

**Attachment 3 – Compliance Table of Part 4.5 of DCP 2014 - Macquarie Park Corridor.**

Control	Comments	Comply
<b>Access Network</b>		
<p><u>4.1 Streets</u></p> <p>Provide new public streets and pedestrian connections in accordance with Access Structure Plan New Streets are to be dedicated to the Council. New streets are to be maintained by the landowner until dedicated to Council.</p>	<p>The Access Network Map does not identify any new street to be provided on the subject site. However, as part of the Concept Approval – a new road was approved as part of the development. The road is located adjacent to the northern boundary and runs from east to west with vehicular access to internal roads within the development site. The Statement of Commitments states: <i>Dedication of Type 3 road – If the Council notifies the proponent that it does not required the road under Schedule 3 Condition C16, the proponent will pay Council an amount equal to the difference between construction costs for a Type 3 road and a pedestrian/cyclist/emergency vehicle access as proposed.</i></p> <p>A new road has been approved in accordance with Council's requirements (designed and approved as part of Stage 1 in Consultation with Council's Assets Team in Public Works).</p>	Yes
<p><u>Pedestrian Connections</u></p> <p>Provide pedestrian connections in accordance with Access Structure Plan</p>	<p>Council has advised that the road is not required to be dedicated to Council. Accordingly the proponent is in the process of working out the construction costs of the road which will be required to be paid to Council under Stage 1.</p> <p>New internal roads were approved as part of the Concept Approval. The proposal provides pedestrian permeability across the site by internal footpaths and walkway. A lift and staircase has been provided along Epping Road frontage to allow access to the bus stop on Epping from the site.</p>	Yes

Control	Comments	Comply
<u>Bicycle Network</u> Provide dedicated cycle access in accordance with Ryde Bicycle Strategy 2014.  <u>Sustainable Transport.</u> A Framework Travel Plan. (FTP) is required to be submitted to Council for approval for all development that exceeds 10,000sqm new floor space. <u>Parking Rates</u> <ul style="list-style-type: none"> <li>• Bicycle parking in accordance with Ryde DCP 9.3 Parking. - In every new building, where the floor space exceeds 600m<sup>2</sup> GFA (except for dwelling houses and multi unit housing) provide bicycle parking equivalent to 10% of the required car spaces or part thereof.</li> <li>• Car Parking within residential development to be provided in accordance:               <ul style="list-style-type: none"> <li>- 0.6 space/1 bed</li> <li>- 0.9 space/2 bed</li> <li>- 1.4 space/3 bed</li> <li>- 1 visitor space/10 dwelling</li> <li>- 1 car share space per 50 parking spaces.</li> </ul> </li> </ul>	Road and pedestrian/bicycle pathways approved as part of Concept Approval and Stage 1.  <b>Condition 102</b> has been imposed requiring a Travel Plan be submitted. The site is located in close proximity to public transport hub (train and bus) with major shopping centre and education establishment within walking distance.  Basement car parking levels have been approved as part of Concept Approval and Stage 1 approval. Bicycle parking spaces have been allocated in the basement levels. <b>Condition 25</b> has been imposed requiring 27 bicycle spaces to be provided for Stage 2 (10% of the required 265 for Stage 2).  The car parking rate have been determined by Condition C5 of MP10_0112 Mod 3 and listed in the Statement of Commitments as follows: <i>0.6 spaces /1 bed apt</i> <i>0.9 spaces/2 bed apt</i> <i>1.4 space/3 bed apt</i> <i>1 space per 5 visitors</i> <i>1 space per 100m<sup>2</sup> commercial GFA.</i> <i>For any residential apartments that cause the combined GFA of residential apartments on site to exceed 46,420m<sup>2</sup>, there must be no provision for parking spaces other than visitor parking at the rate of 1 per 5 apartments.</i>	N/a  Condition 102  Condition 25  Yes  Yes
<b>Public Domain</b> <u>Open Space Network</u> Provide public open space as shown in Figure 5.1.1 Open Space Network.  <u>Street Trees, Front Setback</u>	The site is not required to provide any public open space as shown in the DCP however the development has provided open space within the site.	N/a

