent with applicable Ministerial Directions (s.117 directions)?

The relevant Section 117 directions are detailed below.

Direction	Assessment
1.1 Business and Industrial Zones Objectives <i>(1) The objectives of this direction are to:</i> <i>(a) encourage employment growth in suitable locations,</i> <i>(b) protect employment land in business and industrial zones, and</i> <i>(c) support the viability of identified strategic centres.</i>	<p>The proposed changes to floor space and height are considered supportive of this direction. The proposed land use is considered complementary and compatible the strategic intent of Macquarie Park and the land uses and built form contained within it.</p> <p>As such, it is considered that the proposal satisfies this direction.</p>
3.4 Integrated Land Use and transport Objectives <i>(1) The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</i> <i>(a) improving access to housing, jobs and services by walking, cycling and public transport, and</i> <i>(b) increasing the choice of available transport and reducing dependence on cars, and</i> <i>(c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and</i> <i>(d) supporting the efficient and viable operation of public transport services, and</i> <i>(e) providing for the efficient movement of freight</i>	<p>It is considered that the proposed dedication of land to widen Hyundai Drive to allow for better vehicular and pedestrian access satisfies this direction.</p>

ITEM 4 (continued)

Direction	Assessment
6.1 Approval and Referral Requirements <i>(1) The objective of this direction is to ensure the LEP provisions encourage the efficient and appropriate assessment of development.</i>	The PP is consistent with Direction 6.1 as it will not result in any additional requirement for concurrence, consultation or referral of a development application to a Minister or public authority or identifies development as designated development.
6.2 Reserving Land for Public Purposes Objectives <i>(a) To facilitate the provision of public services and facilities by reserving land for public purposes, and</i> <i>(b) To facilitate the removal of reservations of land for public purposes where the land is no longer required for acquisition.</i>	The proposal does not seek to affect land zoned or reserved for a public purpose.
7.1 Implementation of the Metropolitan Plan Objective <i>(1) The objective of this direction is to give legal effect to the planning principles; directions and priorities for subregions, strategic centre and transport gateways contained in A Plan for Growing Sydney.</i>	As identified elsewhere in this report, it is considered that the proposal is generally consistent with A Plan for Growing Sydney.

Environmental, social and economic impact

Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

There are no identified threatened species, populations or ecological communities, or their habitats, identified on the site or in the vicinity of the site.

Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

Planning Proposal states:- (JBA – PP page 24 - 25)

The following have been identified by the applicant as the most relevant environmental effects resulting from the planning proposal:-

“7.1 Built Form

The proposed increase in height and FSR are consistent with the amended built form controls in the MPCPP, and will be consistent with Council's desired built form character for the area.

ITEM 4 (continued)

7.2 Overshadowing

.....The shadow studies demonstrate that whilst the proposed increase in height will cast additional shadows that largely fall on roads or the roofs of other commercial buildings and will have no adverse environmental impacts. Specifically the shadow does not fall on any existing or proposed public open space areas.

7.3 Traffic

....., a detailed assessment of the impact arising from this planning proposal has been undertaken by Parking and Traffic Consultants Pty Ltd,The report analyses the traffic generation of the existing development, and compares it to the traffic which would be generated by a commercial development on the site under the current FSR control of 2:1, as well as a commercial development on the site including an increase in the FSR to 3:1, and the traffic generation of the future intended serviced apartment use. A summary of the AM peak (worst case) trip generation is provided in **Table 1**

Table 1 - Summary of the AM peak trip generation

Scenario	Trip Rate	AM Peak Trips
Existing	RMS	16
2:1 Commercial	RMS	95
3:1 Commercial	RMS	154
3:1 Serviced Apartments	Survey	31

Noting that the impacts of an increase in 3: 1 were modelled and found to be acceptable as part Council's MPCPP, the results presented in Table 1 demonstrate that the intended future development of the site for serviced apartments, with an FSR of 3:1 would generate significantly less trips in the AM peak than that generated by a commercial development with an FSR of 3: 1."

Response

As stated previously the concept plan for the site was reviewed by the Urban Design Review Panel (URDP) on the 12 November 2014. The URDP addressed areas including massing strategy, architectural diversity and building identity. The panel supported the overall direction and architectural treatment of the proposal subject to consideration of some areas that need further design and adjustment at the DA stage.

Council's Traffic Engineers have reviewed the submitted documentation and do not raise any objections to the proposed development subject to further information being provided at the Development Application stage. It should be noted that the proponents have committed to delivering the following infrastructure upgrade:

- The widening of Hyundai Drive to 16m to allow for 2 way movement of traffic

Has the planning proposal adequately addressed any social and economic effects?
Planning Proposal states:- (JBA PP Page 25)

ITEM 4 (continued)**“Road Network Improvements**

A significant benefit of the proposal will be in regards to the dedication of a road reserve in order to widen Hyundai Drive. This will increase the width of Hyundai Drive from the existing single lane traffic flow to a two lane road. This will also enable a lane of parking within the road reserve.

Public Domain Improvements

The existing development on the site does not present well to either Lane Cove Road or Hyundai Drive, with fences around the perimeter of the site. The proposed increase in height and FSR will provide opportunities for public domain improvements which will otherwise not be realised.

Increased Economic Activity

.....The proposal will also increase the supply of short term accommodation within the Macquarie Park Corridor, which will supports other commercial uses within the precinct, making it more desirable for business to locate within the centre.

Increased Vibrancy of the Macquarie Park Corridor

The proposal will contribute to the vibrancy of Macquarie Park by increasing the opportunities for out of hour's activation through the short-term accommodation being provided on the site, and range of complimentary uses such as the cafe and restaurant.”

Response

Draft DCP 2014 – Part 4.5 Macquarie Park Corridor

As stated previously Council resolved on the 9 December 2014 resolved to endorse Draft DCP Part 4.5 Macquarie Park to be placed on exhibition.

Under the draft DCP which incorporates the adopted Access Network Plan the subject property is identified as adjacent to Hyundai Drive where the widening of Hyundai Drive to 16m is indicated.

The concept plans submitted to Council indicate an area approximately 5.8m wide (see figure 11) is proposed to be dedicated to Council for the road widening of Hyundai Drive to 16m. This represents a total area of land to be dedicated of 275sqm. The exact area to be dedicated to ensure a width of 16m to Hyundai Drive will be determined within the approved VPA based on a survey of Hyundai Drive and the subject land.

ITEM 4 (continued)

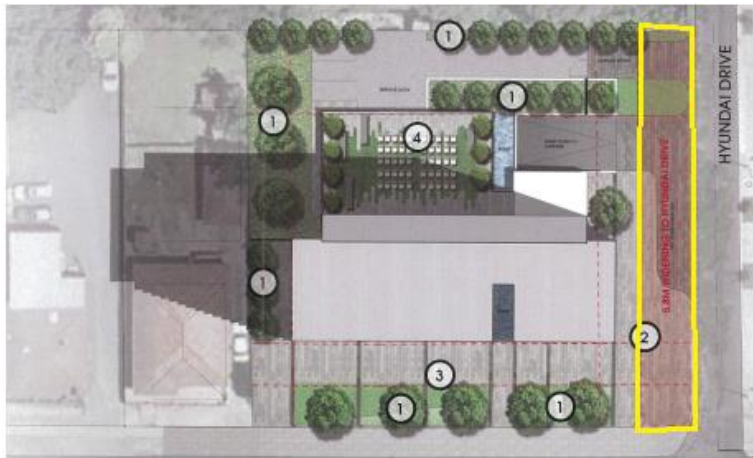


Figure 11((JBA PP – Indicative Design Pages 15)

As part of the development, works to the public domain will be undertaken in accordance with the Macquarie Park Public Domain Manual.

Based on the information submitted in the PP it is considered that adequate regard to the social and economic effects has occurred.

