

## Local Planning Instrument and Policy Compliance Assessment Tables

**Table 1– Ryde PSO Planning Principles for Macquarie Park Corridor**

Planning Principle	Compliance	Comment
<b>Environmental Principles</b>		
(a) <i>to strongly define the public domain and active street frontages in the areas surrounding the proposed railway stations, by close alignment of buildings to the street edge and selection of appropriate street-front uses,</i>	Yes	Building A addresses the Herring Road frontage of the site and runs lengthwise along the street frontage to create a defined street edge leading into the transport hub at the intersection of Herring Road and Waterloo Road.
(b) <i>to ensure a transition between the Corridor development and surrounding areas,</i>	Yes	The height, scale and density of the Concept Plan is commensurate with existing and future height and scale of the University, while also providing a transition between the university and the residential area on the eastern side of Herring Road.
(c) <i>to encourage higher use of public transport (both rail and bus) by providing safe direct pedestrian and cycle links to bus stops and proposed station entries,</i>	Yes	The Concept Plan layout provides scope for the site to feed into the existing cycleway and pedestrian network, as well as extend the existing local street network through developing the new Type 3 local road which will integrate into the finer grain network of roads, as well as provide scope for links to the north and west to the pedestrian paths and cycleway which runs through the university.
(d) <i>to provide landscape and street details to unify areas within the Corridor and, where appropriate, integrate with the surrounding natural and built environments,</i>	Yes	A landscape plan has been prepared by Turf Landscape Architects which detail public and private open space areas and treatments within the Development Site. Refer to the Volume of Plans for further landscape details.
(e) <i>to develop innovative, ecologically sustainable, flexible buildings and open spaces,</i>	Yes	The site layout has responded to existing ecology on the Development Site, and will preserve existing vegetation where possible and site works will include the regeneration works of the riparian corridor running along University Creek.
(f) <i>to pay special attention to the important interface between new buildings and open spaces, particularly the National Park and existing creek areas,</i>	Yes	The riparian corridor will be regenerated and provides scope for other adjacent properties to regenerate the corridor running across those sites to create a linear public open space to service the properties and the wider community.
(g) <i>to establish a permeable street pattern that provides several links to the surrounding street system and provides an internal grid system,</i>	Yes	The new local road with pedestrian footpaths running along both sides will improve permeability through the Morling College site and contributes to the finer grain network within the Macquarie Park Corridor.
(h) <i>to provide efficient layout of parking and loading facilities, screened from view of streets,</i>	Yes	Basement car parking will be contained within each residential flat building which will accommodate all proposed parking screened from Herring Road and views from the proposed new local road.
(i) <i>to take advantage of northerly aspect to create pleasant outdoor public and semi-public spaces,</i>	Yes	The orientation of the buildings maximise the sites ability to capture solar access, particularly to common open spaces areas to satisfy the SEPP 65 requirements.
(j) <i>to minimise overshadowing of</i>	Yes	Landscaped communal gardens are generally situated

