

City of Ryde Development Control Plan 2014

Part: 4.5 Macquarie Park Corridor

DRAFT

Translation

ENGLISH

If you do not understand this document please come to Ryde Civic Centre, 1 Devlin Street, Ryde Monday to Friday 8.30am to 4.30pm or telephone the Telephone and Interpreting Service on 131 450 and ask an interpreter to contact the City of Ryde for you on 9952 8222.

ARABIC

إذا لم تفهم هذا المستند، يرجى الحضور إلى مركز بلدية رايد Ryde Civic Centre على العنوان: 1 Devlin Street, Ryde من الاثنين إلى الجمعة بين الساعة 8.30 صباحاً والساعة 4.30 بعد الظهر، أو الاتصال بمكتب خدمات الترجمة على الرقم 131 450 لكي نطلب من أحد المترجمين الاتصال بمجلس مدينة رايد، على الرقم 9952 8222، نيابة عنك.

ARMENIAN

Եթե այս փաստաթուղթը չէք հասկանալ, խնդրեմ եկե՛ք՝ Բայրե Միլից Սենտրը, 1 Տեյլին սթրիթ, Բայրե (Ryde Civic Centre, 1 Devlin Street, Ryde) Երկուշաբթի՝ն Ուրբաթ կա. ժամը 8.30 – կես ժամը 4.30, կամ հեռաձայնեցե՛ք՝ Հեռաձայնի եւ Թարգմանության Արարարության՝ 131 450, եւ խնդրեցե՛ք որ բարձրանա՛ն մե՛զ Բայրե Բարդսարյանքարանին հետ կապ հաստատել, ձեզի համար, հեռաձայնելով՝ 9952 8222 թիվին:

CHINESE

如果您看不懂本文，請在週一至週五上午 8 時 30 分至下午 4 時 30 分前往 Ryde 市政中心詢問 (Ryde Civic Centre, 地址: 1 Devlin Street, Ryde)。你也可以打電話至電話傳譯服務中心，電話號碼是: 131 450。接過後你可以要求一位傳譯員為你打如下電話和 Ryde 市政廳聯繫，電話是: 9952 8222。

FARSI

اگر این مدرک را نمی فهمید لطفاً از 8.30 صبح تا 4.30 بعد از ظهر دوشنبه تا جمعه به مرکز شهرداری رايد، Ryde Civic Centre, 1 Devlin Street, Ryde مراجعه کنید یا به سرویس مترجم تلفنی شماره 131 450 تلفن بزنید و از یک مترجم بخواهید که از طرف شما با شهرداری رايد شماره 9952 8222 تلفن بزند.

ITALIAN

Se non capite il presente documento, siete pregati di rivolgervi al Ryde Civic Centre al n. 1 di Devlin Street, Ryde, dalle 8.30 alle 16.30, dal lunedì al venerdì; oppure potete chiamare il Telephone Translating and Interpreting Service al 131 450 e chiedere all'interprete di contattare a vostro nome il Municipio di Ryde presso il 9952 8222.

KOREAN

이 문서가 무슨 의미인지 모르실 경우에는 1 Devlin Street, Ryde 에 있는 Ryde Civic Centre 로 오시거나 (월 – 금, 오전 8:30 – 오후 4:30), 전화 131 450 번으로 전화 통역 서비스에 연락하셔서 통역사에게 여러번 대신 Ryde 시청에 전화 9952 8222 번으로 연락을 부탁하십시오.

Amend #	Date Approved	Effective date	Subject of Amendment
	23 June 2015	1 July 2015	Updated to <ul style="list-style-type: none"> support Ryde LEP reflect NSW legislation provide amended open space and access networks support sustainable transport and consequential amendments

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1.0 PRELIMINARY

1.1 Introduction

This Part provides a framework to guide future development in the Macquarie Park Corridor, North Ryde. The document specifies built form controls for all development within the Corridor, and sets in place urban design guidelines to achieve the vision for Macquarie Park as a vibrant community, as a place to live, work and visit.

1.2 Citation

This Part may be cited as City of Ryde Development Control Plan 2014, Part 4.5 - Macquarie Park Corridor.

1.3 Land Covered by this Part

The land covered by this Part is shown in the below figure, and is generally bounded by M2 Motorway and Delhi Road on the northeast, Epping Road on the southwest, Culloden Road on the northwest and Lane Cove River to the southeast.

This part does not apply to the North Ryde Station ~~Urban Activation Priority~~ Precinct and the Macquarie University lands.