Control	Comments	Comply
<p><u>Tree Planting and Significant Trees.</u></p> <ul style="list-style-type: none"> <li>• Street trees and front setback must be provided in accordance with the Street Tree Key Plan in Macquarie Park Public Domain Technical Manual, and their health guaranteed for a minimum of 5 years.</li> <li>• At grade parking is not permitted in the front setback</li> </ul> <p><u>Community Facilities.</u> Community facilities are to be provided in accordance with the relevant documentation prepared by Council, particularly the City of Ryde: Social and Cultural Infrastructure Framework. Based on population growth statistics (available 2011) within Macquarie Park Corridor the City of Ryde.</p> <p><u>Art in Publicly Accessible Place.</u></p> <ul style="list-style-type: none"> <li>• Art must be included in all new development with more than 10,000m<sup>2</sup> new floor space in the amount of 0.1% of the construction cost of the works capped at \$1,500,000.</li> <li>• Art must be located within the site so as to be publicly accessible i.e. viewed or experienced from publicly accessible places.</li> </ul>	<p><b>Condition 54</b> has been imposed requiring public domain works, which include tree planting within Herring and Epping Road. Council's Consultant Landscape Architect has reviewed the Landscaping Plans and has raised no objections to the proposed landscaping/planting subject to Conditions. <b>Condition 98</b> has been imposed for Landscaping Maintenance Plan.</p> <p>No at grade parking is proposed within any of the setbacks.</p> <p>Section 94 contributions will be required to be provided. <b>Condition 23</b> has been imposed requiring this. In addition, the Concept Approval has provided community facilities in the form of public open space and affordable units to be dedicated to Council.</p> <p>Public Art proposal has been submitted with the application and Council's Senior Planner – Community and Culture has reviewed the proposal and is considered acceptable however further details are required to be submitted. <b>Condition 48</b> has been imposed requiring further details to be submitted prior to Construction Certificate. The location of the public art can be publicly accessed.</p>	<p>Yes</p> <p>Yes</p> <p>Yes</p>
<p><b>Infrastructure, facilities and public domain improvement.</b></p> <p>Floor space ratios and height are to comply with Ryde LEP 2014.</p> <p>Access Network and open space network being park are</p>	<p>Concept Approval with regard to height and FSR. New road approved as part of the Concept Approval.</p>	<p>N/a</p>

Control	Comments	Comply
to be dedicated to Council, be design and constructed in accordance with the Macquarie Park Corridor Public Domain Technical Manual.		
<b>Built Form</b> <u>Activity Centres</u> <ul style="list-style-type: none"> <li>• Macquarie Park Station</li> <li>• Macquarie University Station</li> <li>• North Ryde Station</li> </ul> <u>Active Frontage</u> <p>Continuous ground level active uses must be provided where primary active frontages are shown in Figure 7.3.1.</p> <u>Setbacks and Build to Lines</u> <ul style="list-style-type: none"> <li>• Setback to Epping Road – 10m.</li> <li>• 5m to all new and existing streets.</li> </ul> <p>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. 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. Figure 7.2.2 Parking is not</p>	<p>Not within any Activity Centre.</p> <p>Not active frontages.</p> <p>The sitting and setback have been determined by the Concept Application, with the application consistent with the approval. A 10m and minimum 5m building setbacks have been provided from Epping and Herring Road, respectively. The corner intersection (Herring and Epping Road) the Sydney Building have been setback 7m, in accordance with the Concept Approval.</p> <p>Underground parking layout approved as part of the Stage 1 Project Approval. Along Epping Road frontage mature trees and deep root planting is provided (located within the boundary).</p> <p>Soft landscaping proposed within the setback area with a number of existing trees to be either retained or relocated. Trees nominated to be removed are either trees of low significance and their removal are supported.</p> <p>No parking is proposed within the setback area.</p>	<p>N/a</p> <p>N/a</p> <p>Yes - complies – Concept Approval.</p> <p>Yes</p> <p>Yes</p>