Planning Principle	Compliance	Comment
<i>open spaces,</i>		to the north and north-west of the building forms to maximise solar penetration to these areas and have minimal overshadowing from the estate development.
<i>(k) to provide a central public space that contributes to the vitality and sustainability of the Corridor,</i>	Yes	The riparian corridor will be regenerated and provides scope for other adjacent properties to regenerate the corridor running across those sites to create linear public open spaces to service the properties and the wider community, which can be accessed via the proposed new local road.
<i>(l) to incorporate ecological sustainable development measures into the design of new developments in the areas of energy conservation, waste management, water conservation and ecological enhancement,</i>	Yes	Ecological Sustainable Development (ESD) measures have been incorporated into the design of Building A, as discussed in the BASIX Summary Statement prepared by Cundall attached in <b>Appendix F</b> . All Project Applications for the subsequent stages of development will include details of ESD measures employed in the building design.
<i>(m) to minimise the impact of traffic noise on the occupants of future Developments</i>	Yes	Traffic noise within the Development Site will be minimised through each apartment block containing three levels of basement car parking to service residents and visitors. In addition, the design of the new local road in accordance with the DCP Type 3 road design details and incorporating a turning circle at the western end will ensure that vehicles can move in and out of the site in a forward direction, and will be restricted to left in, left out.
<b>Social principles</b>		
<i>(a) to incorporate the principles of "Safer by Design" into the design of all new buildings and open space areas,</i>	Yes	Refer to CPTED in <b>Section 5.4.2</b> of the EA Report.
<i>(b) to provide easy pedestrian and cycle access for both able-bodied and mobility-impaired people, throughout the Corridor both in the public domain and within private developments,</i>	Yes	Public domain pedestrian and cycle paths have been designed for both able-bodied and mobility-impaired people as outlined in the Access Report attached in <b>Appendix M</b> .
<i>(c) to improve pedestrian and cycle connections between the Corridor and surrounding residential areas and minimise environmental impacts on the locality generally,</i>	Yes	The new local road design connects with the existing pedestrian and cycle network within the Macquarie Park Corridor, as well as provides scope to expand the network to connect into the university to the west.
<i>(d) to provide buildings that are designed to accommodate the needs of people with disabilities,</i>	Yes	The Concept Plan and detailed Project Application for Building A have been designed to accommodate access for able-bodied and mobility-impaired members of the community within the public domain and private domain as detailed in the Access Report attached in <b>Appendix M</b> .
<i>(e) to encourage the creation of common spaces within private developments that promote social interaction,</i>	Yes	Communal open spaces are proposed for each of the residential flat buildings. Buildings to the north of the proposed new road will have the open space adjacent to the northern allotment boundaries where possible, while the building on the southern side of the new road will have the communal open space on the western side of the building to maximise access to sunlight.
<i>(f) to ensure that all buildings have</i>	Yes	All vehicle entries are proposed along the new local

Planning Principle	Compliance	Comment
<i>easy, safe vehicular access and street address,</i>		road, and have been designed for forward-in, forward-out vehicle movements to maximise safety and visibility.
<i>(g) to provide open space, located in a manner appropriate to interface with adjacent areas and provide recreation opportunities for workers,</i>		Communal open space will be provided on each residential allotment, while the riparian corridor at the rear of the Development Site will contribute to a wider linear open space corridor which adjoining properties can connect and contribute to.
<i>(h) to promote the notion of a viable and vibrant employment area with a central civic space, in the vicinity of Macquarie Park Station, that provides a focus for community and government activities,</i>	Yes	The Concept Plan enhances the activation and vibrancy of the civic spaces surround the university train station, through increasing the housing stock within a walkable distance for the station which will increase the timeframes which the precinct will be activated.
<i>(i) to provide 24-hour access for authorised emergency vehicles in accordance with the relevant Australian Standards,</i>	Yes	The new local road has been designed to accommodate emergency vehicles, and basement car parking for each residential flat building will include designated emergency vehicle bays.
<i>(j) to provide buildings that are designed with well-defined and accessible entrances.</i>	Yes	Each building will have a well-defined entrance, which will be visible from the streetscape.
<b>Economic Principles</b>		
<i>(a) to provide flexible buildings that are adaptable to the changing floor plate and layout needs of commercial and high-tech industries over time,</i>	Yes	Floorplates have been design with a centralised lift core connecting two tower forms provide limited restrictions of floor-plate adaptability for future refurbishment for residential or commercial uses.
<i>(b) to provide a variety of floor plate sizes to suit a range of businesses,</i>	Yes	Floor-plate provides flexibility for residential dwelling layout to respond to market demand at the time of construction within the Concept Plan building envelopes.
<i>(c) to promote a central location for civic and government activities,</i>	Yes	The buildings adjacent to the Herring Road frontage will address Herring Road with their principle pedestrian access directly from Herring Road.
<i>(d) to facilitate the continuance of existing "non conforming" uses in the short term,</i>	N/A	
<i>(e) to permit limited residential uses in appropriate identified areas provided they do not undermine the economic viability of the planned commercial and high-tech industrial function of the Corridor.</i>	Yes	<p>The Concept Plan residential development is appropriately located for the following reasons:</p> <ul style="list-style-type: none"> <li>▪ Provides high-density residential development in a location directly adjacent to existing residential development.</li> <li>▪ Accommodates residential uses within a consolidated allotment within a walkable distance to the public transport hub and regional shopping centre.</li> <li>▪ Services residential demands for the university and workers in the Macquarie Park Corridor.</li> <li>▪ Provides an appropriate transition between the University and the existing low-scale residential areas.</li> </ul>