1.4 Relationship with other Plans and Policies

Ryde Local Environmental Plan (LEP) 2014

This DCP Part supplements the Ryde Local Environmental Plan (LEP) 2014 by providing detailed development principles, controls and guidelines. This DCP was brought into effect ~~{insert date}~~ **1 July 2015** to support planning incentives contained in Ryde LEP 2014 Amendment 1 (Macquarie Park).

In addition to this Part, Ryde LEP 2014, [State Environmental Planning Policy 65 – Design Quality of Residential Flat Development \(SEPP 65\)](#) and other relevant State Environmental Planning Policies must also be taken into account when making a development application.

~~Herring Road Urban Activation Precinct – now known as a Priority Precinct~~

~~The Draft Herring Road Urban Activation Precinct (UAP) completed exhibition mid-August 2014. The exhibition documents proposed that this DCP applied to the Herring Road UAP land and suggested amendments. The suggested amendments will be incorporated in this DCP when the Herring Road UAP is finalised.~~

~~North Ryde Station Urban Activation Precinct – now known as a Priority Precinct~~

~~This DCP Part does not apply to the North Ryde Station Urban Activation Precinct – now known as a Priority Precinct~~

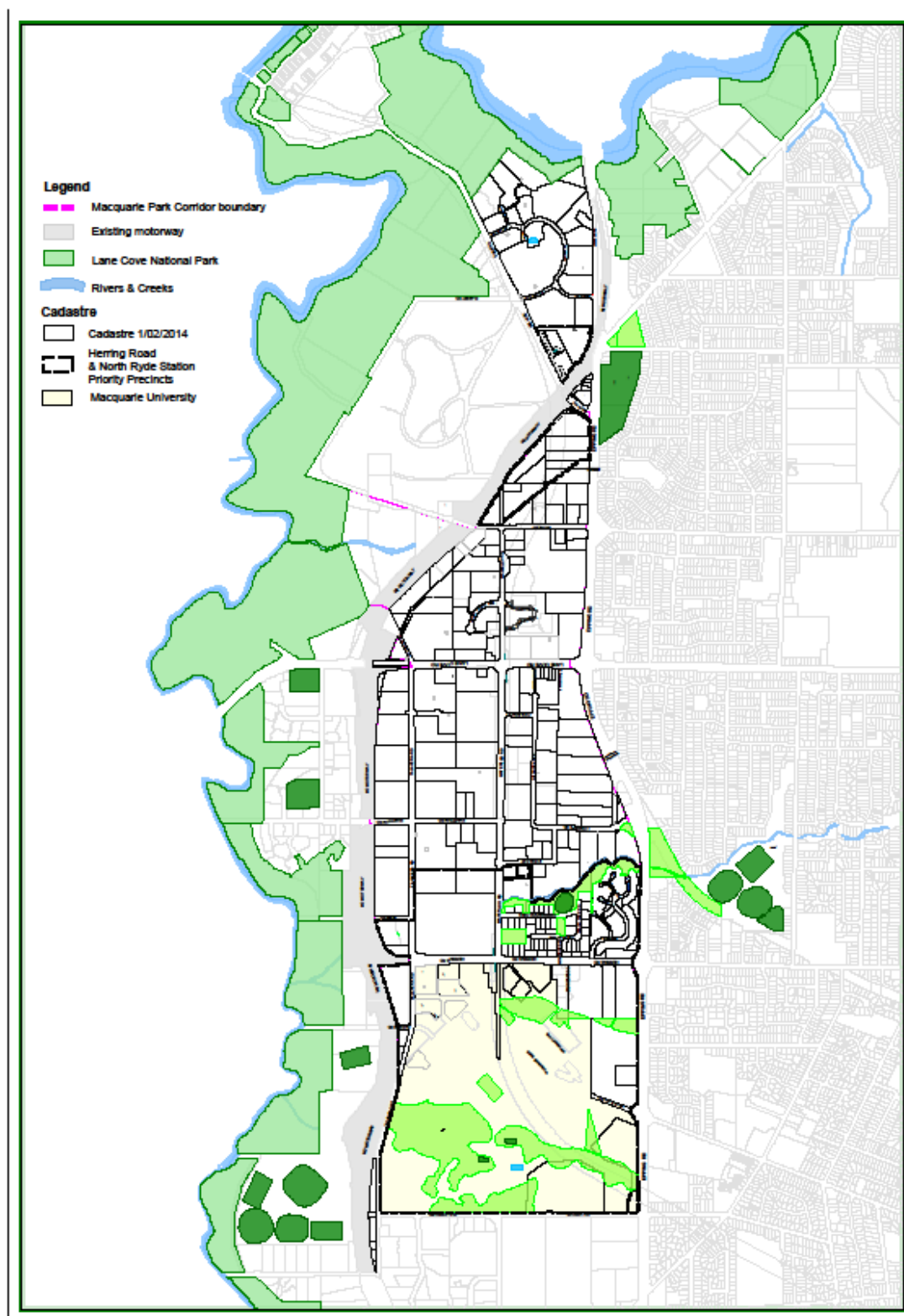
~~Macquarie University (shown pale yellow on Figure 1.3.1)~~