Control	Comments	Comply
<p>permitted within required setbacks, allowing for deep soil landscaping along streets</p> <p><u>Awning and Canopies.</u> Awnings must be provided where Primary Active Frontages are shown in Figure 7.2.1 Activity Centres Structure Plan and Active Frontage Control Drawing. Entry canopies and discontinuous awnings and entry canopies are encouraged elsewhere in the Corridor.</p> <p><u>Rear and Side Setbacks</u> Buildings are to be set back 10m from the rear boundary and 5m from a side boundary unless a proposed new road is shown on the site.</p> <p><u>Building Separation</u> Provide building separation as recommended by the NSW Residential Flat Design Code "Rule of Thumb" requirements.</p> <p><u>Building Bulk &amp; Design</u></p> <ul style="list-style-type: none"> <li>• The floor-plate of buildings above 8 storeys is not to exceed 2000 m<sup>2</sup>, unless it can be demonstrated that slender building forms are achieved through courtyards, atria, articulation or architectural devices.</li> <li>• Buildings are to address the street, and are to have a street address</li> </ul>	<p>Subject site is not identified as a primary active frontage. Entry canopies have been provided in each of the three buildings.</p> <p>Concept Approval approved 0m &amp; 1m setback from the new internal road, 10m from Epping Road, 7m from the corner of Herring and Epping and 5m from Herring Road.</p> <p>Building separation distances consistent with Concept Approval - MP10_0112 as modified. Where separation distances are less than the distances prescribed ie between Hobart and Melbourne buildings and Sydney and Brisbane (Stage 1) Buildings have been reviewed by URDP and privacy screens have been provided. Daylight access, urban form and visual and acoustic privacy are considered satisfactory.</p> <p>Concept Approval for 22 storeys for Sydney Building. The slender building form of the Sydney Building has been reviewed by Urban Design Review Panel and considered satisfactory.</p> <p>Sydney Building will be setback 10m from Epping Road with trees and landscape buffer zone to screen the building</p>	<p>N/a</p> <p>Yes</p> <p>Generally in compliant with Concept Approval.</p> <p>N/a</p> <p>Yes - Addresses the new internal street.</p>

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<ul style="list-style-type: none"> <li>• Facade design is to: <ul style="list-style-type: none"> <li>- Reflect and respond to the orientation of the site using elements such as sun shading and other passive environmental controls where appropriate.</li> <li>- Provide building articulation such as well design roof forms, expressed vertical circulation etc.</li> <li>- 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).</li> </ul> </li> </ul>	<p>accordingly. The main entrance is not from Epping Road but from the new internal road with the entry lobby from the village green courtyard. A pedestrian pathway is provided from Epping Road for entry to the building. When view from Epping Road, the building will provide a suitable streetscape presentation.</p> <p>The Melbourne Building will have the main entrance from the new internal road and Village Green courtyard area. When viewed from Herring Road, the building will provide a suitable streetscape presentation.</p> <p>The Hobart Building will address the new internal road.</p> <p>The Urban Design Review Panel has reviewed the proposal, amendments made where required and is supportive of the proposal.</p>	Yes
<p><b>Site Planning &amp; Staging</b></p> <p><u>Site coverage, DS areas &amp; POS</u></p> <ul style="list-style-type: none"> <li>• A minimum 20% of a site must be provided as deep soil area.</li> <li>• Deep soil areas must be at least 2 m deep. For the purpose of calculating deep soil areas, only areas with a minimum dimension of 20 m x 10 m may be included.</li> <li>• A minimum 20% of the site area is to be provided as Landscaped Area.</li> </ul>	<p>The proposal provides approximately 12,000m<sup>2</sup> of open space across the whole site (53% of the total site area) with 43% of the open space as deep soil area.</p> <p>Note: Above figures taken from MP10_0112 assessment report</p> <p>The public open space between the Hobart and Darwin Buildings will received</p>	Yes

Control	Comments	Comply
<ul style="list-style-type: none"> <li>• 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.</li> <li>• Appropriate shading is to be provided so that communal spaces are useable during summer.</li> <li>• Communal open spaces are to incorporate the primary deep soil area where possible.</li> </ul> <p><u>Planting on Structures</u></p> <ul style="list-style-type: none"> <li>• Provide optimum conditions for plant growth by providing appropriate irrigation and drainage methods.</li> <li>• Design planters to provide the largest possible volume of soil, in accordance with the recommended standards (contained in the DCP).</li> </ul> <p><u>Topography and Building Interface</u></p> <ul style="list-style-type: none"> <li>• Level changes across sites are to be resolved within the building footprint. <ul style="list-style-type: none"> <li>- Where buildings are set back from the street boundary, entries are to be provided at street level wherever possible.</li> </ul> </li> <li>• An accessible path of travel is to be provided from the street through the main entry door of all buildings. <ul style="list-style-type: none"> <li>- Where necessary, stairs and ramps are to be integrated with the landscape design of front setbacks.</li> </ul> </li> <li>• 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</li> </ul>	<p>the 3 hours direct sunlight. The other public space area in Stage 2 has a southern orientation (corner of Herring and Epping Road) and will receive some solar access from 1pm onwards. This location was approved via the Concept Approval.</p> <p>The open space located at the corner of Herring and Epping Road is deep soil area.</p> <p><b>Condition 24</b> has been imposed where planting is proposed over a structure, the development is to achieve the minimum standards for soil provision as contained in the Residential Flat Design Code.</p> <p>Entries to each of the three buildings are from the new internal road and will generally be at grade with the street and courtyard area.</p> <p>An accessible path of travel is provided from the streets to the entry of each of the buildings. Pathways have been integrated with the landscaping.</p> <p>Stair and elevator located behind the front setback of Epping Road frontage to provide a publicly accessible through site link from Epping Road to the new internal road.</p>	<p>Location of open space approved via MP10_0112.</p> <p>Yes</p> <p>Yes</p> <p>Yes</p>