**Table 2 – Ryde DCP 2006 Compliance Table**

Planning Control / Objective	Compliance	Comment
<b>Part 4.5 – Section 4.3 Macquarie University Station Precinct</b>		
<ul style="list-style-type: none"> <li>Provide new type 3 public street 15.5m road reserve</li> </ul>	Yes	The proposed new access road has been designed to as a Type 3 road with a road reserve of 16.1 metres.
<ul style="list-style-type: none"> <li>Green street setback to Herring Road</li> </ul>	Yes	A 20 metre setback is proposed for buildings fronting Herring Road. The setback area is densely landscaped. Refer to Landscape Plans prepared by Turf Landscape Architects contained within the Volume of Plans accompanying this application.
<b>4.3.1 Future Character</b>		
a. <i>To retain and conserve existing vegetation and mature trees, particularly along the College Creek Corridor</i>	Yes	Regeneration of the riparian corridor is proposed as part of the Concept Plan and includes conservation of existing local trees. The riparian corridor will be maintained in accordance with the Vegetation Management Plan prepared by Total Earth Care attached in <b>Appendix P</b> .
b. <i>To ensure all new development adjacent to College Creek addresses the creek corridor.</i>	Yes	Building D of the Concept Plan is directly adjacent to the riparian corridor and is adequately setback from the creek to accommodate creek management and riparian vegetation management within the riparian corridor. Details of the building detail address to the riparian corridor for Building D will be provided with the Building D Project Application.
c. <i>To provide high quality public spaces around the new train stations accommodating a high level of pedestrian movement and activity.</i>	Yes	The Concept Plan contributes to the high public spaces within the Macquarie University Station Precinct by providing: <ul style="list-style-type: none"> <li>New access road from Herring Road into the site.</li> <li>Riparian corridor regeneration.</li> <li>Pedestrian and bicycle path along the new access road and riparian corridor.</li> <li>Activation of the frontage to Herring Road through the new retail space in Building A.</li> </ul>
d. <i>To activate the ground level of buildings facing the station square, with ground level active uses spilling out into the public domain.</i>	N/A	Development Site does not front station square.
e. <i>To rationalise vehicular access within the Precinct to avoid pedestrian and vehicular conflict, particularly along Waterloo and Herring Roads.</i>	Yes	A single access point from Herring Road is proposed to service the Development Site and all basement parking is accessed from the new access road.
f. <i>To provide a range of uses supporting the surrounding commercial and education areas, and generating activity at ground level.</i>	Yes	<ul style="list-style-type: none"> <li>Provides housing stock to service the students and faculty of the university, and housing for employees of Macquarie Park.</li> <li>Ground level activation is achieved at the corner of Herring Road and the new access road by the proposed retail space at ground level.</li> </ul>
g. <i>To ensure that the scale and form of development contributes to the public domain and legibility of streets and places.</i>	Yes	<ul style="list-style-type: none"> <li>The scale and form of development will positively contribute to the public domain by massing within taller buildings with smaller floor plates that frame the Herring Road approach to the precinct centre, and are consistent with the height trend of buildings along Herring Road which dramatically fluctuate in height as they taper down moving away from the precinct</li> </ul>