State and Commonwealth interests

Is there adequate public infrastructure for the planning proposal?

Planning Proposal states:- (JBA PP Page 26)

“This proposal seeks to implement the widening of Hyundai Drive to allow for it to be converted into a two street along the length of the site. The road widening is consistent with Council's proposed access network in the MPCPP, which is seen as the key element in dispersing the traffic and reducing congestion within the Macquarie Park Corridor. The Planning Proposal seeks to capture the value of the road dedication in the uplift in development potential across the site.

Response

The details of the area of the land to be dedicated to Council (based on the a survey of Hyundai Drive) and other considerations relating to the provision of infrastructure as a result of the PP will be presented to Council in a report on the VPA at a later date.

What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

Planning Proposal states:- (JBA PP Page 26)

“Department of Planning and Environment

Starin met with the Department on 9 October 2014 to discuss the future site specific Planning Proposal. The Department indicated its in-principle support for the amendments being considered.

ITEM 4 (continued)**RMS**

Starin met with the RMS on 7 November 2014 to discuss the future Planning Proposal, specifically the impact of the widening of Hyundai Drive and potential left in / left out operation of the road. The RMS also indicated its in-principle support for the amendments being considered.

Response

Council has undertaken no consultation with State or Commonwealth public authorities and has not been provided with written evidence of the Departments in principle support to the Planning Proposal. Should the proposal be supported by Council, it is assumed that the Gateway Determination will require consultation with the Roads and Maritime Service.

Financial Implications

Adoption of the options outlined in this report will have no financial impact. Council should note that the lodgement of the planning proposal has been subject to Council's Fees and Charges Schedule to amend Local Environmental Plans.

A draft VPA which proposes the dedication of land for the widening of Hyundai Drive and a cash contribution is still under consideration. The provisions of the VPA will be reported to Council at a later date.

Consultation with relevant external bodies*Internal Consultation*

The Planning Proposal was referred to the relevant Council staff for comment on areas relating to traffic and parking, contamination and assessment of the submitted VPA.

Public Works

Council's Traffic Development Engineer advised on the 29 January 2015 that the Planning Proposal is acceptable and that a number of specific issues can be addressed at the DA stage.

Environmental Health

Council's Team Leader Environmental Health advised on the 2 February 2015 that any issues of contamination can be dealt with at the DA stage.

Urban Design Review Panel

The master plan for the site was reviewed by the Urban Design Review Panel (URDP) on the 12 November 2014. The recommendations of the UDRP have been discussed previously in this report.

ITEM 4 (continued)*Community Consultation*

Under the gateway plan-making process, a gateway determination is required before community consultation on the planning proposal takes place. The consultation process will be determined by the Minister and stipulated as part of the gateway determination.

The Department of Planning's guidelines stipulate at least 28 days community consultation for a major plan, and at least 14 days for a low impact plan.

The applicant has indicated that community consultation is to be done in accordance with 'A Guide to preparing local environmental plans' and that under the guideline a 28 day exhibition period would occur.

As part of the community consultation Council would undertake the following:-

- A public notice in local newspaper(s).
- A notice on the City of Ryde Council website.
- Written correspondence to adjoining and surrounding landowners.

Under the Environmental Planning and Assessment Act 1979 a Voluntary Planning Agreement is required to be exhibited for 28 days by notification in the local media.

It is considered that the PP and the draft VPA should be exhibited together and information provided in both the local media and Council's website.

Critical Dates

Under the Department of Planning and Infrastructures "A guide to preparing local environmental plans" a pre gateway review system exists where by a Proponent can request an independent body review decisions in relation to proposed amendment to LEPs.

A Pre Gateway review;

- may be requested by a proponent if the council has notified them that the request to prepare a planning proposal is not supported or
- the council has failed to indicate it support 90 days after the proponent submitted a request.

The subject Planning Proposal was received by Council on the 2 December 2014. A letter on the 10 December 2014 was sent to the applicant advising that prior to consideration of the PP it would be necessary for a draft Voluntary Planning Agreement to be submitted to Council. The draft VPA in a form satisfactory for Council consideration had not been received at the time of this report. Based on the date of the submission of the PP the 90 day period for determining the proposal finished on the 6 March 2015.

ITEM 4 (continued)*Pre – Gateway Review*

The Environmental Planning and Assessment Regulations 2000 requires council to notify a proponent when the council decides not to prepare a planning proposal. The proponent of the proposed instrument then has 40 days from notification to request a review of the council's decision.

If a Pre – Gateway review is requested the DoPI undertakes an assessment to determine whether the proposal:

1. has strategic merit as it:-
 - is consistent with a relevant local strategy endorsed by the Director General or
 - is consistent with the relevant regional strategy or Metro Plan or
 - can otherwise demonstrate strategic merit , giving consideration to the relevant s117 Direction and other strategic considerations
2. has site specific merit and is compatible with the surrounding land uses having regard to:
 - the natural environment,
 - existing uses, approved uses and likely future uses of the land in the vicinity of the proposal
 - The services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangement for infrastructure provision.

If the DG determines that the proposed instrument does not qualify for review the department notifies the proponent and council. If the review request progresses the proposed instrument is referred to the regional panel/PAC. A recommendation is provided to the Minister. The Minister will make the final decision with respect to the proposed instrument.

If the Minister decides to proceed with the PP:-

- The Council may be requested to submit a pp to the Gateway within 40 days, or
- The Minister may consult with the General Manager of the council to discuss the possibility of changing the relevant planning authority to the DG of the Department (or other body)

Policy Implications

It is considered that the PP will not have any policy implications as it is in accordance with the Draft Ryde LEP 2014 (Amendment 1) Macquarie Park

ITEM 4 (continued)**Options**

Council has the option to decide to:-

- proceed with the planning proposal to the next stage (gateway determination and community consultation) as is the recommendation of this report or
- to decide not to proceed. If Council decides not to proceed the applicant can lodge a request with the Department of Planning and Environment for a Pre - gateway review as described previously in this report.

5 AMENDMENT TO RYDE DCP 2014 PART 9.3 PARKING CONTROLS

Report prepared by: Team Leader - Strategic Planning
File No.: GRP/09/3/12 - BP15/34

REPORT SUMMARY

The purpose of this report is to review the Ryde Development Control Plan Part 9.3 Parking Controls, to ensure consistency with the *Ryde S94 Development Contributions Plan – 3.7 Transport and Accessibility Plan*. Upon Council adoption the Parking would be brought into effect.

The Ryde Parking Controls DCP applies to the whole of the Ryde Local Government Area and includes controls for required parking provision applicable to development (including new and change-of-use development).

The Parking Controls DCP also provides that Council may require s94 contributions where there is a shortfall in meeting Council's parking requirements in town centres and small centres. The relevant clause 2.6 makes reference to the Small Centres Map in Ryde Local Environmental Plan (LEP) 2014, which was deleted by the Department of Planning and Environment from the final LEP document.

On 11 November 2014 Council resolved to give clarity to the Parking Controls DCP Clause 2.6 and the land subject to s94 contributions in-lieu of parking by deleting the reference to the small centres map in the Ryde LEP and replacing it with a reference to the adopted small centres map in the Ryde Local Planning Study 2010.

The Draft DCP amendment was publicly exhibited from 19 November until 19 December 2014 in accordance with the *NSW Environmental Planning and Assessment Act*. No submissions were received.

However, it was identified that there is a minor inconsistency between the Draft Parking Controls DCP (both existing and draft) and the s94 Plan. To avoid confusion the Ryde DCP should be amended to ensure consistency with the s94 Plan and the new DCP Clause 2.6 Parking Contributions should read exactly as per the s94 Plan as follows.