~~Under the provisions of SEPP (State and Regional Development) the university is listed as a State Significant Site, where development exceeds a capital value of \$30M. Under this SEPP the Ryde DCP does not apply.~~

~~The university has an existing Part 3A Concept Plan approval dated 2009. The Part 3A approval applies under the transitional provisions in the SEPP (Major Development). Development in the~~

university is governed by the Part 3A approved Concept Plan and the Macquarie University Urban Design Guidelines and Design Excellence Strategy.

Figure 1.3.1 Land covered by this part



1.5 Aims and Purpose of this Part

The purpose of this Part is to provide objectives, controls and design criteria to achieve desirable development outcomes in line with Council's vision for the Macquarie Park Corridor.

The key aims of this Part are to:

1. To ensure that the Corridor matures into a premium location for globally competitive businesses with links to the university.
2. To ensure that the employment and educational activities within the Corridor are integrated with other businesses and activities within Sydney's global economic arc.
3. To reinforce the importance of the economic function of the Corridor and facilitate employment growth now and into the future. (This will include retaining employment lands)
4. To create a centre that is sustainable and that incorporates the principles of ecologically sustainable development
5. To ensure the Corridor will be characterised by a high-quality, well-designed and safe environment that reflects the natural setting and promotes a sense of identity.
6. To create an urban structure that will:
 - a. Promote a balance of commercial and non-commercial (such as educational and residential) uses within the corridor
 - b. Promote the commercial core and business park areas for commercial activity and employment
 - c. Provide a transition from the more intense development along the main boulevard - Waterloo Road - to peripheral areas characterised by lower scaled development
 - d. Focus street and place-making activities to create three accessible and vibrant railway station precincts.
 - e. Capitalise on magnet infrastructure, facilities and services such as the M2, Macquarie University and Macquarie Shopping Centre.
7. To create an access network that will:
 - a. Achieve a more permeable network promoting greater connectivity and integration between land uses and the station precincts.
 - b. Achieve a safe and convenient pedestrian environment that encourages public transport use and social interaction.
 - c. Create additional streets that will
 - i. Reduce pressure on the existing road and pedestrian infrastructure,
 - ii. Provide new opportunities for business and street addresses
8. To create an open space network that will:
 - a. Include a network of diverse active and passive recreation spaces to support the residential and working populations of the Corridor.
 - b. Provide safe, accessible, sustainable, well used and designed public open spaces within the Corridor.

1.6 How to use this Plan

SECTION	INTENDED EFFECT
<p>1.0 PRELIMINARY</p> <p>1.1 Introduction</p> <p>1.2 Citation</p> <p>1.3 Land Covered by this Part</p> <p>1.4 Relationship with other Plans and Policies</p> <p>1.5 Aims and Purpose of this Part</p> <p>1.6 How to use this Plan</p>	<p><i>This section gives an overview of the Draft DCP and its relationship with other plans</i></p>
<p>2.0 VISION</p>	<p><i>Describes the future character of the Macquarie Park Corridor (derived from consultation and the Sydney Metro Strategy)</i></p>
<p>3.0 THE STRUCTURE PLAN</p> <p>3.1 Introduction</p> <p>3.2 Urban Structure Plan</p>	<p><i>Provides an urban structure plan that articulates the land use structure of the Macquarie Park Corridor including</i></p> <ul style="list-style-type: none"> - <i>where residential communities will develop,</i> - <i>the locations of the business and retail cores</i> - <i>the lower scaled, open landscaped, business parks located on the fringes of the corridor adjoining Epping Road, the M2</i>
<p>4.0 ACCESS NETWORK</p> <p>4.1 Streets</p> <p>4.2 Pedestrian Connections</p> <p>4.3 Bicycle Network</p> <p>4.4 Sustainable Transport</p>	<p><i>This section of the draft DCP includes the Access Network Map adopted by Council on 22 October 2103 and controls which support the Access Network</i></p>
<p>5.0 PUBLIC DOMAIN</p> <p>5.1 Open Space Network</p> <p>5.2 New open space</p> <p>5.3 Central Park</p> <p>5.4 Shrimpton's Creek Park</p> <p>5.5 Riverside Park</p> <p>5.6 Thomas Holt Drive Park</p> <p>5.7 Rail Station Plaza</p> <p>5.8 Street Tree and Front Tree Planting</p> <p>5.9 Community Facilities</p> <p>5.10 Public Art</p>	<p><i>This section gives guidance to the scale, function, furniture and other requirements for proposed open space.</i></p> <p><i>Guidance is also given to the provision of public art and community facilities.</i></p>