Planning Control / Objective	Compliance	Comment
		centre.
<i>h. To ensure that development on private land contributes to the provision of public infrastructure.</i>	Yes	The development provides an extension to the public road and pedestrian networks through construction of a new access road with a footpath running along both sides.
<i>i. To provide built form that allows the train stations to be visually prominent within Macquarie Park.</i>	Yes	The built form and density frame the Herring Road approach to the precinct centre.
<i>j. To ensure that blocks and lots around the station are highly permeable.</i>	Yes	The development improves permeability within the Development Site by constructing a new access road with pedestrian footpaths that extend to the University Creek riparian corridor in the western portion of the site.
<i>k. To ensure that rail service buildings are incorporated into the desired built form and landscape design solutions.</i>	N/A	The proposal does not include any rail service buildings.
<i>l. To ensure that corner site at the intersection of Herring and Epping Roads creates a quality identity for Macquarie Park</i>	N/A	Site is not located at Herring and Epping Road.
<i>m. To provide a highly accessible pedestrian movement network, increasing permeability and walkability.</i>	Yes	The proposed new access road will increase permeability within the precinct, particularly providing east-west connections.
<i>n. To encourage walking and cycling.</i>	Yes	The Development Site is situated within 250 metres from the Macquarie University Train Station and other key infrastructure services.
<i>o. To encourage safe public spaces.</i>	Yes	<ul style="list-style-type: none"> <li>▪ Buildings fronting Herring Road have been designed and orientated towards Herring Road to maximise passive surveillance.</li> <li>▪ Buildings without street frontage to Herring Road have been designed and orientated towards the new access road, to provide safety via passive surveillance for movements within the Development Site.</li> </ul>
<i>p. To ensure all new developments adjacent to College Creek address the creek corridor.</i>		Building D of the Concept Plan is directly adjacent to the riparian corridor and is adequately setback from the creek to accommodate creek management and riparian vegetation management within the riparian corridor. Details of the building detail address to the riparian corridor for Building D will be provided with the Building D Project Application.
<i>q. To facilitate the provision of community facilities.</i>	Yes	In accordance with the Statement of Commitments the new local road is proposed to be dedicated to Council.
<i>r. To co-ordinate the orderly development of the Precinct and have regard to the Macquarie University Master Plan (Approved under Part 3A of the Act).</i>	Yes	<ul style="list-style-type: none"> <li>▪ The Concept Plan height and density responds to the development up-lift anticipated within close proximity to the Precinct centre.</li> <li>▪ The Concept Plan provides a transitional building height between the university buildings, the residential development to the east of Herring Road, and the medium scale height of the commercial buildings further to the east and north-east which surround each of the new train stations.</li> </ul>

Planning Control / Objective	Compliance	Comment
<ul style="list-style-type: none"> <li>Provide cycle access as planned</li> </ul>	Yes	No bicycle paths are planned within the Development Site, however the new access road includes footpaths on both sides which extend to the University Creek which accommodate pedestrian and bicycle movements.
<b>4.3.2 Open Space</b>		
1. New parks, plazas and public open spaces are to be provided where shown in Figure 4.5.32, 4.5.35 and 4.5.36. The minimum dimensions of public open spaces are to be provided as shown	Yes	<ul style="list-style-type: none"> <li>The riparian corridor along University Creek indicated in these figures is proposed to be regenerated as part of the Concept Plan in accordance with this control.</li> </ul>
2. Public open spaces are to be designed according to Section 5.2 of this Plan, and according to the Macquarie park Public Domain Technical Manual	Yes	The new access road has been designed as a Type 3 road.
3. Existing trees are to be retained and protected, particularly within the College Creek Precinct.	Yes	Refer to Flora and Fauna Assessment and Vegetation Management Plan prepared by Total Earth Care attached in <b>Appendix O and P</b> .
4. Public open spaces are to be dedicated to Council. Where a public open space is shown within private land, Council should be consulted at an early stage of the design process.	Yes	The new access road will be dedicated to Council.
5. Provide integrated stormwater management and enhanced pedestrian, landscape, accessibility and water sensitive urban design treatments to the overland flow path through Macquarie Shopping Centre	Yes	<ul style="list-style-type: none"> <li>Development incorporates an integrated stormwater management system for the whole Development Site.</li> <li>Refer to <b>Section 5.8</b> of the EA Report.</li> </ul>
6. Primary Active and Retail Frontages are to be provided where shown in Figure 4.5.32. Where Primary Active Frontages are shown, refer to Section 6.1 Active Frontages for Controls	N/A	
7. Pedestrian through site links are to be provided where shown in Figure 4.5.32.	Yes	The pedestrian paths running along the proposed new access road extend beyond the access road terminus to connect to the riparian corridor in the west of the Development Site. This provides scope for adjoining landowners to extend the pedestrian through site link to west to connect with University Street.
8. Refer to DCP Section 6.2 for controls relating to pedestrian through-site links. <ul style="list-style-type: none"> <li>To expand and enhance the pedestrian network and increase pedestrian permeability through the</li> </ul>	Yes	<ul style="list-style-type: none"> <li>New access road includes pedestrian paths that run east-west from Herring Road to the University Creek riparian corridor.</li> </ul>

Planning Control / Objective	Compliance	Comment
<p>Macquarie Park Corridor.</p> <p>b. To ensure that through block connections are accessible, continuous, well lit, safe and supported by active uses.</p> <p>c. To provide equitable access for all.</p>		<ul style="list-style-type: none"> <li>Buildings fronting the new access road have been designed and orientated to address the new access road. These buildings have their pedestrian and vehicle access from the access road.</li> <li>Pedestrian pathways have been designed to suitable grades to accommodate equitable movements.</li> </ul>