2.6 Parking Contributions

Council may accept or require the payment of a parking contribution in lieu of the provision of off-street parking

A note is proposed to be added to the Parking Controls DCP, following clause 2.6, to indicate that Council may not levy or accept s94 levies in lieu of parking in relation to dwelling house, dual occupancy and villa development in the R2 zones, given the need for parking to meet the needs of future occupants. The effect of the DCP and s94 Plan is to focus levies and their expenditure on centres, employment lands and large scale out-of-centre development.

ITEM 5 (continued)

Council may adopt the above recommended change to clause 2.6 of the Parking Controls part of DCP 2014 without the need to re-exhibit the DCP as the provisions of the EP&A Act Regulations state that:

After considering any submissions about the draft development control plan that have been duly made the Council ... (m)ay approve the plan with such alterations as the Council thinks fit.

RECOMMENDATION:

That Council adopt draft Ryde Development Control Plan Part 9.3 Parking Controls with an amendment to Clause 2.6 *Parking Contributions* and that a public notice of Council's decisions be placed in a local newspaper so the Plan may come into effect.

ATTACHMENTS

There are no attachments for this report.

Report Prepared By:

Lexie Macdonald
Team Leader - Strategic Planning

Report Approved By:

Meryl Bishop
Manager - Urban Planning

Dominic Johnson
Group Manager - Environment and Planning

ITEM 5 (continued)**Background**

On 11 November 2014 it was reported to Council that the Ryde Development Control Plan Part 9.3 Parking Controls required clarity with regard to s94 developer contributions and parking shortfalls in Small Centres. The Parking Controls DCP provided that Council may require developer contributions as follows:

Clause 2.6 Parking Contributions:

- a. *Council may accept or require the payment of a parking contribution in lieu of the provision of off-street parking in centres (identified in Centres and Small Centres Maps Ryde DLEP 2014) subject to the developer demonstrating that the proposal meets the objectives of this Part of Ryde DCP.*

The DCP – in conjunction with the Ryde Local Environmental Plan (LEP) 2014 - intended to implement the Ryde Local Planning Study adopted by Council in 2010. LEP 2014 came into effect on the 12 September 2014. The Department of Planning and Environment (DOPE), in notifying the LEP on the NSW Legislation Website, made a number of amendments to the LEP including delete the Small Centres Map from the LEP.

Accordingly, it was proposed that Council amend the Parking Controls DCP to remove the reference to the LEP and to provide clarity to the control. The intent of the control would not be altered by this amendment. Notwithstanding, the amendment would need to be publicly exhibited.

In response Council resolved:

That Council amend Ryde Development Control Plan (DCP) Part 9.3 Parking Clause 2.6 to delete the reference to the Small Centres map as being within Ryde Local Environmental Plan 2014 and replace that with a reference to the map being contained within Council's adopted Ryde Local Planning Study. The amendment is to be publicly exhibited in accordance with relevant legislation.

Upon Council resolving to amend the Parking Controls DCP a note was placed in the existing DCP to assist the community, developers and assessment staff to interpret clause 2.6 until such time as an amendment could be brought into effect as follows:

Note:- LEP 2014 came into effect to the 12 September 2014 . The Department of Planning and Environment in notifying the LEP on the NSW Legislation Website made a number of amendments to the LEP. One of the amendments was the deleting of the Small Centres Map from the LEP. As a result the reference to the Small Centres Map in the above clause should be read as a reference to the Small Centres Map in the Ryde Local Planning Study found at <http://www.ryde.nsw.gov.au/Development/Planning+Controls/Local+Planning+Study>

ITEM 5 (continued)

Draft DCP Part 9.3 Parking Controls

Parking Controls DCP clause 2.6 Parking Contributions provides that Council may accept or require payment of a parking contribution in lieu of the provision of off-street parking in centres (identified in Centres and Small Centres Maps Ryde LEP).

LEP 2014 came into effect on the 12 September 2014. The NSW Department of Planning and Environment, in notifying the LEP, made a number of amendments to the LEP including deleting the Small Centres Map. As a result the reference to the Small Centres Map in clause 2.6 is proposed to be amended to refer to the Small Centres Map in the Ryde Local Planning Study- Part 3 Small Centres. See excerpt below.

2.6 Parking Contributions

Council may accept or require the payment of a parking contribution in lieu of the provision of off-street parking in centres (identified in Centres and Small Centres Maps in Council's adopted Ryde Local Planning Study) subject to the developer demonstrating that the proposal meets the objectives of this Part of Ryde DCP

The effect of the proposed amendment is to give Council, developers and small business, the flexibility to provide a monetary contribution in lieu of parking in centres and small centres. The Ryde Local Planning Study identified Centres and Small Centres in accordance with Sydney Metro Strategy criteria as follows.

<p>The following are centres:</p> <ul style="list-style-type: none"> • Eastwood • Gladesville • Ryde • Macquarie Park Corridor • West Ryde 	<p>The following are small centres:</p> <ul style="list-style-type: none"> • Cox's Road • Putney village • Boronia Park • Meadowbank Station East • Blenheim Road • Fiveways • Meadowbank Station West • Midway • Monash Road, Gladesville • Trafalgar Place • Balaclava Road
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Consultation

The Draft Parking Controls DCP was exhibited from 19 November until 19 December 2014 and the community invited to make submissions before Council considered whether or not the amendment should be adopted.

ITEM 5 (continued)

No submissions were received.

The exhibition material was made available at the following locations:

- Customer Service Centre at the Civic Centre, and
- Ryde Planning and Business Centre (1 Pope Street).
- City of Ryde Website

The exhibition material comprised:

- DRAFT Ryde DCP Part 9.3 Parking Controls
- Ryde DCP Part 9.3 Parking Controls (existing DCP)
- Ryde Local Planning Study - Summary
- Ryde Local Planning Study- Part 3 Small Centres.
- City of Ryde Council Minutes 11 November 2014 Refer Item 6

S94 Contributions Plan – section 3.7 Transport and Accessibility Strategy Plan

Council resolved on 22 July 2014 to adopt amendments to the *S94 Development Contributions Plan 2007* in the form of a *S94 Development Contributions Plan 2007 – Interim Update (2014)* and delegated authority to the Acting General Manager to exhibit the Plan to inform all residents and potential developers in Ryde.

The *S94 Development Contribution Plan 2007 – Interim Update (2014)* included a number of amendments to the *S94 Development Contribution Plan 2007* that did not alter the objectives of the Plan, the Detailed Works Programs or Maps of Works Programs.

The changes removed ambiguity from the provisions of the *S94 Development Contributions Plan* and also revised parts of *Section 3.7 Transport and Accessibility Strategy Plan* including:

- *Table 3.32: Indicative Works program: Transport and accessibility facilities,*
- *Table 3.34 Construction cost – new parking spaces, and*
- *Section 3.7.6 Contribution rates.*

Section 3.7 Transport and Accessibility Strategy Plan of the *S94 Development Contribution Plan* states that S94 Contributions will be levied where a development does not provide adequate on-site parking. This applies across the whole LGA and is not restricted to centres or to development typologies (such as retail or commercial development).

ITEM 5 (continued)

Under the provisions of the S94 Plan, contributions in lieu of parking will be levied by Council at a flat rate of \$35,000 per space, subject to CPI indexation. The collected contributions are to be applied to the indicative works items set out in Table 3.32 in order to manage LGA wide travel demand. The Ryde Integrated Land Use Strategy (ITLUS) informs this approach.

Table 3.32: Indicative works program: Transport and accessibility facilities was amended late 2014 to enable Council to direct parking deficiency levies to improve the capacity of Council's existing carparks by an additional 20% without the need to acquire additional land.

