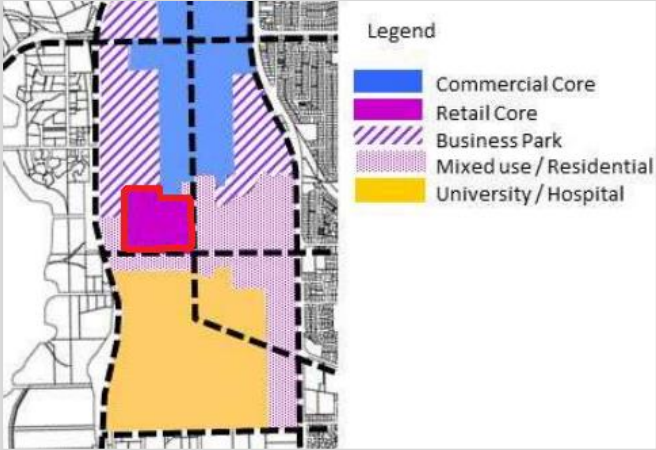
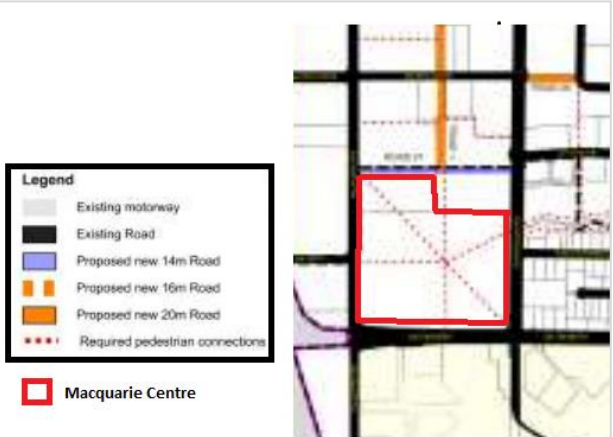




SECTION	SUMMARY OF KEY APPLICABLE PROVISIONS	COMMENT	COMPLIANCE
Part 4.5 Macquarie Park Corridor			
<p>2.0 Macquarie Park Corridor Vision</p>	<p><i>‘Macquarie Park will mature into a premium location for globally competitive business with strong links to the university and research institutions and an enhance sense of identity.</i></p> <p><i>The Corridor will be characterised by high-quality, well designed, safe and liveable environments that reflects the natural setting, with three accessible and vibrant railway station areas providing focal points.</i></p> <p><i>Residential and business areas will be better integrated and an improved lifestyle will be forged for those who live, work and study in the area’</i></p>	<p>The Stage 1 DA will facilitate the development of a mixed use transit orientated development that will revitalise the Macquarie Centre. The Stage 1 DA will act as a catalyst for the renewal process throughout the <i>Macquarie University (Herring Road) Priority Precinct</i> and the wider Macquarie Park Corridor. The proposal will contribute to achieving the dwelling and employment targets for the <i>Macquarie University (Herring Road) Priority Precinct</i> in a location that is highly accessible by public transport and close to existing education and employment opportunities.</p> <p>The proposal includes activation of the site’s Herring Road frontage and includes the provision of a variety of publicly accessible spaces, including Station Plaza.</p> <p>The Stage 1 DA will facilitate the transformation of the precinct into pedestrian friendly environment. Through increased permeability, the Macquarie Centre’s relationship to surrounding sites will be greatly enhanced.</p>	<p>YES</p>
<p>3.0 The Structure Plan</p>	<p>The Structure Plan reflects and builds on land uses and functions within the corridor. The DCP seeks to reinforce the role of the centre as a regional attractor and hub for recreation. The DCP also encourages the shopping centre to create a vibrant street frontage.</p>	<p>The proposal directly responds to Urban Structure Plan and the RDCP 2014 as follows:</p> <ul style="list-style-type: none"> ▪ The proposal will facilitate a substantial redevelopment of the Macquarie Centre and will retain the site as the retail core of Macquarie Park. The Stage 1 DA reinforces the role of the Macquarie Centre as a regional centre through the introduction of an additional 49,000sqm GFA within an expanded podium; 	<p>YES</p>