6.0	IMPLEMENTATION – INFRASTRUCTURE, FACILITIES AND PUBLIC DOMAIN IMPROVEMENTS	<i>This section includes guidelines for the implementation of planning incentives (additional building height and floor space defined in RLEP Amendment 1) in return for public infrastructure. In particular streets and parks identified in sections 4 and 5 of the DCP</i>
7.0	BUILT FORM	
7.1	Site Planning and Staging	
7.2	Activity Centres Structure Plan	<i>This section of the draft-DCP provides controls that determine building design and form – such as setbacks, active frontage and building separation.</i>
7.2	Active frontage	
7.3	Setbacks and Build-to Lines	
7.4	Awnings and Canopies	<i>Information regarding the zone of influence for the underground rail line (which impacts on setbacks and basement areas) has also been included in the DCP.</i>
7.6	Rear Setbacks	
7.7	Building Separation	
7.8	Building Bulk and Design	
8.0	SITE PLANNING AND STAGING	
8.1	Site Planning and staging	
8.2	Site Coverage, Deep Soil Areas and private open space	<i>This section of the draft-DCP provides controls that determine the overall site layout and design – such as parking design requirements, site coverage and deep soil requirements and even fencing design guidelines (to provide council the basis for not accepting high security fencing (that includes razor wire) such as that around at least one existing data centre in the Macquarie Park Corridor).</i>
8.3	Planting on Structures	
8.4	Topography and Building Interface	
8.5	Site Facilities	
8.6	Vehicular Access	
8.7	On-site Parking	
8.8	Fencing	
9.0	ENVIRONMENTAL PERFORMANCE	
9.1	Wind Impact	<i>This section of the DCP ensures that environmental comfort (wind and noise) are considered in addition to property protection and safety (bushfire).</i>
9.2	Noise and Vibration	
9.3	Bushfire Management	
9.5	Soil Management	

- d. For all development (excluding residential development) the FTP must also:
 - v. Identify measures in an Action Plan that will implement the 40% public transport/ 60% private transport target for the journey to work, including appointing a Travel Plan co-ordinator, minimising drive alone trips to work, encouraging walking, cycling, car sharing, carpooling and public transport use.
- e. Provide a final Travel Plan to Council for certification prior to the issue of any occupation certificate.

Note: Landowners should consult with the City of Ryde for the latest Travel Plan Guidelines. Landowners can also contact the Macquarie Park Travel Management Association (Connect- Macquarie Park + North Ryde) for further information and potential assistance with the development of Travel Plans.

Administrative Guidelines will include details of information that is proposed to be provided to City of Ryde Council in an annual monitoring report. Such information will monitor how the Action Plan is implemented including the journey-to-work modal split, actions undertaken and opportunities for improvement and future action etc. The annual monitoring report is to be submitted to Council for a minimum of 5 years after the issue of any occupation certificate.

Parking Rates

- f. Bicycle parking and end of trip facilities are to be provided in accordance with Ryde DCP Part 9.3 Parking.
- g. Parking is to be provided in accordance with DCP Part 9.3 Parking ~~and clause 4.5B (2) Ryde LEP 2014~~
- ~~h. Car parking within residential development is to be provided in accordance with the following maximums:

 - ~~0.6 space / one bedroom dwelling~~
 - ~~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.~~~~

Note: Development approval will be conditioned to require that the proponent demonstrate that an agreement with a car-share provider is executed prior to the issue of any Occupation Certificate (including an "Interim" Occupation Certificate)