#### 4.3.3 Site and Building Design

<ul style="list-style-type: none"> <li>Development should comply with the maximum number of stores indicated on Figure 4.5.35. [this is 8 storeys fronting Herring Road and the riparian corridor, and 6 storeys in the middle of the block.</li> </ul>	No	Refer to <b>Section 5.1</b> of the EA report.
<ul style="list-style-type: none"> <li>Ensure that the critical building alignments shown in Figure 4.5.36 are provided.</li> </ul>	N/A	
<ul style="list-style-type: none"> <li>Provide street setbacks and build-to lines as shown in Figure 4.5.36.</li> <li>10m min to Herring Road.</li> <li>5m setback for new internal road.</li> </ul>	Yes	<p>The proposal provides a 10 metre setback from Herring Road.</p> <p>5 metre setback proposed from new access.</p>
<ul style="list-style-type: none"> <li>Underground car parking is not permitted to encroach the setback areas unless it can be demonstrated that the basement is designed to support significant mature trees and deep root planting.</li> </ul>	Yes	Basement car parks do not encroach into the minimum setback areas.

#### 4.3.4 Public Domain Interface

<ul style="list-style-type: none"> <li>Driveways and vehicle crossings are not preferred along Herring Road, for the block south of Waterloo Road.</li> </ul>	Yes	All vehicle access for the development is proposed from the new access road.
<ul style="list-style-type: none"> <li>Driveways and vehicle crossings are to be provided from secondary streets wherever possible.</li> </ul>	Yes	All vehicle access for the development is proposed from the new access road.
<ul style="list-style-type: none"> <li>Vehicle access should not ramp along boundary alignments facing a street or public open space.</li> </ul>	Yes	Vehicle access for each building's basement carpark is perpendicular to the allotments street frontage,
<ul style="list-style-type: none"> <li>Refer to DCP Section 6.1 for additional vehicular access and parking controls applicable to all development.</li> </ul>		
<ul style="list-style-type: none"> <li>The outcomes of the Macquarie University Master Plan in relation to elements such as the public transport interchange, pedestrian and vehicle movements are considered as</li> </ul>	Yes	The Concept Plan proposes a built form that is responsive to the University Master Plan approval. Refer to <b>Section 5.1</b> of the EA Report.

Planning Control / Objective	Compliance	Comment
part of any development in the precinct.		
<b>Part 4.5 – Section 6.1 General Built Form</b>		
<b>6.1.1 Height Control</b>		
Building heights are to comply with the Ryde PSO and Draft LEP 2008.	No	Refer to <b>Section 5.1</b> of the EA Report
<b>6.1.2 Floor Space Ratio (FSR) Control</b>		
Floor Space Ratios are to comply with the Ryde PSO and Draft LEP 2008.	No	Refer to <b>Section 5.1</b> of the EA Report
<b>6.1.3 Site Planning and Staging</b>		
<ul style="list-style-type: none"> <li>Buildings are to be sited to address existing and new frontages in order of precedence:               <ol style="list-style-type: none"> <li>Primary Frontages</li> <li>Secondary Frontages</li> </ol> </li> </ul>	Yes	<ul style="list-style-type: none"> <li>Buildings fronting Herring Road have been designed and orientated towards their Herring Road frontage.</li> <li>Other buildings will address the proposed new road.</li> <li>Access to basement carpark of all buildings will be from the proposed new access road.</li> </ul>
<ul style="list-style-type: none"> <li>Front door and street address is to be located on the primary frontage.</li> </ul>	Yes	Buildings fronting Herring Road will have pedestrian access directly from Herring Road.
<b>6.1.4 Street Setbacks and Build-to Lines</b>		
<ul style="list-style-type: none"> <li>Frontage to Herring Road is to include a 10 metre minimum green setback.</li> </ul>	Yes	A 10 metre setback is proposed along the Herring Road frontage with dense landscaping in accordance with the landscape plans prepared by Turf Landscape Architects contained within the Volume of Plans.
<ul style="list-style-type: none"> <li>80% of the front setback is to be soft landscaping.</li> </ul>	No	Approximately 57% of the front setback, including apartment terraces) to Herring Road is soft landscaped, however the plant species selected provide tall trees with slender trunks providing dense canopies with a mature height of 18-20 metres which will improve the streetscape presentation and soften the built form fronting Herring Road.
<b>6.1.6 Building Separation</b>		
Provide separation as recommended by the NSW Residential Flat Design Code	Yes	Refer to <i>SEPP 65</i> and Residential Flat Design Code compliance statement attached in <b>Appendix D</b> .
<b>6.1.7 Building Bulk</b>		
Provide maximum building depth as recommended in the NSW Residential Flat Design Code.	Yes	Refer to <i>SEPP 65</i> and Residential Flat Design Code compliance statement attached in <b>Appendix D</b> .
<b>6.1.8 Site Coverage and Deep Soil Areas</b>		
15% of developable area of the site must be provided as deep soil area.	Yes	Approximately 37% of the Development Site will be deep soil landscaping.
<b>6.1.8 Building Articulation</b>		
Facades are to be composed with an appropriate scale, rhythm and proportion which respond to	Yes	Refer to the Architectural Design Statement prepared by Turner + Associates attached in <b>Appendix D</b> .