	<p>Macquarie Park Corridor will include new residential communities around the North Ryde and Macquarie University Stations while the Commercial Core will be centred on the Macquarie Park Station and Waterloo Road.</p> <p>An extract of the Figure 3.2.1 Urban Structure Plan as it relates to the site is included below.</p> 	<ul style="list-style-type: none"> ▪ The Stage 1 DA facilitates the introduction of residential uses on the site, as advocated in the Urban Structure Plan; ▪ AMPC are investigating opportunities to provide a community facility within Macquarie Centre. A community facility is subject to future discussions with Council; and ▪ The indicative concept demonstrates that a vibrant frontage to Herring Road will be created, with multiple entries and active frontages. 	
<p>4.2 Pedestrian Connections</p>	<p><i>(b) Provided pedestrian connection in accordance with the Access Structure Plan.</i></p> <p><i>(d) Each site is to provide for co-ordination of pedestrian connections with neighbouring sites, including level adjustments and detailed plans.</i></p> <p><i>(c)(i). Proposals are to maximise active frontages to pedestrian connections and enhance the public domain.</i></p> <p>The DCP states that the locations of pedestrian connections are flexible subject to Council agreement.</p>	<p>Legibility features as a key design principle and has guided and will continue to guide the redevelopment of the Macquarie Centre. As discussed in Section 4.7.1 of the SEE the concept proposal includes pedestrian linkages through the site.</p> <p>It is noted that whilst this Stage 1 DA does not preclude any future pedestrian links to the south of the site, the focus of the redevelopment is to improve the pedestrian environment along and pedestrian linkages to the Herring Road frontage.</p>	<p>YES</p>

	<p>An extract of Figure 4.1.1.1 is provided below. This indicates a series of pedestrian connections running through the site.</p> 	<p>Notwithstanding this, the Landscape Design Report (Volume 2) indicates public domain improvements to Waterloo Road, including potential architectural treatments to the existing building façade. The detail of these treatments would be resolved in future detailed DAs.</p>	
<p>4.3 Bicycle Network</p>	<p>(a) <i>Provide dedicated cycle access in accordance with Ryde Bicycle Strategy 2014 refer Figure 4.3.1 Cycleways</i></p> <p>The DCP identifies a Regional Bicycle Route (off-street cycleway) and Local Bicycle Route along Waterloo Road (on-street) and a Local Bicycle Route along Talavera Road.</p>	<p>The site is well served by bicycle facilities, with off-road bike paths provided along Talavera Road and adjacent to the site along Waterloo Road.</p> <p>The Stage 1 DA concept indicates a number of improvements to the pedestrian environment, including the widening of the footpaths adjacent Herring Road and Waterloo Road.</p> <p>The proposed redevelopment will include facilities for cyclists, with the quantum of bike spaces to be detailed in the subsequent DAs following the Stage 1 DA.</p>	<p>YES</p>



<p>4.4 Sustainable Transport</p>	<p>Bus Interchange</p> <p><i>(a) Upgrade the bus interchange in Herring Road in accordance with the Access Structure Plan to:</i></p> <p><i>i. Accommodate additional bus stops to provide for increased bus patronage</i></p> <p><i>ii. Reduce pedestrian and vehicle conflict</i></p> <p><i>iii. Enable active frontage</i></p> <p><i>(b) Any DA that includes residential development on the Macquarie Shopping Centre site is to provide a master plan that demonstrates how the bus interchange upgrade may be achieved.</i></p>	<p>Refer to Section 3.3 of the SEE. Section 4 of the Traffic Management and Access Plan at Appendix A details various measures that are proposed to accommodate increased bus patronage.</p>	<p>YES</p>
	<p>Travel Plans</p> <p><i>(c) A travel plan is required for developments that propose greater than 10,000sqm of additional floor space. The plan is to adopt strategies and implementation methods to meet a 40/60 public/private modal split for journey to work trips.</i></p>	<p>A Framework Travel Plan has been prepared by Arup and is attached at Appendix A.</p>	<p>YES</p>
	<p>Parking Rates</p> <p>This section of the DCP prescribes parking rates for residential developments in the corridor.</p> <p><i>(h) Car parking within residential development is to be provided in accordance with the following maximums:</i></p> <ul style="list-style-type: none"> ▪ 0.6 space / one bedroom dwelling 	<p>The Stage 1 DA does seek approval for the number of car spaces on the site. The car parking for the residential component will be provided at a lesser rate than the maximum residential car parking requirements and therefore complies.</p> <p>Further information in respect of car parking is provided in the Traffic Management and Access Plan at Appendix A.</p>	<p>YES</p>