Control	Comments	Comply
<p>zone.</p> <p><u>Site Facilities</u></p> <p>Commercial</p> <ul style="list-style-type: none"> <li>• Vehicular access to loading facilities is to be provided from secondary and tertiary streets where possible.</li> <li>• Rubbish and recycling areas must be provided in accordance with Section 6.3 Waste Management. These areas must be integrated with the development; <ul style="list-style-type: none"> <li>- minimise the visibility of these facilities from the street; and</li> <li>- be located away from openable windows to habitable rooms.</li> </ul> </li> <li>• Barrier free access is to be provided to all shared facilities.</li> </ul> <p>Residential</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Provide storage to dwellings as required by the NSW Residential Flat Design Code.</li> <li>• Lockable mail boxes are to be provided in a location visible from the public domain. Mailboxes are to be integrated with the design of building entries and to Australia Post standards.</li> </ul> <p><u>Vehicular Access</u></p> <ul style="list-style-type: none"> <li>• Vehicular access is not permitted along streets identified as 'Active</li> </ul>	<p>As per concept approval – vehicular access off new internal road (secondary street).</p> <p>Rubbish and recycling areas provided in the Stage 1 Project Application for the whole site. Council's Environmental Health Officers and Waste Officer have reviewed the proposal and raised no objections.</p> <p>Individual laundry facilities are provided in each dwelling. Each dwelling will have a balcony however clothes drying within balconies are not encouraged. Generally Body Corporate Management will outline rules/policies for clothes drying on balconies.</p> <p>Storage has been provided in accordance with the requirement. <b>Condition 38</b> has also been imposed to ensure that this is complied with.</p> <p>No detail has been provided with regard to location of letterboxes and street/house numbering. <b>Condition 111</b> has been imposed requiring all letterboxes and house numbering to be designed and constructed to be accessible from the public way.</p> <p>Epping and Herring Roads not identified</p>	<p>Yes</p> <p>Approved in Stage 1 Project Application in concurrent with the Concept Approval.</p> <p>Yes</p> <p>Yes</p> <p>Condition 111.</p>



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<p>Frontages' (refer to Section 7.2 Active Frontages).</p> <ul style="list-style-type: none"> <li>• Where practicable, vehicle access is to be from secondary streets.</li> <li>• Potential pedestrian/vehicle conflict is to be minimised by: <ul style="list-style-type: none"> <li>- limiting the width and number of vehicle access points</li> <li>- ensuring clear site lines at pedestrian and vehicle crossings</li> <li>- utilising traffic calming devices</li> <li>- separating and clearly distinguishing between pedestrian and vehicular access-ways.</li> </ul> </li> </ul> <p><u>On site Parking</u></p> <ul style="list-style-type: none"> <li>• Safe and secure 24 hour access to car parking areas is to be provided for building users.</li> </ul> <p><b>Basement parking</b></p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Basement parking areas must not extend forward of the building line along a street.</li> <li>• Basement parking should be contained wholly beneath ground level along public streets.</li> <li>• Ventilation grills or screening devices of car park openings are to be integrated into the overall façade and landscape design of the development.</li> </ul> <p><u>Fencing</u></p> <p>Fencing is not permitted on the perimeter boundary of sites. Security should be</p>	<p>as Active frontage.</p> <p>Vehicular access is from new internal road – secondary street.</p> <p>Stage 1 Project Application approved the basement car parking for the whole site. The design, width and number of vehicle access points and potential pedestrian/vehicle conflicts considered in Stage 1 Project Application.</p> <p>Basement parking levels approved in Stage 1 Project Application in concurrent with Concept Approval. The basement parking areas are located directly under the building footprints.</p> <p>No fencing shown around the perimeter boundary. <b>Condition 24</b> has been imposed to ensure that this is the case</p>	<p>Approved in Stage 1 Project Application in concurrent with the Concept Approval.</p> <p>Yes</p> <p>Condition 24.</p>