Table 3.32: Indicative works program: Transport and accessibility facilities

Proposed works	Cost estimate	Impact
Footpath paving programs: An extensive footpath-paving program will be carried out in each of the identified town centres.	\$1,250,000	The program will improve the capacity of the centre to accommodate internal pedestrian activity and reduce the reliance on cars for shorter internal trips.
Pedestrian Access Mobility Plans: PAMPS have been used to successfully identify and improve specific works required to improve the use of the local area by all pedestrians.	\$300,000	The implementation of PAMPS has the ability to further reduce vehicle dependency by improving the functionality of the existing footpath network.
Traffic signal Modifications A range of modifications is possible to a number of traffic signals, to provide better pedestrian movement, and bus prioritisations. New signals can also be provided to improve accessibility.	\$950,000	A range of modification types, and locations have been identified that can have a significant impact on the effectiveness of public transport and pedestrian access to major centres.
Public transport initiatives Council will be negotiating with Transurban, RTA, City Rail, Sydney Ferries and the State Transit Authority.	\$0	Council's objective is to improve the ability of all public transport services to improve links between Ryde and external centres to reduce trip generation.
Car Parks Council's intent is to achieve an increase of 20% over existing parking capacity when an opportunity arises to redevelop an existing Council car park. It is expected that funds received through the car parking deficiency levy would be directed towards these works	\$0	This approach will improve the capacity of public parking without requiring additional land and relieve pressure generated by developments which produce a parking demand that cannot be achieved on the development site.

The s94 Plan Interim Update was advertised in the Northern District Times on 27 August, 2014 and exhibited on Council's website for the period 27 August to 26 September 2014. There were no submissions in regard to the exhibition.

Accordingly, the S94 Plan Interim Update was adopted by Council on 10 December 2014.

ITEM 5 (continued)**Remove inconsistency between DCP and s94 Plan**

During the exhibition period it was identified that there is a minor inconsistency between the Ryde DCP Part 9.3 Parking Controls (both existing and as exhibited) and Ryde S94 Plan. Specifically, the S94 Plan advises that contributions will be levied where a development does not provide adequate on-site parking while the DCP advises that Council may accept or require the payment of a parking contribution in lieu of the provision of off-street parking in centres. In the event of any discrepancy between the DCP and the S94 Plan, the S94 Plan prevails. Accordingly for the purpose of consistency and clarity between the DCP and the S94 Plan, it is recommended that:-

- To avoid confusion the Ryde DCP should be amended to ensure consistency with the S94 Plan. The draft clause will read:

2.6 Parking Contributions

Council may accept or require the payment of a parking contribution in lieu of the provision of off-street parking

- In the event of parking levies being levied or accepted, Council will need to be satisfied as to the quantum of “adequate” parking in the circumstances.
- The recommended change to clause 2.6 Parking DCP can occur without the need to re-exhibit as the provisions of the EP&A Act Regulations state that:

*Division 3 Approval of development control plans**21 Approval of development control plans*

- (1) After considering any submissions about the draft development control plan that have been duly made the Council :*
 - a. May approve the plan in the form in which it was publicly exhibited, or*
 - b. May approve the plan with such alterations as the Council thinks fit, or*
 - c. May decide not to proceed with the plan*
- (2) The Council must give public notice of its decision in a local newspaper within 28 days of after the decision is made.*

A note is to be added following the new DCP clause 2.6 to indicate that Council may not apply or accept s94 levies in lieu of parking in relation to dwelling house, dual occupancy and villa development in the R2 zones, given the need for car parking to meet the needs of future occupants.

The effect of the DCP and s94 Plan is to focus levies and their expenditure on centres, employment lands and large scale out-of-centre development in preference to lower density development where the flat base rate levies may be considered onerous.

ITEM 5 (continued)**Financial Implications**

Adoption of the recommendation will have no financial impact.

However, it should be noted that the s94 Plan and proposed DCP amendment permit council to levy \$35,000 per car parking space where parking provision is not adequate.

Options

1. That Council adopt Ryde DCP Part 9.3 Parking Controls as exhibited.

This will retain a minor inconsistency between Council's existing *S94 Development Contributions Plan* and the Ryde DCP Part 9.3 Parking in relation to s94 contributions levied for parking shortfalls.

This option is not preferred as it results in a lack of clarity for City of Ryde Planning Controls and consequential development uncertainty.

2. That Council resolve to amend the DCP Part 9.3 Parking Controls to ensure consistency with the s94 Plan, adopt the DCP and bring it into effect.

This option is preferred as:

- The S94 Plan prevails and overrides the DCP where there is a discrepancy.
- The proposed DCP amendment ensures consistency and certainty in relation to City of Ryde planning controls.
- There is no impediment to Council resolving to amend the Draft DCP as suggested after exhibition.
- The control provides flexibility with respect to parking shortfalls
- The DCP amendment will assist council to implement parking and transport policies.

6 WESTERN SYDNEY LIGHT RAIL PROJECT - UPDATE AND REQUEST FOR MACQUARIE PARK SYMPOSIUM

Report prepared by: Manager - Environment, Health & Building
File No.: COR2006/672 - BP15/199

REPORT SUMMARY

Transport for NSW is currently considering 4 corridors to identify the highest priority corridor for the introduction of light rail connecting Parramatta with another part of Sydney.

The 4 corridors under consideration are:

1. Parramatta to Macquarie Park, via Carlingford and Epping.
2. Parramatta to Castle Hill, via Old Northern Road
3. Parramatta to Bankstown; and
4. Parramatta to Sydney Olympic Park and Strathfield/Burwood

\$1 billion has been set aside in the State budget to accelerate work on light rail connecting Parramatta, with \$10 million allocated to conduct feasibility and to determine the preferred corridor.

Each of the above 4 corridors are currently being considered against the following criteria:

1. Feasibility level engineering/identification of design risks
2. Identification of existing/future demand and land uses
3. Transport assessment (incorporating patronage and traffic models)
4. Initial costing/economic analysis

The preferred corridor, once it is selected, will then be subjected to a much more comprehensive analysis around transport integration, detailed engineering, updated transport modelling and strategic cost estimation.

It is important for Ryde's transport future that the missing link between Parramatta and Epping is completed as soon as practically possible and equally that light rail from Parramatta is extended to Macquarie Park.

This is a view unanimously supported by the Macquarie Park Forum which met on 19 February 2015 and resolved, inter alia, that Council consider partnering with Macquarie University to organize a Macquarie Park Light Rail Symposium to demonstrate the importance of extending Light Rail to Macquarie Park as the best strategic light rail option for the region.

ITEM 6 (continued)

Other alliances are being formed to support claims for opposing Corridors, such as the West Line Alliance (a consortium of up to 20 high-profile businesses) which was recently formed to actively support the corridor to Sydney Olympic Park and Strathfield/Burwood.

In the circumstances, it is recommended that a symposium proposed by the Macquarie Park Forum to be endorsed by Council and organised as a matter of priority to confirm the benefits of light rail for Macquarie Park and so that a united voice from the various interest and stakeholder groups can be presented for the support of the Parramatta to Macquarie Park, via Carlingford corridor as being the best strategic option for light rail for the region. Attendance would be by invitation only; invitees would include Councillors from City of Ryde, Local Members, representatives of the Macquarie Park business community, Councillors from Parramatta and the Hills Councils, as well as key representatives from the Transport and Infrastructure sectors.

RECOMMENDATION:

- (a) That Council endorse the Parramatta to Macquarie Park via Carlingford and Epping corridor as the preferred route for Stage 1 of the Western Sydney Light Rail Project.
- (b) That Council co-host a light rail symposium with Macquarie University to be held at Macquarie University on a date (to be determined) during April/May 2015, which includes high profile speakers representing major business, community and transport groups, relevant Local Members and Ministers to raise the profile and coordinate support for the Western Sydney Light Rail Project and the Parramatta to Macquarie Park route.