	<ul style="list-style-type: none"> ▪ 0.9 spaces / two bedroom dwelling ▪ 1.4 spaces / three bedroom dwelling ▪ 1 visitor space / 10 dwellings ▪ 1 car share space per 50 proposed parking spaces. 		
5.1 Open Space Network	<p>(a) Provide public open space as shown in Figure 5.1.1 Open Space Structure Plan and in accordance with table 5.2.1 and sections 5.3 – 5.6 of this Part (which contain specific requirements for each park). To vary public open space requirements refer to master plan controls clause 8.1.a – Site Planning and Staging</p> <p>The RDCP 2014 identifies an 'Urban Plaza' adjacent to Herring Road, approximately half way between Waterloo Road and Talavera Road.</p>	Refer to Section 5.2.3 of the SEE.	YES
5.7 Rail Station Plazas	<p>(a) Provide the following Station plazas (including fittings):</p> <ul style="list-style-type: none"> iii. Macquarie University Station Plaza – East <p>Area: Provide minimum 0.67 h</p> <p>Dimensions: Provide minimum 80 x80 m as shown in Figure 5.6.3</p> <p>Install minimum 10 park benches and 10 bicycle parking spaces.</p> <p>Note: the Macquarie University Station Plaza -West has an</p>	Refer to Section 5.2.3 of the SEE.	PARTIAL



	<p><i>approximate area of 0.5 ha</i></p> <p><i>(b) Station plazas are to be privately owned public space. Station plazas are to be accessible at all times.</i></p> <p><i>(c) Provide Continuous Active frontage to station plazas refer also Figure 7.1.1</i></p> <p><i>(d) Minimise large banks of stairs. If stairs are used to provide alternative access to ensure equitable access for all.</i></p> <p><i>(e) Provide unimpeded and generous entrances and circulation paths into and through the plaza.</i></p> <p><i>(f) Provide infrastructure (such as gas, power and water supply) and subject to consent, appropriately scaled kiosks, vendor stalls, cafes and restaurants) that will enhance the rail station plazas as meeting places and support activities such as markets, community events, leisure and recreation.</i></p> <p><i>(g) Provide wireless internet connection to all publicly accessible space, particularly station plazas.</i></p>		
<p>5.9 Community Facilities</p>	<p><i>(b) Provide community space of not less than 3,000sqm within the Macquarie Park Shopping Centre (which may include a branch library or other function in accordance with the City of Ryde: Social and Cultural Infrastructure Framework.) The community space must be directly accessible from the public domain and within a short walk of the station and bus interchange. Community space must be discussed with City of Ryde prior to the lodgement of a Development Application.</i></p>	<ul style="list-style-type: none"> ▪ The RDCP 2014 requires the provision of 3,000sqm of community space on the Macquarie Centre Site, as well end of trip facilities. ▪ AMPC are investigating opportunities to provide a community facility and bike hub within Macquarie Centre. A potential community facility and bike hub is subject to future discussions with Council. 	<p>YES</p>