Planning Control / Objective	Compliance	Comment
building use and desired character.		
<b>6.1.10 Ceiling Heights</b>		
Minimum ceiling heights are to be in accordance with controls in <i>SEPP 65</i> .	Yes	Refer to <i>SEPP 65</i> and Residential Flat Design Code compliance statement attached in <b>Appendix D</b>
<b>6.1.15 Environmental Performance</b>		
Residential development is to comply with BASIX (Building Sustainability Index) requirements.	Yes	Refer to BASIX Summary Statement attached in <b>Appendix F</b> .
<b>6.1.16 Wind Impact</b>		
For buildings over 9 storeys and for any other building which may be considered as exposed building shall be accompanied by a wind tunnel study report.	N/A	The scale of the development does not command a Wind Impact study to be prepared.
<b>Part 4.5 – Section 6.2 Landscaping and Open Space</b>		
<b>6.2.1 Landscaping and Communal Courtyards</b>		
A minimum 30% of the developable area of the site is to be provided as Landscaped Area	Yes	Approximately 37% of the Development Site will be deep soil landscaping.
Solar access to communal open spaces is to be maximised. Communal courtyards must receive a minimum of 3 hours direct sunlight between 9am and 3pm on the 21 <sup>st</sup> of June.	Yes	Communal courtyards have been designed to maximise capturing solar access. Each apartment block's communal open space receives 3 hours of sunlight between 9am and 3pm in mid-winter.
<b>6.2.2 Pedestrian Through Site Links</b>		
Pedestrian through-site links are to be a minimum of 3 metres wide.	Yes	The footpaths and timber-decking walkway are proposed to be 3 metres wide.
<b>Part 4.5 – Section 6.3 Services and Site Management</b>		
<b>6.3.6 Site Facilities</b>		
▪ Provide communal or individual laundry facilities to each dwelling and external clothes drying area.	Yes	Each dwelling will have an internal laundry and a external clothes drying area in their private open space.
▪ Provide storage to dwellings as required by the NSW Residential Flat Design Code	Yes	Refer to <i>SEPP 65</i> and Residential Flat Design Code compliance statement attached in <b>Appendix D</b>
▪ Lockable mail boxes are to be provided in a location visible from the public domain.	Yes	Building A includes a mail room adjacent to the ground floor lobby. Mail rooms will be provided in the ground floor of each building.
<b>6.3.7 Vehicle Access</b>		
▪ Where practicable, vehicle access is to be from secondary streets	Yes	All vehicle access to basement car parks of residential flat buildings is proposed from the new access road.
▪ Pedestrian / vehicle conflict is to	Yes	The Concept Plan proposes each building to have a

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be minimised by: <ul style="list-style-type: none"> <li>- Limiting width and number of vehicle access points.</li> <li>- Clear site lines</li> <li>- Separation of vehicle and pedestrian access points</li> </ul>		single access point to the basement carpark from the new access road. Buildings with frontages to Herring Road have their pedestrian access directly from Herring Road.
<ul style="list-style-type: none"> <li>▪ Basement parking should be located directly under building footprints to maximise deep soil opportunities.</li> </ul>	Yes	Basement carparks for each of the buildings generally will be situated below the building footprints.