ATTACHMENTS

- 1 Letter dated 28 August 2014 to Minister for Transport co-signed by 3 Mayors relating to Western Sydney Light Rail and Route Options

Report Prepared By:

Sam Cappelli
Manager - Environment, Health & Building

Report Approved By:

Dominic Johnson
Group Manager - Environment and Planning

ITEM 6 (continued)

Discussion

In August 2014 and following studies undertaken by Parramatta City Council in 2012/13 into the viability of a regional light rail network for Western Sydney, the Mayors of Parramatta, The Hills and Ryde commended the Western Sydney Light Rail Network and committed their respective Councils to working constructively with each other to progress the project.

It was commonly agreed that light rail is considered the most appropriate level of public transport in terms of access, capacity and reliability and will provide the support to grow employment and residential growth within the region.

Ten light rail corridors (Figure 1) were originally considered by Transport for NSW across Sydney and four (Figure 2) were ultimately shortlisted for further analysis with one to be selected by the Minister For Transport in the foreseeable future to more comprehensively investigate.

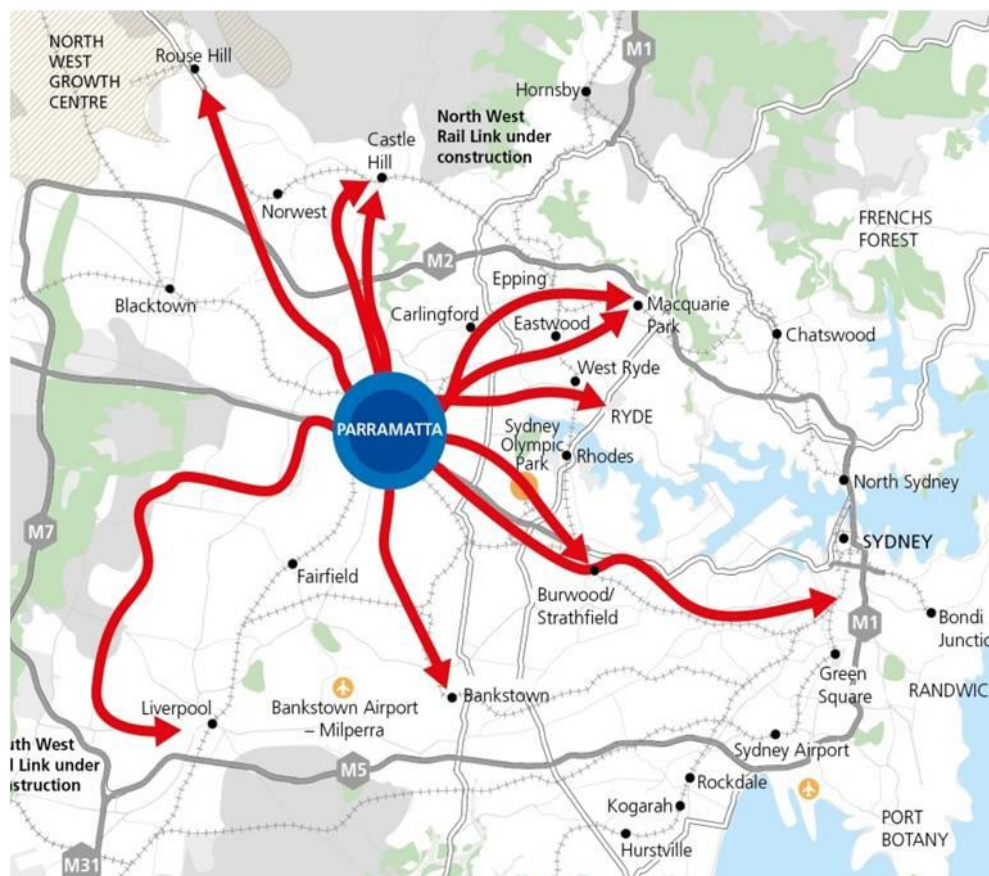


Figure 1 The 10 broad corridors originally considered for light rail

ITEM 6 (continued)



Figure 2 - Map showing 4 shortlisted corridors in red currently being investigated.

The initial analysis of the 4 shortlisted corridors will centre on the following criteria:

1. Feasibility level engineering/identification of design risks
2. Identification of existing/future demand and land uses
3. Transport assessment (incorporating patronage and traffic models)
4. Initial costing/economic analysis

Then once the preferred corridor is selected, a more comprehensive analysis will be conducted on:

1. Transport integration
2. Detailed engineering design
3. Updated transport modelling
4. Strategic cost estimates

Council's Manager Environment, Health and Building has been representing Ryde on the technical officer group formed to inform the process and has been strongly advocating the importance of the corridor connecting Parramatta with Macquarie Park, via Carlingford and Epping, once the shortlisted corridors were known. Initially, the connection from Parramatta to Macquarie via Top Ryde was the Council's preferred option but this corridor was not shortlisted.

ITEM 6 (continued)

It is now extremely important that the shortlisted corridor to Macquarie Park is selected as the preferred first stage scheme. Whilst each of the 4 shortlisted corridors have merits in their own right, the corridor connecting Parramatta to Macquarie Park, via Carlingford and Epping provides significantly better benefits to the region.

However, there is also some significant support being given to the Parramatta to Sydney Olympic Park to Strathfield/Burwood corridor through a consortium of businesses known as the West Line Alliance.

The benefits of the Parramatta to Macquarie Park via Carlingford and Epping are clear and the argument for light rail running from Parramatta (Sydney's 2nd biggest CBD in Australia) and linking the booming Macquarie Park (the 10th largest CBD) to provide a viable public transport alternative to the shelved Epping to Parramatta heavy rail line is compelling. Macquarie Park is predicted to double in size by 2031, with worker numbers increasing from 40,000 to 80,000.

Whilst Transport for NSW is fully aware of the Council's position and support for the Macquarie Park corridor, the symposium proposed will reinforce and demonstrate to the Minister a much broader support for the corridor from various industry, community and business leaders.

Financial Implications

Other than for some minor catering costs to be determined and which can be covered under the current 2014/15 Operational Budget, adoption of the recommendation will have no significant financial impact.

Consultation with relevant external bodies

1. Western Sydney Light Rail Conference on 28 November 2014 held at Parramatta.
2. Senior Officer Meetings held with representatives from Transport for NSW, Parramatta and Hills Councils.
3. Parramatta, Ryde and Hills Mayors Meeting held 8 August 2014.
4. Letter to Minister dated 28 August 2014 signed by the 3 Mayors recommending additional corridors to investigate (**ATTACHED**).
5. The meeting of the Macquarie Park Forum held on 19 February 2015.

Options

That Council resolves not to co-host any light rail symposium to support the Parramatta to Macquarie Park via Carlingford and Epping corridor as the preferred route for Stage 1 of the Western Sydney Light Rail Project and instead maintains a watching brief until the preferred corridor is announced.

ITEM 6 (continued)

ATTACHMENT 1



Ref No: D03295181
The Hon. Gladys Berejiklian, MP
Minister for Transport
18 Lee Street
Chippendale
SYDNEY NSW 2008

28 August 2014

Dear Minister

RE: Western Sydney Light Rail and Route Options

We are writing to seek your support to further investigate options for the proposed Western Sydney Light Rail to include the:

- Castle Hill via Parramatta to Rydalmere route being extended to Carlingford Station and Carlingford Court Shopping Centre;
- Extension from Carlingford Court Shopping Centre to Epping, then on to Macquarie Park;
- Westmead via Parramatta to Macquarie Park route via Eastwood and looking at alternative alignments along Victoria Road via Top Ryde to Macquarie Park;
- Branch extension of the Macquarie Park route along Victoria Road to Rhodes; and
- Realignment of the final route to Castle Hill along Old Northern Road.