	<p><i>(d) Community facilities are to be located around public open spaces and along active frontages, with entries at street level.</i></p>	<ul style="list-style-type: none"> AMPC are investigating opportunities to provide a community facility and bike hub within Macquarie Centre. A potential community facility and bike hub is subject to future discussions with Council. 	<p>YES</p>
<p>5.10 Art in Publicly Accessible Places</p>	<p><i>(a) Art must be included in all new development with more than 10,000m² new floor space in the amount of 0.1% of the construction cost of the works capped at \$1,500,000.</i></p> <p><i>(c) A site specific Arts Plan is to be submitted together with the development application. The arts plan is to include:</i></p> <ul style="list-style-type: none"> <i>i. Arts project description and statement of artistic intent.</i> <i>ii. Thematic framework for the artwork.</i> <i>iii. Concept drawing and descriptions of proposed art works including:</i> <i>iv. Implementation (detailing at what stage the artwork will be implemented etc)</i> <i>v. Preliminary construction details with particular emphasis on public safety considerations.</i> 	<p>A Preliminary Public Art Strategy accompanies this Stage 1 DA and is attached at Appendix D.</p>	<p>YES</p>
<p>7.2 Active Frontages</p>	<p><i>(a) Continuous ground level active uses must be provided where primary active frontages are shown in Figure 7.3.1 Active Frontage and Setback Control Drawing. Buildings must address the street or public domain.</i></p> <p>Figure 7.3.1 indicates that continuous ground level active uses is to be provided along the Herring Road and Waterloo Road frontages. Buildings must address the street or public domain.</p>	<p>The Stage 1 DA allows for active frontages to be provided along Herring Road. Waterloo Road is addressed through the envelope of the Shard, which extends further south towards Waterloo Road.</p> <p>Furthermore, the Landscape Design Report (Volume 2) indicates public domain improvements to Waterloo Road, including potential architectural treatments to the existing building façade. The detail of these treatments would be resolved in future detailed DAs.</p>	<p>YES</p>



		In terms of activation, part of Waterloo Road has already been activated as a result of the first stage of expansion of the shopping centre (DA 1016/2007). Further, the proposal does not preclude future activation of the Waterloo Road frontage in the longer terms.	
	<i>(c) Loading docks, vehicular access is not to be located where primary active frontages are shown in Figure 7.2.1 Active Frontage Control Drawing unless it can be demonstrated that there is no alternative.</i>	<p>The proposal will include the removal of one existing vehicle access point on Herring Road, in the location of Station Plaza. The existing vehicular access ramp on the Herring Road (towards Talavera Road) is to be retained as it provides an important access function.</p> <p>One new vehicle entry and one new loading entry is proposed along Talavera Road in accordance with the RDCP 2014.</p>	YES
	<i>(h) On sloping sites, the maximum level change between ground floor tenancies and the adjacent footpath is 600 mm.</i>	The Stage 1 DA includes at grade active frontages along Herring Road.	YES
7.3 Setbacks and Building Lines	<p><i>(a) Minimum setbacks and build-to lines must be provided as shown Figure 7.3.1 Active Frontage and Setback Control Drawing – summarised as follows;</i></p> <p><i>i. Zero setbacks / build-to lines to Primary Active Frontage</i></p> <p><i>ii. 5m setback to all existing and new streets unless otherwise specified</i></p> <p><i>iii. 10m setback to Waterloo Road and Talavera Road</i></p> <p><i>iv. 10m green setbacks to the M2 tollway and Epping Road</i></p> <p><i>(c) Provide 2m setbacks to pedestrian pathways (unless within a building)</i></p> <p><i>(d) Despite clause 7.2.a development may be set back further from the street or public domain where it can be</i></p>	<p>The setbacks indicated on the control drawing of:</p> <ul style="list-style-type: none"> ▪ Herring Road: 4m – 10m ▪ Waterloo Road: 0m – 1m ▪ Talavera Road: 4m – 5m <p>Justification for the envelope setbacks is provided in Section 5.2.3 and 6.1.2 of the SEE.</p>	<p>PARTIAL</p> <p>Refer to Section 5.2.3 and 6.1.3 of the SEE</p>



	<p><i>demonstrated to Council that the impacts of development on underground rail infrastructure are not in accordance with the ECRL Underground Infrastructure Protection Guidelines Report No. 20007300/ PO-4532 obtainable from Transport for NSW.</i></p> <p><i>(f) Underground parking is not permitted to encroach into the front setback areas unless it can be demonstrated that the basement is designed to support significant mature trees and deep root planting.</i></p> <p><i>(h) 60% of the street setback area is to be soft landscaping. Existing mature trees are to be retained where possible. Paved areas are to relate to the materials and finishes of the adjacent streetscape. At grade car parking must not be located within this setback.</i></p>		
<p>7.4 Awnings and Canopies</p>	<p><i>(a) Awnings must be provided where Primary Active Frontages are prescribed. Entry canopies and discontinuous awnings and entry canopies are encouraged elsewhere in the Corridor.</i></p> <p><i>(b) Awning width is to be 3 m. On sloping sites, awning soffit height may vary from 3.6 m - 4.2 m.</i></p>	<p>The provision of awnings along active frontages will be addressed in subsequent Stage 2 applications.</p>	<p>YES</p>
<p>7.6 Rear and Side Setbacks</p>	<p><i>(a) Buildings are to be set back 10m from the rear boundary.</i></p>	<p>The proposal does not alter the existing rear setback.</p>	<p>N/A</p>