Control	Comments	Comply
provided within buildings.	and the fencing for children playground to be located behind the landscaping buffer zone.	
<b>Environmental Performance</b> <ul style="list-style-type: none"> <li>Residential development is to comply with BASIX (Building Sustainability Index) requirements.</li> <li>Development is required to comply with Section 6.1.7 Building Bulk.</li> </ul> <u>Wind Impact</u> <ul style="list-style-type: none"> <li>Buildings shall not create uncomfortable or unsafe wind conditions in the public domain which exceeds the Acceptable Criteria for Environmental Wind Conditions. Carefully locate or design outdoor areas to ensure places with high wind level are avoided.</li> <li>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.</li> </ul> <u>Noise &amp; Vibration</u> <ul style="list-style-type: none"> <li>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.</li> <li>Development is to comply with all relevant statutory regulations.</li> </ul>	<p>BASIX Certificate submitted.</p> <p>Bulk and scale of the development approved by Concept Approval MP10_0112.</p> <p>A Wind Assessment Report prepared by Vipac Engineers &amp; Scientists has been submitted as part of this application. The findings of the study conclude:</p> <ul style="list-style-type: none"> <li><i>The proposed development would not generate wind conditions in excess of the criterion for safety.</i></li> <li><i>The wind conditions on ground level footpath areas would be within the criterion of acceptability for walking.</i></li> <li><i>The wind conditions at building entrances would be within the criterion of acceptability for standing.</i></li> <li><i>With the recommended wind control measures, the outdoor seating areas would be within the criterion of acceptability for sitting.</i></li> </ul> <p><b>Condition 36</b> has been imposed requiring the wind control measures recommended in the report (1.5m high wind screens or box planters) be incorporated into the landscaping design.</p> <p>An Acoustic Assessment Report prepared by Acoustic Logic has been submitted which concluded that <i>treatments have been provided to ensure internal noise levels from surrounding noise sources (namely Epping Road) comply with the requirements of the NSW state Environmental Planning Policy. The development will comply with all relevant noise and vibration criteria.</i></p> <p>The loading bay and service facilities area,</p>	<p>Yes</p> <p>N/a</p> <p>Yes</p> <p>Yes</p>

Control	Comments	Comply
<ul style="list-style-type: none"> <li>• Loading and unloading facilities must not be located immediately adjacent to residential development.</li> <li>• Retail premises must limit any spruiking and the playing of amplified music or messages so as not to disturb the amenity of other public and private places.</li> </ul> <p><u>Soil Management</u></p> <ul style="list-style-type: none"> <li>• Development is to comply with the City of Ryde DCP 2014</li> <li>• Development is to be designed and constructed to integrate with the natural topography of the site to minimise the need for excessive sediment disturbance and prevent soil loss.</li> <li>• Effective site management and maintenance practices are to be followed to prevent soil loss. Ensure that suspended Solid concentrations in stormwater leaving the site do not exceed more than 50 mg/litre</li> <li>• An Erosion and Sediment Control Plan (ESCP), prepared by a suitably qualified environmental engineer, is required to be submitted in support of all development proposals requiring development consent under the Ryde Local Environmental Plan, (other than for minor building modifications) including: Demolition; Excavation; Trenching and Building.</li> <li>• The ESCP must make reference to the entire construction and post construction period, and all devices must be installed prior to commencement of any demolition or</li> </ul>	<p>are located within the basement level car parking (approved as part of Stage 1) and will not have any adverse impact to the residential component.</p> <p><b>Condition 122</b> has been imposed to restrict any spruiking and the playing of amplified music or messages so as not to disturb the amenity of other public and private places.</p> <p>Appropriate conditions of consent will be imposed to require the submission of an Erosion and Sediment Control Plan that meets the Council's requirements (<b>Condition 89</b>).</p>	<p>Condition 122.</p> <p>Condition 89.</p>

Control	Comments	Comply
<p>construction works on-site.</p> <p>h. The ESCP is to be prepared in conjunction with the Site Stormwater Management Plan and as a minimum contain the following information:</p>		