These route options were recently discussed in a joint Mayors' workshop on 8th August 2014, between the Mayors of the Hills Shire and City of Ryde and the Lord Mayor of Parramatta. At this workshop all parties agreed on the need to work collaboratively to help determine preferred corridors and in the roll out of light rail in Western Sydney by engaging in continual discussions with your Department's Light Rail Team.

We hope to continue to effectively engage with your Department in the wider evaluation of light rail route options for Western Sydney and its eventual delivery for the community.

Yours sincerely

Clr Dr Michelle Byrne
MAYOR

Clr Roy Maggio
MAYOR

Clr John Chedid
LORD MAYOR

7 CITY OF RYDE ECONOMIC DEVELOPMENT PLAN 2015 - 2019

Report prepared by: Economic Development Manager**File No.:** GRP/09/6/2/5 - BP15/154

REPORT SUMMARY

This report provides a summary of the exhibition process for the Draft City of Ryde Economic Development Plan 2015 – 2019 previously reported to Council on 14 October 2014.

Council resolved on 14 October 2014 to place the draft Plan on exhibition and report back to Council in early 2015.

The Economic Development Plan 2015 – 2019 (REDP) has been prepared to stimulate the economy by fostering new small business, supporting employment and training, and encouraging investment. This was the result of a thorough consultation process with the community, analysis of the local economy and consideration of all relevant State Government plans.

The draft Plan was formally placed on exhibition from 15 October to 19 November 2014 (six weeks). The exhibition process included:

- Posted on the Council website;
- City of Ryde Business e-Newsletter to 2,600 subscribers;
- Presented to the Economic Development Advisory Committee on 13 August and 12 November 2014;
- Presented to Macquarie Park Marketing Group on 15 October 2014;
- Ryde Business Forum e-Newsletter to approximately 1,200 subscribers;
- Available for viewing at Council's libraries, Customer Service and the Ryde Planning & Business Centre; and
- Advertised in the local newspaper.

There were four written submissions received. Generally speaking they were supportive of the draft Plan.

There have been no substantive changes to the original contents of the draft Plan. The vision, goals, objectives and key performance indicators remain unchanged.

There are nine key performance indicators in place to track the progress of the REDP. The City of Ryde Economic Development Advisory Committee (EDAC), which endorsed the final draft plan at its meeting on 4 February 2015, will be responsible for overseeing the implementation of the REDP.

The Economic Development Plan 2015 – 2019 has an approved annual operating budget of \$40,000.

ITEM 7 (continued)**RECOMMENDATION:**

That Council adopt the final version of the Economic Development Plan 2015 – 2019.

ATTACHMENTS

There are no attachments for this report.

Report Prepared By:

Nathan Pratt
Economic Development Manager

Report Approved By:

Meryl Bishop
Manager - Urban Planning

Dominic Johnson
Group Manager - Environment and Planning

ITEM 7 (continued)**Background**

The draft Economic Development Plan (REDP) 2015 – 2019 was reported to Council on 14 October 2014 and the resolution stated:

- (a) That Council endorse the public exhibition of the DRAFT City of Ryde Economic Development Plan 2015 – 2019.*
- (b) That a further report detailing the outcomes of the public exhibition be presented to Council in early 2015.*

Summary of the Economic Development Plan 2015 – 2019

The REDP has been prepared to stimulate the economy by fostering new small business, supporting employment and training, and encouraging investment. This was the result of a thorough consultation process with the community, analysis of the local economy and consideration of all relevant State Government plans (as previously reported to Council on 14 October 2014).

The broad underlying principles guiding the REDP include:

- Increase the success rates of new small businesses;
- Reduce the rate of unemployment in local area;
- Attract investment into the city;
- Avoid duplication of services; and
- Deliver all programs in partnership with local stakeholders.

The REDP contains one vision, six goals, nine objectives and 23 specific projects to be delivered over the five years.

The annual operating budget for implementing the REDP is \$40,000. An assumption has been made that \$40,000 will be available each year over the period 2015 – 2019 (inclusive).

The key elements of the draft plan are outlined as follows.

Vision

The vision serves as a description of the preferred economic future of the City. It is not always fully achievable but it does give stakeholders and the community a clear sense of what it is aiming to achieve.

“By 2019 City of Ryde will have a dynamic, business-oriented local government and be recognised as Sydney’s premier location for employment and globally competitive business with strong links to education and training. Our City will be vibrant with a dynamic business-enabling environment, and our community will be leaders in sustainable transport.”

ITEM 7 (continued)Goals

Goals are more descriptive and concrete than the vision. They are based on an assessment of the local economy and point more specifically to where we want to be.

- Goal 1: Macquarie Park continues to attract new businesses and a talented workforce.
- Goal 2: Town and neighbourhood centres are vibrant and attractive for residents, employees and visitors.
- Goal 3: Small businesses thrive in an environment of relevant information, training and networking opportunities.
- Goal 4: Job seekers find work locally via employment services, vocational training and work experience opportunities.
- Goal 5: People can freely move into, out of, and around City of Ryde using modes of transport that are sustainable.
- Goal 6: Market investment opportunities and permit a variety of activities in the city's employment and industrial lands.

Objectives

Objectives are more specific and measurable than goals. The objectives for the REDP will serve as the basis for key performance indicators for the life of the plan.

- Objective 1: Macquarie Park reaches 1,250,000 m2 of commercial office space by 2019.
- Objective 2: By 2019 businesses in Macquarie Park report a 10% improvement in attracting and retaining talented staff compared to 2015 levels.
- Objective 3: By 2019 Businesses in town and neighbourhood centres will report a 10% improvement in vitality and increased visitors as identified by a business survey compared to 2015 levels.
- Objective 4: Small business programs supported by City of Ryde receive a satisfaction rating of 80% or higher as identified by survey.
- Objective 5: By 2019 small business owners report a 10% improvement in the provision of networking opportunities as identified by survey compared to 2015.

ITEM 7 (continued)

- Objective 6: Employment training programs supported by City of Ryde receive a satisfaction rating of 80% or higher as identified by survey.
- Objective 7: The City of Ryde maintains an unemployment rate that is below the average for NSW.
- Objective 8: By 2019 the percentage of residents and workers commuting to work by car (as a driver) is reduced by 10% on 2015 figures as measured by the Census.
- Objective 9: By 2019 an industrial lands viability study will be undertaken to consider any necessary land use planning changes and market the opportunities to investors.

Projects

Projects are the funded tasks and activities that will be undertaken to achieve the desired objective.

- Project 1.1: Macquarie Park Investment Prospectus
- Project 1.2: Macquarie Park Website & eNewsletters
- Project 1.3: Business Climate Survey
- Project 2.1: Guide for Macquarie Park Employees
- Project 2.2: Macquarie University TEDx Event
- Project 2.3: Events in Macquarie Park
- Project 3.1: Facilitate the NBN Rollout with NBN Co.
- Project 3.2: Promotion of Restaurants and Town Centres
- Project 3.3: Town Centre Business Needs Survey
- Project 4.1: Ryde Planning & Business Centre Advisory Service
- Project 4.2: Council's Setting Up a Home-Based Business Workshop
- Project 4.3: NSW Government Small Biz Connect Initiative
- Project 5.1: Small Business September & Ryde Business Bootcamp
- Project 5.2: Ryde Business Forum's 'Business After Hours' networking opportunities
- Project 6.1: Skilled Migrant Job Seeker Programme
- Project 6.2: Local Work Experience Campaign
- Project 6.3: Improved Web Presence for Employment Initiatives
- Project 7.1: Ryde Employment and Training Expo
- Project 7.2: Industry Employment & Training Needs Survey
- Project 7.3: NSW Government 'Smart and Skilled' Initiative
- Project 8.1: Promotion of 'Connect Mac Park + North Ryde'
- Project 9.1: Industrial lands viability study to consider any necessary land use planning changes.
- Project 9.2: Prepare information for potential investors on the major employment lands in City of Ryde

ITEM 7 (continued)**Consultation Process**

The draft Plan was exhibited from 15 October to 19 November 2014 (six weeks). The exhibition process included:

- Posted on the Council website;
- City of Ryde Business e-Newsletter to 2,600 subscribers;
- Presented to the Economic Development Advisory Committee on 13 August and 12 November 2014;
- Presented to Macquarie Park Marketing Group on 15 October 2014;
- Ryde Business Forum e-Newsletter to approximately 1,200 subscribers;
- Available for viewing at Council's libraries, Customer Service and the Ryde Planning & Business Centre; and
- Advertised in the local newspaper.