<p>7.7 Building Separation</p>	<p>Commercial:</p> <p><i>(a) Provide minimum 20 m separation between buildings facing each other within a site. Refer to Figure 7.7.1</i></p> <p><i>(b) Provide minimum 10 m separation between buildings perpendicular to each other within a site. This reduced building separation control only applies where the width of the facing facades does not exceed 20 m. Refer to Figure 7.7.1</i></p> <p>Residential</p> <p><i>(c) Provide building separation as recommended by the NSW Residential Flat Design Code “Rule of Thumb” requirements.</i></p>	<p>SEPP 65 requires that DCPs cannot be inconsistent with the objectives and design criteria in the ADG for visual privacy (building separation). As discussed in Section 6.1.3 of the SEE, the tower envelopes has been designed to comply with the visual privacy design guidance in the ADG.</p>	<p>YES</p>
<p>7.8 Building Bulk and Design</p>	<p><i>(a) The floor-plate of buildings above 8 storeys is not to exceed 2000 m², unless it can be demonstrated that slender building forms are achieved through courtyards, atria, articulation or architectural devices.</i></p>	<p>As discussed in Section 5.2.3 of the SEE the proposed building envelopes will be able to accommodate slender tower forms. Tower 1 has a floor plate of 2,081sqm.</p>	<p>NO</p>
	<p><i>(c)(ii) Express corner street locations by giving visual prominence to parts of the façade, eg a change in building articulation, material or colour, or roof expression.</i></p>	<p>Various design elements will provide visual interest at prominent locations across the site, including the contemporary design of the Shard, articulation along the Herring Road frontage, etc.</p>	<p>YES</p>
	<p><i>(c)(v)Roof forms, building services and screening elements are to occur within the overall height controls.</i></p>	<p>Roof forms and plant will be accommodated within the proposed building envelopes. Compliance will be demonstrated in future Stage 2 DAs.</p>	<p>YES</p>
<p>8.1 Site Planning and Staging</p>	<p><i>(b) All sites 15,000m² or more in area should lodge a site-specific Master Plan and/or Stage 1 development application for approval. The Master Plan must be</i></p>	<p>This Stage1 DA constitutes a master plan for the purposes of the DCP requirements.</p>	<p>YES</p>



	<p><i>supported by a;</i></p> <ul style="list-style-type: none"> <i>i. Transport Management and Access Plan that entails the following measures:</i> <ul style="list-style-type: none"> <i>- Maximise access by sustainable modes of transport and reduce car dependency (i.e. Public Transport, Cycling and Walking).</i> <i>- Maximise public access (example: Bus Stops, public pick-up and drop-off points, ‘thru’ pedestrian connections and links)</i> <i>ii. Proposed vehicular access to and from the site; including the provisions parking.</i> <i>iii. Economic Impact Report which details retail floor space and impacts on local centres with 5 kms, the quantum of employment floor space and likely employment generation.</i> <ul style="list-style-type: none"> <i>- Proposed floor space and height and general site layout that preserve the natural heritage of the site (as appropriate) and protect the amenity of the local neighbours.</i> <i>iv. Details of any proposed public benefits and proposed incentive bonus.</i> <i>v. Arts Plan.</i> <i>vi. Social Impact Study.</i> <p><i>Note: Stage 1 DAs (Master plans) approved by Council may guide variations to the general and DCP provisions</i></p>	<p>A Transport Management and Access Plan has been prepared by ARUP and is included at Appendix A.</p> <p>An Economic Impact Assessment has been prepared by MacroPlan Dimasi and is included at Appendix C.</p> <p>A Preliminary Public Art Strategy has been prepared and is included at Appendix D.</p> <p>A Social Impact Assessment has been prepared by Urbis and is included at Appendix B.</p>	
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<p>8.2 Site Coverage, Deep Soil and Private Open Space</p>	<p>(a) A minimum 20% of a site must be provided as deep soil area.</p> <p>(b) Deep soil areas must be at least 2m deep.</p> <p>(c) For the purpose of calculating deep soil areas, only areas with a minimum dimension of 20 m x 10 m may be included.</p>	<p>Future Stage 2 DAs will examine the necessary soil volume and depth requirements prescribed in the RDCP 2014. As demonstrated in the Urban Design Report the Macquarie Centre will feature significant areas of landscaping, including the provision of planting above the podium. This will be subject of further detail to be provided during the Stage 2 DAs.</p>	<p>NO</p>
	<p>(e) Solar access to communal open spaces is to be maximised. Communal courtyards must receive a minimum of 3 hours direct sunlight between 9 am and 3 pm on the 21st of June.</p>	<p>The common open space proposed above the podium and the tower envelopes and configuration maximises the provision of solar access. As discussed in Section 6.4 of the SEE, solar access will be available to the roof terrace from 10am on June 21.</p>	<p>YES</p>
<p>8.3 Planting on Structures</p>	<p>(a) Provide optimum conditions for plant growth by providing appropriate irrigation and drainage methods.</p>	<p>Future Stage 2 DAs will examine the necessary soil volume and depth requirements prescribed in the RDCP 2014. As demonstrated in the Urban Design Report the Macquarie Centre will feature significant areas of landscaping, including the provision of planting above the podium. This will be subject of further detail to be provided during the Stage 2 DAs.</p>	<p>YES</p>
<p>8.4 Topography and Building Interface</p>	<p>(a) Level changes across sites are to be resolved within the building footprint.</p> <p>(c) Natural ground level is to be retained for a zone of 4 m from the side and rear property boundaries. Retaining walls, cut and fill are not permitted within this zone.</p>	<p>As demonstrated in the Public Domain Design Report and in the Concept Drawings (refer Volume 2) the building envelopes have taken into consideration the topography of the site. The indicative plans demonstrate that the level difference across the site is appropriate addressed and levels will generally align with the existing footpaths.</p>	<p>YES</p>
<p>8.5 Site Facilities</p>	<p>Commercial</p> <p>(a) Vehicular access to loading facilities is to be provided from secondary and tertiary streets where possible.</p>	<p>The indicative concept allocates areas for the provision of waste facilities. As discussed in Section 6.17, these areas will not be visible from the street, are located in the basement and are of sufficient size to accommodate the volume of general waste and recyclables that is anticipated to be generated.</p>	<p>YES</p>



	<p>Residential</p> <p><i>(d) Provide either communal or individual laundry facilities to each dwelling, and at least one external clothes drying area. The public visibility of this area should be minimised. Clothes drying is only permitted on balconies that are permanently screened from view from the public domain.</i></p>		
<p>8.6 Vehicular Access</p>	<p><i>(a) Vehicular access is not permitted along streets identified as Active Frontages.</i></p> <p><i>(b) Where practicable, vehicle access is to be from secondary streets.</i></p>	<p>As discussed, the proposal will include the removal of one existing vehicle access point on Herring Road, in the location of Station Plaza. The existing vehicular access ramp on the Herring Road (towards Talavera Road) is to be retained as it provides an important access function.</p>	<p>YES</p>
	<p><i>(c) Potential pedestrian/vehicle conflict is to be minimised by:</i></p> <ul style="list-style-type: none"> <i>i. limiting the width and number of vehicle access points</i> <i>ii. ensuring clear site lines at pedestrian and vehicle crossings</i> <i>iii. utilising traffic calming devices</i> <i>iv. separating and clearly distinguishing between pedestrian and vehicular accessways</i> 	<p>Access arrangements are detail in Section 6.7 of the SEE and the Attached Transport Assessment at Appendix A.</p>	<p>YES</p>