Feedback Received

There were four written submissions received. Generally speaking they were supportive of the draft Plan. The comments included:

- *"The plan is well prepared and responsible. It is good to see that Macquarie Park has some focus but not the only focus and that the other town centres are also seen as priorities. I am in support of the plan."* – Business Owner
- *"On behalf of the Ryde Macquarie Park Chamber of Commerce, I would like to congratulate you on your efforts in bringing about the Draft Economic Development plan. We support the vision and goals as stated as they are intended to stimulate business in the local area, support our members well and the wider community. We will discuss the plan at our next executive meeting and do look forward to working with you in any way that we can to help realise any of the stated goals and objectives."* – Chamber of Commerce
- *"I am delighted with the progress of the Economic Development Plan. The initiatives within the plan support the development of a vibrant community, which is attractive to work and have a business in. We know that 12% of our commuters are coming from nearby -- within the Ryde and Lane Cove area. This is a short, walkable or bikeable trip to work. We look forward to working with the Economic Development team to add to the liveability and vibrancy of this precinct."* – Transport Association

ITEM 7 (continued)

- “The Economic plan, although comprehensive about promoting economic growth I believe may have missed a significant area that needs to be covered. Ryde has some unique natural characteristics that need to be economically developed in terms of recreation and tourism. In particular the Putney/Meadowbank/Shepherds Bay/Melrose Park foreshore is an opportunity for substantial economic activity that could be promoted as a low cost/high return opportunity in recreation and tourism. Other areas of park land could also be similarly promoted as recreation and tourism e.g. Bennelong heritage, and significant walks. The economic use and development of these in situ natural resources and facilities seems to be overlooked in this report. Recreational and tourism developments have the added economic benefit of delivering valuable multi-generational contributions to the community. For completeness; the benefit to the communities economic growth for recreation and tourism in the context of Ryde’s natural facilities needs to be included.” – Residents Group.*

Changes to the Plan

There have been no substantive changes to the contents of the draft Plan. The vision, goals, objectives and key performance indicators remain unchanged. However the project list has been amended as follows:

- Inclusion of Project 5.2: Ryde Business Forum’s ‘Business After Hours’
- Inclusion of Project 7.3: NSW Government ‘Smart and Skilled’ Initiative
- Deletion of Project 8.3: Support Sustainable Transport Research Projects

These minor amendments to the plan do not change its intent and direction and would not result in its re-exhibition.

Implementation & Monitoring

The specific tasks and projects listed in the REDP will be implemented over the five year period 2015 – 2019. There are nine key performance indicators in place to track the progress of the REDP. They are outlined Table 1.0 below.

Objectives	Key Performance Indicators
Objective 1: For Macquarie Park to reach 1,250,000 m2 of commercial office space by 2019.	KPI 1: Total commercial floor space in Macquarie Park sourced by Property Council for NSW quarterly reports.
Objective 2: By 2019 businesses in Macquarie Park report a 10% improvement in attracting and retaining talented staff compared to 2015 levels.	KPI 2: To be assessed by survey.

ITEM 7 (continued)

Objectives	Key Performance Indicators
Objective 3: By 2019 businesses in town and neighbourhood centres will report a 10% improvement in vitality and increased visitors compared to 2015 levels.	KPI 3: To be assessed by survey.
Objective 4: Small business programs receive a satisfaction rating of 80% or higher.	KPI 4: To be assessed by survey at the completion of all small business programs.
Objective 5: By 2019 small business owners report a 10% improvement in the provision of networking opportunities compared to 2015.	KPI 5: To be assessed by survey.
Objective 6: Employment training programmes supported by City of Ryde receive a satisfaction rating of 80% or higher.	KPI 6: To be assessed and by survey at the completion of all employment programs.
Objective 7: The City of Ryde maintains an unemployment rate that is below the average for NSW.	KPI 7: To be assessed annually via the Small Area Surveys prepared by the Australian Bureau of Statistics and Centrelink.
Objective 8: By 2019 the percentage of residents and workers commuting to work by car (as a driver) is reduced by 10% compared to 2015 figures.	KPI 8: To be assessed via published Census results at the end of the period.
Objective 9: By 2019 an industrial lands viability study will be undertaken to consider any necessary land use planning changes and market the opportunities to investors.	KPI 9: To be assessed by the completion of an industrial lands review.

Table 1.0

The City of Ryde Economic Development Advisory Committee (EDAC) will be responsible for overseeing the implementation of the REDP. All programs and projects listed will be evaluated via stakeholder engagement and/or participant surveys. The findings will be presented to EDAC for consideration. A decision will then be made as to whether programs and projects should be repeated, amended or discontinued.

EDAC endorsed the final draft at their meeting on 4 February 2015.

ITEM 7 (continued)**Financial Implications**

The Economic Development Plan 2015 – 2019 has an approved annual operating budget of \$40,000. It will be available each year over the period 2015 – 2019 (inclusive).

Strategic Context

There are no strategic implications or legal requirements of this decision.

There are no critical dates or deadlines to be met.

Conclusion

This report provides a summary of the City of Ryde Economic Development Plan 2015 – 2019 and the results of the exhibition period held in October/November 2014. Feedback received was supportive of the plan and there were no substantive changes.

The City of Ryde Economic Development Advisory Committee 2015 – 2019 will continue to oversee the delivery of the REDP.

8 RYDE YOUTH COUNCIL - PROPOSED ACTIVITIES AND EVENTS FOR YOUTH WEEK 2015

Report prepared by: Project Officer Young People
File No.: COR2012/672 - BP15/187

REPORT SUMMARY

National Youth Week is celebrated across Australia during April every year, and this year will run from 10-19 April 2015.

Ryde Youth Council has identified and initiated planning for a number of activities and events for National Youth Week. These events will empower the Youth Council to take action, manage and run events and programs, as well as providing social and recreational opportunities for the young people of Ryde. These events will also provide volunteering opportunities for the young people of Ryde in many capacities, including event management and logistics, photography, journalism and media.

It is expected that the events during National Youth Week will be planned, managed and implemented by the members of Ryde Youth Council, with the support and guidance of Council staff. The process will provide opportunities for leadership, team work development, as well as an avenue for active participation in the end-to-end process.

The activities planned can be funded within the existing budget allocated to celebrating National Youth Week and can be managed within staff capacity.

RECOMMENDATION:

That Council endorse the proposed events and activities as outlined in the body of this report.

ATTACHMENTS

There are no attachments for this report.

Report Prepared By:

Michael Paine
Project Officer Young People

Report Approved By:

Baharak Sahebekhtiari
Service Unit Manager - Community and Culture

Tatjana Domazet
Acting Group Manager - Community Life

ITEM 8 (continued)**Background**

At its meeting held on 9 December 2014, Council resolved as follows:

- (a) *That Ryde City Council request the Youth Council to examine ways of providing a program of wide variety activities and events for National Youth Week 10-19 April 2015 across the Ryde LGA;*
- (b) *That the proposed program be reported to Council in February 2015 with a view of allocating funds towards National Youth Week with the purpose of providing programs and activities for the youth across the Ryde LGA.*

Discussion

Following adoption of the new group of Youth Councillors at the Council meeting of 10 February 2015, the Ryde Youth Council (RYC) met the following day and formed a subcommittee to identify, plan and deliver a program of activities and events across the Ryde LGA to celebrate National Youth Week (NYW). The first meeting of the Youth Week Subcommittee took place on 18 February 2015. The Youth Councillors were asked to brainstorm ideas regarding the events and activities that could be implemented as part of Council's Youth Week celebrations. They were asked to:

- i) Consult with other young people as to the activities and events they might like to see happen.
- ii) Participate in developing an events outline for NYW.
- iii) Prepare basic costings for the event as well as consider what infrastructure, facilities and support would be required to put the event on.