<p>8.7 Onsite Parking</p>	<p><i>(f) Basement parking areas should be located directly under building footprints to maximize opportunities for deep soil areas unless the structure can be designed to support mature plants and deep root plants.</i></p> <p><i>(g) Basement parking areas must not extend forward of the building line along a street.</i></p>	<p>The indicative concept demonstrates that additional car parking will be accommodated primarily in the basement envelopes, with some additional car parking to be located on the roof of the centre, setback from the edges.</p> <p>The proposed basement extension is primarily located beneath the existing shopping centre. The zero setback basement to Herring Road is considered entirely acceptable as street trees will still be able to be planted above.</p>	<p>YES</p>
<p>9.0 Environmental Performance</p>	<p><i>(a) Commercial development is required to achieve a 4 Star Green Star Certified Rating.</i></p> <p><i>(c) Residential development is to comply with BASIX requirements.</i></p>	<p>As demonstrated in the Ecologically Sustainable Development (ESD) Strategy at Appendix F the following targets (in addition to BASIX) for the proposed uses and the elements are being sought:</p> <ul style="list-style-type: none"> ▪ A 5 Star Green Star – Design and As-Built rating for the office; ▪ A 5 Star base building NABERS Office Energy rating; ▪ A Green Star – Retail v1 – 4 Star design equivalency rating with an aspiration to 5 stars; and ▪ A Green Star – Multi-Unit Residential v1 – 4 Star design equivalency rating with an aspiration to 5 stars. <p>Accordingly the proposal will satisfy the requirements of the NDCP 2014.</p>	<p>YES</p>
<p>9.1 Wind Impact</p>	<p><i>b. All applications for buildings over 5 storeys in height shall be accompanied with a wind environment statement. For buildings over 9 storeys and for any other building which may be considered an exposed building shall be accompanied by a wind tunnel study report. Refer to Council for documentation and report requirements.</i></p>	<p>A Wind Impact Assessment has been prepared and is included at Appendix G and discussed in Section 6.6 of the SEE.</p>	<p>YES</p>



<p>9.2 Noise and Vibration</p>	<p><i>(a) An Acoustic Impact Assessment report prepared by a suitably qualified acoustic consultant is required to be submitted with all development applications for commercial, industrial, retail and community buildings, with the exception of applications minor building alterations.</i></p>	<p>Acoustic impacts are addressed in Section 6.11 of the SEE. A Preliminary Acoustic Assessment has been prepared for this application and is attached at Appendix P.</p>	<p>YES</p>
<p>Part 7.1 Energy Smart, Water Wise</p>			
<p>2.3 Mixed RFB / Commercial Developments</p>	<p>Objectives of this section of the DCP include:</p> <p><i>1. Maximizing solar access to rooms and areas that are used most (living areas, family rooms and kitchens) through orientating rooms to the north, preferably within a range of 30° east and 20° west of true north.</i></p> <p><i>4. Reducing household consumption of water, electricity and gas.</i></p>	<p>Testing has analysed the solar access outcomes of different envelope siting options. The chosen scheme maximising solar access to residential towers and minimises overshadowing of public open space.</p> <p>Detail controls pertaining to the installation of energy and water efficient devices and fixtures will be addressed in subsequent stage 2 applications.</p>	<p>Yes</p>
<p>Part 7.12 Waste Minimisation and Management</p>			
<p>2.3 All Developments</p>	<p><i>(a) Developments must provide space on-site for the sorting and storage of waste in containers suitable for collection.</i></p>	<p>The proposed envelopes will accommodate on site waste areas, which will be detailed in future Stage 2 DAs.</p>	<p>Stage 2</p>
<p>2.9 Mixed use developments</p>	<p><i>(a) Waste and recycling storage, handling and collection system/s for the residential area/s of the building or development are to be provided separate from the waste and recycling storage, handling and collection systems for the commercial area/s.</i></p>	<p>Waste areas and waste arrangements will be detailed in future Stage 2 DAs.</p>	<p>Stage 2</p>



Part 8.1 Construction Activities			
<p>2.0 Site Work Practices</p>	<p><i>a. Appropriate site works practices are to be adopted during the construction phase of a development in order to:</i></p> <p><i>i. Counter the effects of soil erosion and sedimentation. These effects include the filling of natural and artificial wetlands, smothering of natural vegetation, reduction of stormwater drainage capacity, damage to bushland and aquatic habitats, and degradation of receiving waters (Lane Cove and Parramatta Rivers);</i></p> <p><i>ii. generally apply the principles of ecologically sustainable development (ESD); and</i></p> <p><i>iii. employ best management practices (BMP) based on the best available technology in order to mitigate soil erosion and trap pollutants at the source.</i></p>	<p>A Construction Management Plan has been prepared for the Stage 1 DA. More detailed Construction Management Plans will be developed to accompany Stage 2 DAs.</p>	<p>Stage 2</p>
Part 8.2 Stormwater and Floodplain Management			
<p>2.2 Engineering Compliance Certificates</p>	<p><i>(d) Stormwater runoff, including overland flows entering the site from upstream properties, must be managed to provide fail-safe protection to buildings, properties and persons either on private property or in the public domain.</i></p>	<p>A Flooding and Stormwater Management Report has been carried out and is attached at Appendix E.</p>	<p>Yes</p>
<p>2.3 Stormwater Discharge from Property</p>	<p><i>(b) Stormwater discharge from multi-residential dwellings, commercial, retail and industrial development on sites greater than 1000m² and within 30 metres of in ground public drainage infrastructure, must extend this drainage infrastructure to the site, so as to enable a direct connection be made to this infrastructure.</i></p>	<p>The Flooding and Stormwater Management Report attached provides recommendation for necessary arrangements regarding stormwater discharge. Stormwater is addressed in Section 6.14 of the SEE.</p>	<p>Yes</p>



<p>3.3 WSUD</p>	<p><i>a. All development applicable under this section must prepare a Water Sensitive Urban Design Strategy Plan (WSUD Strategy Plan)</i></p>	<p>The Stormwater Report Attached at Appendix E addresses WSUD measures.</p>	<p>Yes</p>
<p>Part 8.5 Public Civil Works</p>			
<p>2.0 Design and Construction Standards</p>	<p>This section of the DCP prescribes standards pertaining to the design of footpaths and roads.</p>	<p>The detailed design of footpaths will be considered in subsequent Stage 2 DAs.</p>	<p>Stage 2</p>
<p>Part 9.2 Access for People with Disabilities</p>			
<p>5.0 Requirements</p>	<p>Developments are required to provide access for people with a disability as required by the BCA, Disability Discrimination Act 1992 and the new Commonwealth Disability (Access to Premises-Buildings) Standards.</p>	<p>A Preliminary BCA Assessment has been conducted by Steve Watson and Partners and submitted with the DA. The report demonstrates the proposed building envelopes will be capable of achieving compliance with the requirements of the BCA 2015.</p>	<p>Yes</p>
<p>Part 9.3 Parking Controls</p>			
<p>2.3 Non-Residential Land Uses</p>	<p><i>a. Car parking spaces are to be provided on-site in accordance with the following requirements:</i></p> <p><i>Entertainment Facility: Whichever is the greater of: 1 space / 10 seats OR 1 space / 10 m2 GFA</i></p> <p><i>Hotel and Motel Accommodation, and Serviced Apartments: 1 space / 1.5 units</i></p> <p><i>Retail Premises: 1 space / 25 m2 GFA</i></p>	<p>Retail parking is proposed to be provided at a rate of 1 space per 35sqm of GFA, a rate that is consistent with existing provided retail parking at the site.</p> <p>Proposed parking rates are discussed in Section 6.7.2 of the SEE and the Traffic and Parking Report attached at Appendix A.</p>	<p>YES Stage 2</p>

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<p>2.5 Large Development</p>	<p><i>a. To vary the provisions of this Part (particularly required parking) for large scaled development, comparisons should be drawn with similar development and outlined in Traffic and Parking Impact Assessment Report submitted together with the Development Application. Such comparisons should include a minimum of two case studies drawn from the Ryde Local Government Area or adjoining Local Government Areas.</i></p>	<p>Noted.</p>	
<p>2.7 Bicycle Parking</p>	<p><i>a. In every new building, where the floor space exceeds 600 m2 GFA (except for dwelling houses and multi unit housing) provide bicycle parking equivalent to 10% of the required car spaces or part thereof.</i></p>	<p>The basement parking envelopes are capable of accommodating the required bicycle parking; this will be detailed in subsequent Stage 2 DAs.</p>	<p>Stage 2</p>
	<p><i>g. End of trip facilities accessible to staff (including at least 1 shower and change room) are to be provided in all commercial, industrial and retail developments.</i></p>	<p>End of trip facilities can be accommodated within the proposed envelopes. These will be detailed in subsequent Stage 2 DAs.</p>	<p>Stage 2</p>