The events and activities are selected by the young people on the basis of their attractiveness to the young audience and the capacity of the staff to deliver these events in conjunction with the members of the RYC. An outline of these events and activities is provided below.

1. Cultural Carnival

This would be Council's Youth Week launch event and is an event to be held at 'Our Space' integrated youth services hub, where young people from across the LGA would be encouraged to attend. Food, dance and cultural representation from the diverse cultures in Ryde would be represented. Ryde Youth Council will invite 2RRR to do an outside broadcast from the event and music will be played by a DJ, and possibly some youth bands. Entertainment will be provided in the form of a jumping castle.

2. Gaming Night/ Cosplay Event

Cosplay is the practice of dressing up as a character from a film, book, or video game. Ryde Youth Council would like to host a social gaming evening with a Cosplay dress up theme in Ryde Library or similar venue and invite a professional gamer to attend. The event would have competitions and some small prizes.

ITEM 8 (continued)**3. Model UN Debate**

Model UN is a simulation of the United Nations that aims to reach students from all walks of life by educating them about international political issues within the United Nations. The Model UN encourages students to act as leaders and ambassadors of a nation within a particular UN member states. The students play the role of an ambassador and are encouraged to gain knowledge of a current issue set on the UN agenda. There, they are able to discuss and debate political issues through the deliberative forum designed by the Model UN.

Ryde Youth Council is proposing to host a Model UN debate and is hoping to link with Macquarie Universities debating club to put this on.

In addition to these events, Council has committed to supporting Shorefest, a Youth Music festival held in Northern Sydney, which is a collaboration between City of Ryde, Hunters Hill, Willoughby, Mosman, Lane Cove, Hornsby, Ku-ring-gai and North Sydney Councils. This event will take place on 18 April 2015 at St Leonards Park.

City of Ryde and Lane Cove Council also propose to launch a Video Competition. Young people will be asked to submit a video/movie with the titles 'It Starts with Us' (the theme of National Youth Week 2015). Films will be no more than three minutes in duration and will be able to be used at Cinema in the Park events throughout both City of Ryde and Lane Cove to highlight the creativity and skills of young people.

This event will be supported by 'Our Space' integrated youth services hub who will host a series of film making workshops throughout National Youth Week.

Possible Schedule of Proposed Youth Week Events:

Friday, 10 April	Cultural Carnival at Our Space and launch of 'It Starts With Us' Video Competition
Monday, 13 April	Gaming Evening/ Cosplay Event
Tuesday, 14 April	Mock UN Debate
Wednesday, 15 April	Video Making Workshops
Saturday, 18 April	Shorefest Youth Music Festival

Financial Implications

Adoption of the recommendation will have no financial impact. The activities planned by Ryde Youth Council can be funded within the existing budget allocated to celebrating National Youth Week.

PRECIS OF CORRESPONDENCE

- 1 EASTWOOD STATION CAR PARKING - THE HON. VICTOR DOMINELLO
MP - 19 February 2015**

Report prepared by: The Mayor**File No.:** CLM/15/1/4/2 - BP15/201

CORRESPONDENCE:

Submitting correspondence from The Hon. Victor Dominello MP, dated 19 February 2015, regarding Eastwood Station Car Parking.

RECOMMENDATION:

That the correspondence be received and noted.

ATTACHMENTS

- 1 The from the Hon.Victor Dominello MP dated 19 February 2015 regarding
Eastwood Station Carparking**

PRECIS OF CORRESPONDENCE 1 (continued)

ATTACHMENT 1



Victor Dominello MP

State Member for Ryde



Thursday 19 February 2015

Cr Bill Pickering
Mayor – Ryde City Council
Locked Bag 2069,
NORTH RYDE NSW 1670

By email: mayor@ryde.nsw.gov.au

Dear Cr Pickering,

I am pleased to inform you that yesterday I was joined by the Minister for Transport the Hon. Gladys Berejiklian MP to announce a major boost for local commuters, with approximately 230 new parking spaces to be delivered near Eastwood Station if the Baird Government is re-elected.

Parking is a big issue for transport customers, with more people wanting to catch the train than ever before. I am confident this latest boost will make a huge difference to commuters in the area.

Since March 2011 we have delivered more than 3,400 parking spaces across the network, with another 1,600 under construction. These 5,000 new spaces include 1,200 rail staff parking spaces we're handing back to customers.

If re-elected the government will work closely with the council and the community to deliver the new parking spaces as quickly as possible.

If you have any further questions about this or any other matter please does not hesitate to contact me.

Yours sincerely

The Hon. Victor Dominello MP
Member for Ryde



For the latest updates on Ryde and my portfolio, like my Facebook page;
<https://www.facebook.com/VictorDominelloMP>



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Email: ryde@parliament.nsw.gov.au Website: www.victordominello.com Facebook: www.facebook.com/VictorDominelloMP

NOTICES OF MOTION**1 PLAYGROUND CAR PARKING - Councillor Craig Chung****File Number:** CLM/15/1/4/6 - BP15/197

MOTION:

That Council introduce 2 hour parking to six parking spaces immediately adjacent to the children's playground at Meadowbank Park on Ross Smith Avenue near Constitution Road.

2 CRICKET STUMPS - Councillor Craig Chung**File Number:** CLM/15/1/4/6 - BP15/198

MOTION:

- (a) That Council install permanent batting cricket stumps and make appropriate line marking at all cricket practice nets throughout the City of Ryde as soon as practicable.
- (b) That Council investigate the cost of installation of appropriate rubber sheet barriers at the practice cricket nets throughout the City of Ryde and report back to the Works and Community Committee with a recommendation.
- (c) That Council investigate the installation of artificial grass at Darvall Park cricket pitch and report back to the Works and Community Committee with a recommendation.

3 INSTALLATION OF 'NO STOPPING' SIGNS IN THE VICINITY OF 90 AND 92 CONSTITUTION ROAD, MEADOWBANK – Deputy Mayor, Councillor Roy Maggio**File Number:** CLM/15/1/4/6 - BP15/217

MOTION:

That the City of Ryde investigates the installation of 'No Stopping' signs in the vicinity of 90 and 92 Constitution Road, Meadowbank and that any recommendations that may arise following completion of the required community consultation, be forwarded to the June 2015 meeting of the Ryde Traffic Committee for endorsement before any approval by Council.

QUESTIONS BY COUNCILLORS AS PER POLICY**1 QUESTIONS WITH NOTICE - Deputy Mayor, Councillor Roy Maggio****File Number: CLM/15/1/4/10 - BP15/211**

In answering the following question posed at the Council Meeting (10 February 2015):-

What are the key contributing factors that prompted the need to totally rewrite the Tree Preservation (Section 9.5) of the Development Control Plan?,

It was noted that the following response was provided:-

“the re-write of the document gave Council an opportunity to address issues raised by the community as well as administrative issues around inconsistencies within the document, unnecessary paperwork and lengthy and complicated assessment process”.

Question 1:

What were the specific issues raised by the community that informed the rewrite?

Question 2:

What were the identified administrative issues around inconsistencies within the document?

Question 3:

What was the extent of the unnecessary paperwork and lengthy and complicated assessment process?